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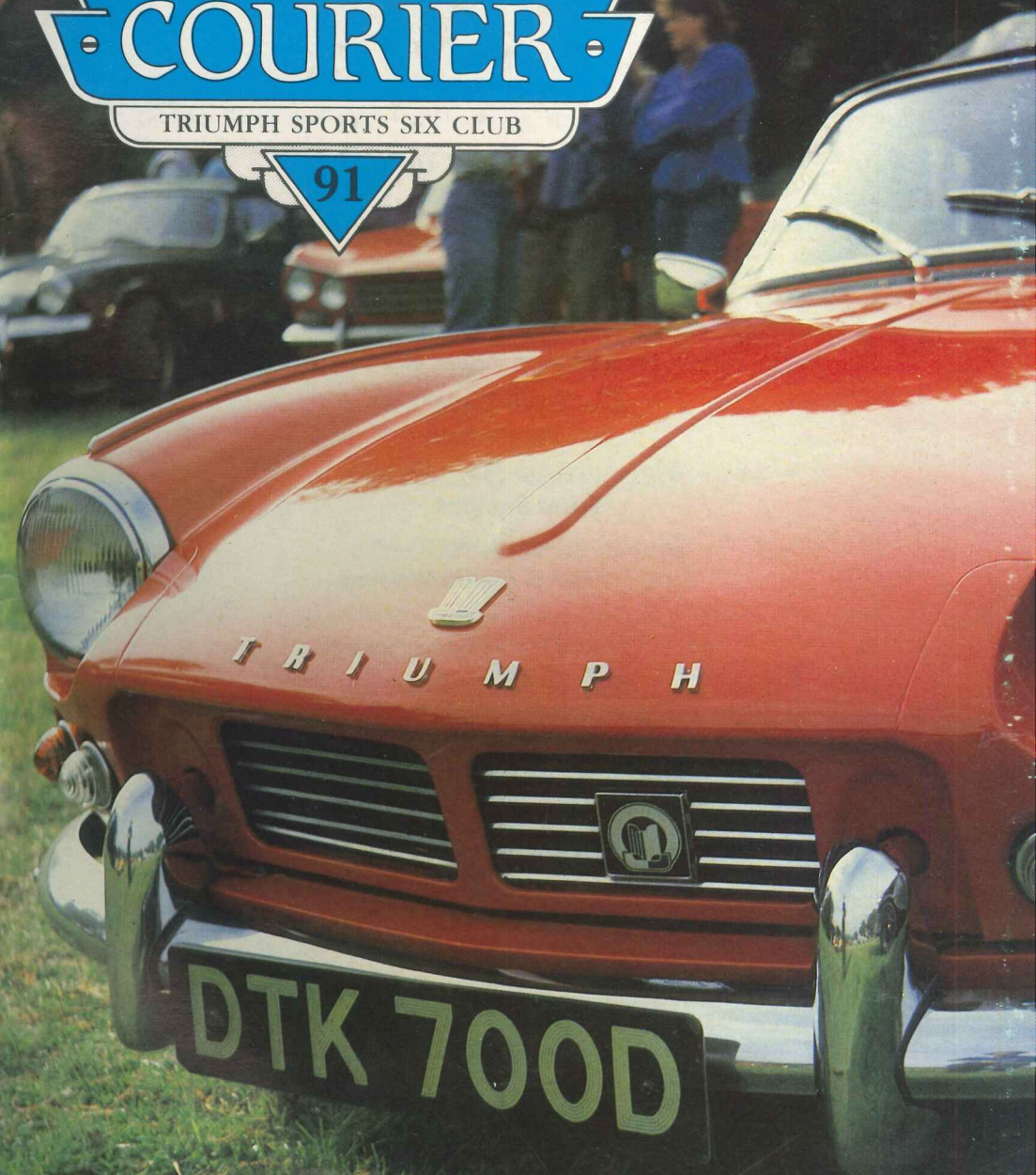
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TRIUMPH SPORTS SIX CLUB

91



THE COURIER

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Free to Club Members

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C o v e r P h o t o g r a p h

Spitfire MkII taken at Cornwall Rally for Triumphs September 1987

Whereas every care is taken to publish accurate information, the Editor and the Committee of the TSSC do not necessarily agree with all the views expressed within THE COURIER OR TURNING CIRCLE and cannot accept any liability for erroneous or misleading information found therein.

For a full list of TSSC Officials see page 66

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EDITORIAL

What Constitutes a Good Club Magazine?

Well, we believe a publication that gives something to everyone and this, for the TSSC with its varied range of cars, becomes quite a tall order. However, we like to feel that we go a fair way down that road.

As this is the start of 1988, we feel that it a good time to start introducing full colour into The Courier - we are sure you will notice the difference! The upward trend of the TSSC is, we know, what all members have come to expect. The aim, as always, is to bring you an in-depth, professionally produced, monthly magazine which incorporates all the topics that members wish to hear about. Above all, technical know-how is always in demand so please continue to support The Courier with your articles, long or short, covering all aspects of our Club and cars.

Back Issue Offer - Although we offer back-issues of The Courier at reduced prices, we now and again give you the chance to obtain packs of Couriers at cost price. Since we have fairly low stocks of many editions, the offer will run for January only. Order your back-copies today and don't miss out!

HAPPY NEW YEAR TO ALL

Enjoy January's Courier & Turning Circle 124pages!!

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PRESIDENTS INTRO



John Griffiths

Welcome to 1988

In just a few months Spring will be with us and the start of another season of outdoor events. Each year sees new cars appear from the woodwork, cars that members have been restoring and renovating for months and in some cases years!

If you're one of those persons who has been toiling on a restoration, you'll probably be counting the days to when you can drive your pride and joy to the first major Club event of 1988 the day when all those hours of hard work are at long last justified. I know we all eagerly awaited the start of the "season" but for some motoring enthusiasts winter has great attraction I am of course talking about the largest sporting event in Great Britain, the Lombard RAC Rally.

Lombard RAC rally

The World Rally Championship was decided here in Britain when Juha Kankkunen won the Lombard RAC Rally in fairly convincing style in a Lancia Delta HF 4x4.

But what is rallying like now that the Group B cars like the Ford RS 200 and Metro 6R4 E1 and the like are dead and buried by paper pushing officials? Well, for my money the magic has gone how can 450 bhp of the Audi Sport Quattro E2 compare with 250 bhp of the new Group A cars? Quite frankly, it can't, and many of the cars visibly seemed to be running out of "puff", particularly on speed uphill sections. Another major disappointment of this year's RAC Rally was the lack of Works Teams. No Works Mazda or Audis, minor involvement by Ford and Peugeot and a lack of international names like Timo Salonen, Ari Vatanen, Hannu Mikkola, Bjorn Waldegard and Walter Rohrl. Russel Brookes in a Lancia represented Britain's best hope now that "difficult to keep it on the straight and narrow Pond" has gone. But what did he do? get stuck in some mud in the Keilder Forest!

Derek Bell, the 46 year old double winner of the World Sports Car Championship and five times winner of the Le Mans 24 hour race, did add a bit of sparkle to the line-up of drivers. At scrutineering, dressed as a city banker, he looked somewhat out of place and soon lost his place by drowning his Vauxhall in a ridiculously deep water splash at Weston Park. After various other troubles all on the first day, he finally retired at Oulton Park when a rod went through the block!!



But what were the high points?

● Louise Aitken-Walker drove the Peugeot 205 like a real pro ... must have been one of her best performances yet. Disappointingly she retired in Yorkshire whilst lying a very commendable ninth.

● For the first time in 15 years Skoda did not win Class Group A (1300cc). Warren Hunt snatched a last gasp victory in his Vauxhall Nova, winning by just 2 seconds.

● Skoda did win Glass Group B (1300cc) for the 15th year though, even if they were the only entry!

● Perhaps the best performance of the whole rally was put up by Per Eklund in a privately entered 190 bhp Audi Quattro. He overcame brake problems and a cracked bodysell to take second place, defeating the majority of the works drivers. At the time of writing his 2nd place is in question following a post-event scrutiny which revealed that his inlet manifold was fractionally oversize (by 0.4 millimetres). As McInroe would say, someone should say very forcibly to the officials "you cannot be serious".

TOP TEN POSITIONS:

1. Juha Kankkunen - Lancia Delta
2. Per Eklund - Audi Coupe Quattro
3. Stig Blomqvist - Sierra RS Cosworth
good result given
4. Jimmy McRae - Sierra RS Cosworth
only 2 wheel drive
5. Mikael Ericsson - Lancia Delta
6. Makku Alen - Lancia Delta
7. David Llewellyn - Audi Coupe Quattro
8. Mats Johnson - Opel Kadett GSI
9. Carlos Sainz - Sierra RS Cosworth
10. Kenneth Eriksson - Volkswagen Golf GTI

HAPPY NEW YEAR TO YOU ALL

NEWS REVIEW

If you have any news of which may help and inform members or snippets of information send them in marked news review.

A NEW RAY OF HOPE FOR BRITISH CAR OWNERS

We are pleased to announce that a new group of companies has been formed with the object of re-introducing obsolete Lucas Electrical lines for classic cars. The lines are to be manufactured under licence from Lucas Industries Plc. by *British Classic Car Lighting Limited* at their new, purpose-fitted factory at Paper Mill Industrial Estate, Great Barr, Birmingham and will be retailed through 'sister company' *Vintage & Classic International Limited*, from their premises at Unit 43b, Hartlebury Trading Estate, Hartlebury, Nr. Kidderminster, Worcs.

No less than 120 lines will be re-introduced annually at a rate of 15 lines per month, working to the original drawings and specifications and to Lucas' own quality control standards to ensure perfection - and originality. This is good news indeed for the classic car owner who can appreciate the importance of originality - and who may now at last see an end of his search for replacement Lucas equipment no longer available.

Originality is very much the theme behind the 'perpetual challenge' trophies which are to be placed at the disposal of clubs and major events. These are to be awarded to cars carrying the best, correct, original, Lucas equipment (which should encourage judges to pay more attention to this important side of classic car restoration).

British Classic Car Lighting Limited and *Vintage & Classic International Limited* plan to ensure originality for Lucas-equipped cars into the 21st century.

Classic Media Services
Gwynedd LL36 9AJ

AUTOCAR ARCHIVES

Among several definitions of the verb to charm, according to the *Oxford Dictionary*, is to attract powerfully and to fascinate; it would be difficult indeed to find a more appropriate term for the Triumph Herald.

The Autocar, 5 June, 1959

MODEL GT6 MkIII

K&R Replicas after some minor problems with their GT6 MkIII which was originally released last September, is now in full production. The kits that have been released have sold very quickly. K&R Replicas can be contacted on (0424) 438662.

1988 TSSC AGM

Notice is hereby given that the 1988 Annual General Meeting has been provisionally set for Sunday 6th March, 1988 to be held at The Roebuck Hotel, Buckhurst Hill, Essex, commencing at 10.00am.

If you are planning to attend, and to enable us to ensure that the venue can accommodate, please could you confirm in writing as soon as possible to The General Secretary, Peter Williams, 10 Chesham Rise, Cherry Lodge, Northampton. NN3 4PX.

Members' Formal Resolutions to be put to the AGM should be sent to the above address by February 5th 1988. The AGM agenda, nomination forms and more detailed information on how to reach The Roebuck Hotel will appear in February's Courier.

May I also remind local area organisers that they should have sent their nomination forms to Dave Bayliss, the Area Liaison Officer (not to me) in October, many of you haven't so please do so now.

Peter Williams

NEW TSSC STICKERS

Launched this month a full new range of TSSC stickers, they are for all CLUB cars. With white bases and two colour printing they are brighter and more effective than previous stickers, priced at £1.00 each. see Regalia Page 38.

Special Offer COURIER BACK ISSUES

PACK A

From April 83
to July 85

Pack of 12 issues

£8.00

PACK B

From August 85
to November 86

Pack of 12 issues

£8.00

PACK C

From December 86
to November 87

Pack of 12 issues

£8.00

inc post & packing

This offer is only on throughout January

WITH ALL ORDERS FREE WINDSCREEN STICKER

Send all orders with remittance stating pack(s) required and your name and address to Triumph Sports Six Club 121B St Mary's Road, Market Harborough, Leics LE16 7DT Telephone 0858 34424 (2 Lines)

Save Money and Gain Knowledge Now!

Buying By Post



By Roland Drew

The Council of Management have asked me to write a short article regarding buying from advertisements placed in The Courier.

Perhaps we have a Club member who is more qualified than myself and would be able to write a more comprehensive article for publication. In the meantime, I will try to cover the main points (gleaned from the local library reference section).

First of all, ascertain if the advertiser is a trader or a private individual. If it is a private individual and things do go wrong, I'm afraid there is little that can be done - so be careful. If the item you have bought/wanted to buy was valuable, I can only suggest you seek immediate advice from a friendly Solicitor, Citizens Advice Centre, etc.

However, if the advertisement was placed by a trader, you are much better protected. First of all, a 'Trader' is one who can be shown to advertise regularly (has that phone number appeared regularly before?). To more clearly identify such people, the Club is asking all such people to identify themselves with a 'T' in their classified advertisements. It does not matter if the trader is selling new or used items, they must be 'fit for their

purpose and of merchantable condition'.

The second important feature is that they must be accurately described. If the article you have bought is faulty or not as described, you are entitled to all or some of your money back. It all depends on what the problem is, how long you have had it and if you have used it. The trader is obliged to deliver the ordered goods within a 'reasonable time', this is usually considered to be 28 days. If the goods do not arrive within, say, a further two weeks, you will consider your order to be cancelled and want *all your money returned*. You do not have to accept excuses unless you are prepared to wait longer. You definitely *DO NOT* have to accept 'Credit Notes' or alternatives.

One further note about credit, if you are buying

something on credit, or paid using a 'plastic card' you may well have a claim against the Finance House or Credit Card Company - so let them know what the problem is.

One final point: *WRITE* to the TSSC Office. We may well not be able to help directly, but we will not continue to take adverts. from traders who continually cause trouble for our members and in the short term, their performance will be reflected in our Top Traders lists.



If At First
You Don't
Succeed
..... Try
Somewhere
Else!!

Victor Thompson -
Hexborough, Yorks

As a boy I was never one to be very interested in cars, but my first recollections of thinking "Yes, that's a car I would love to own" was on seeing an advertisement for holidays in France. There in the foreground of the picture was a Spitfire MkIV, the image of it's style and flair together with it's charismatic name stayed with me for a long time.

In January 1984 I first became the proud owner of a Spitfire 1500 (JUR 413V), however after a catalogue of problems, we sadly parted company. I had been the victim of a rogue, secondhand car dealer and this was before I knew of the TSSC. I needed a reliable car for my job as a District Nurse and so I bought a predictable type 'Euro-box', It was reliable, economical, practical and boring - the bug had bitten! Both my wife and I missed the thrill and exhilaration of motoring with the hood down and so we decided to look for a Spitfire to 'do up'.

Almost a year after I sold JUR 413V, I was introduced to ULT 922M, a Spitfire MkIV whose bodywork was tatty but was mechanically reasonable. She was the second car of a chap who was restoring an Austin Healey 3000, and was in need of some extra cash. So, after discussion, my wife and I saw that the old 'Spitty' had potential and bought her.

Some may say we took the easy way out because we had the body restoration carried out by a local restoration specialist. But the professional finish shows and the paintwork is first class. Tony of TG Motors, Stainforth, Doncaster, S. Yorks is a car enthusiast and specialises in Triumph, Austin Healey and

ACCESSORY and MOTOR SUPPLIES

EXCHANGE WIPER MOTORS

Spitfire 71-80	£25.90
TR6 PI 70-75	£25.90
GT6 71-74	£25.90
2000, 2.5 PI	£25.90
Exc. Deposit	£10.00

CABLES

SPEEDO CABLES

Spit IV Std Trans	£2.77
Overdrive	£3.52
III Std. Trans	£3.02
Std. Trans 70 on	£3.08
Overdrive 66-74	£3.13

THROTTLE CABLES

Spitfire MKIV 70 no POA	
GT6 MKIII 70-73 POA	

CHOKO CABLES

Spit MKIII/IV 62-74	£1.40
1500 74-80	£1.40
GT6 66-73	£1.40

BRAKE CABLES

Spit MKIII/IV 62-74	£1.40
1500 74-80	£1.40
GT6 66-73	£1.40

BRAKE & CLUTCH

BRAKE MASTER

CYLINDERS

Spitfire 67 on	£34.24
IV 1500 72 on	£79.67
GT6 70-72	£25.64
72-73	£28.98

BRAKE CALIPERS

per side	
Spitfire 67 on	£34.24
GT6 70-72	£67.15

REAR WHEEL

CYLINDERS

Spitfire 67-70	£6.68
IV 1500 70 on	£???.??
1500 75-81	£6.50
GT6 70-72	£6.50

BRAKE ADJUSTERS

All Models	£5.74
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Hoses (Each)

Spitfire 62-80	£5.20
Rear 67-74	£4.83
74-80	£5.77
GT6 Front 66-74	£4.57
Rear 72-74	£5.77
Aeroquip Hoses	£7.90

CUPRO NICKEL

BRAKE PIPE

Seamless	
25ft length	£6.84

BRAKE PADS

Spitfire III IV 67-74	£3.10
1500 75 on	£3.10
GT6 MKIII 72-74	£4.27

BRAKE SHOES

Spitfire III IV 67-74	£4.20
1500 75 on	£4.20
GT6 MKIII 72-74	£4.29

BRAKE DISCS Each

Spitfire All Models	£10.66
GT6 I II III 66-71	£13.40
Add Securicor Delivery	
Shoe Return Springs:	
GT6	£1.98
Spitfire	£1.98

COMPLETE CLUTCH BORG & BECK

Plate, Cover, Bearing	
Spit 1500	
(74-80) 7 1/4	£48.11
Spit IV (71-74) 6 1/2	£35.50
Spit II III	£33.95
GT6 All Models	£56.86
TR3 & 4	£68.80
TR4A	£52.48
TR5 & 6	£52.57

COMPLETE CLUTCH ECONOMY

Plate, Cover, Bearing	
Spit 1500	
74-80 7 1/4	£40.77
Spit IV 71-74 6 1/2	£26.23
CLUTCH MASTER	
CYLINDER	
Spitfire All Models	£27.90
GT6 All Models	£27.90
CLUTCH SLAVE CYLINDER	
Spitfire 62-67	£15.52
57-77	£19.94
77 on	£22.58
GT6 70-73	£27.02

COOLING

Water Pumps

1500	£31.85
MKIII	£16.87
GT6	£16.19

Radiators

Spitfire MKI	£42.73
MKII	£43.83
MKIII/IV	£51.56
GT6	£67.90

Radiator Hoses

All Spit & GT6	
Top Hose	£1.10
MKI-III Bottom	
Hose	£1.30
1500 Bottom Hose	£1.62
GT6 66-74 Bottom	
Hose	£2.01

Thermostats

All Models	£1.82
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Fan Belts

All Models	£1.60
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SUSPENSION

Spit & GT6 Trunnion	
Bush Kit	
Complete Axle Set	£23.81
Spit 62-80 Wheel Bearing	
Front	£7.63
Rear Inner	£7.31
Inner and Outer	£6.55
GT6 66-74 Wheel Bearing	
Front	£6.50
66-68 Rear Outer	£7.31
Inner and Outer	£6.55
68-74 Rear	£9.70

STANDARD SHOCK

BSORBERS	
GT6 Spitfire Front	£12.72
GT6 Spitfire Rear	£10.07
LEAF SPRINGS	
Spitfire MKI II III	£61.78
GT6 II III 69-72	£51.18
Add Securicor Delivery	
Rotoflex Coupling GT6	
	£9.42

STANDARD SILENCER

SYSTEMS	
Spitfire 1500	£50.62
MKIV	£42.03
MKIII	£34.29
GT6 MKIII 70-74	£67.35
Add Securicor Delivery	
CIBIE LIGHTING	
Auxiliary Lights	
Super Oscar	£23.40
Oscar	£20.80
Oscar Plus	£20.80
Type 35 Rect Stainless	
	£16.90
Type 45 Round Stainless	
	£19.18

Halogen Conversion

Kits	
Cibe Z180 with Bulbs	£28.53
Quadoptics with Bulbs	£10.00
Relay	£2.08

Bulbs - Halogen 12 volt

H1 100 Watt	£2.95
H2 100 Watt	£2.95
H3 100 Watt	£2.95
H4 100/55	
Main/Dip	£4.80
H4 100/80	
Main/Dip	£4.80

STEERING

STEERING RACKS

Spit 63-80 (Exch.)	£33.35
1300 65-70 (Exch.)	£33.35
1500 70-73 (Exch.)	£33.35
GT6 MKIII 66-73	£45.00
Add Securicor Delivery	

ACCESSORIES

Boot Rack

All Chrome	£16.00
Chrome/Wood	
Slats	£16.00

Seatbelt Harnesses

Britax 3 point	£21.00
Standard Inertia	£16.94
Moto Lita	
Steering Wheels	
MKII Woodrim Dishd	
or Flat	£34.67
MK4 Leather Rim	
Dishd or Flat	£28.02

Boss Kit

GT6, Spit	£11.44
(State year and model)	
Chrome Pancake Air	
Filters	
SU1 1/4	£3.00
SU1 1/2	£3.00
SU1 3/4	£3.80
45 DCOE	£4.80
Stromberg	£4.37

SILICONE IGNITION LEAD

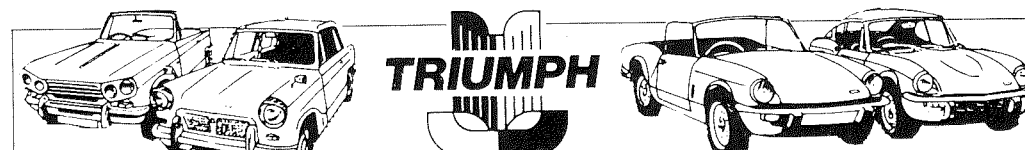
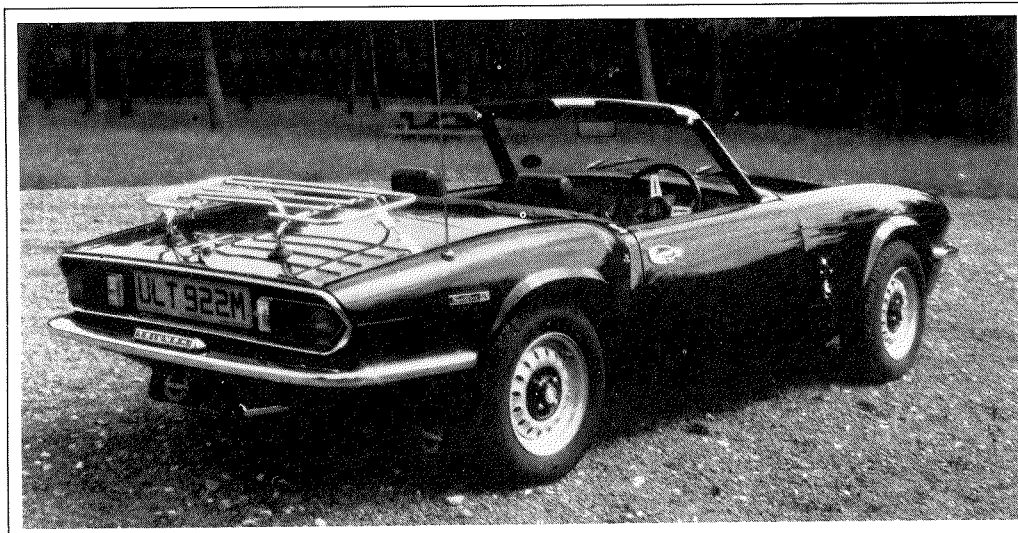
SETS	
Spit MKIII IV 68-74	£6.60
1500 74-80	£6.13
GT6 66-74	£8.77
Lucas Sports Coil	£7.49
Piranna Elect.	
Ign.	£33.04
Peco Rear Box	
Twin Chrome	
Outlets	£27.96
STEEL BODY PANELS	
'A' post lower (handed)	to use when fitting outer sill
	£4.35
Door Skin MKI II III	(handed)
	£9.75
Door Skin MK4	(handed)
	£10.50
Sill Closing Plate	(handed)
	£2.10
Stainless Steel oversill	(handed)
	£10.50
Stainless Steel Finishing	Strip to use with
	TS 14
	£3.60
Full Outer Sill	(handed)
	£6.75
Inner Sill (handed)	£5.25
Inner Sill reinforcement	(handed)
	£2.62
Stainless Steel Threshold	Plate
	£4.42
Rear 1/4 Panel Repair	(Rear of Sill, handed)
	£4.42
Rear 1/4 Below Bumper	(Rear Wing, handed)
	£4.87
Complete Floor Front and	Rear Side (all models)
	£23.63
Front Footwell Repair	(Handed)
	£8.85
Black Floor Repair	(handed)
	£15.00
Floor Cross Member MK4	(handed)
	£7.88
Front Cross Rail	(all models)
	£13.13
Rear Valance MKI II III	& GT6
	£24.00
Rear Valance Lower	Panel MK4
	£19.13
Front 1/4 Panel MK4	(handed)
	£42.00
Front Wing Lower MK4	
	£49.50
Rear Wing MK4	£100.50
Front Wing MKI II III	£63.00
Rear Wing MK I II III	£48.00

MG (excuse language). He really takes a pride in his work and is happy to talk cars and offer advice to anyone. I do not hesitate in recommending him.

During the period of restoration between 1986 and 1987, I undertook the not inconsiderable job of obtaining parts for the restoration. If this taught me anything, it is patience and perseverance. Often so-called Triumph specialists were totally disinterested, i.e. try and obtain a Spitfire MkIV bonnet badge! But with time, I succeeded and from experience can recommend both John Hills and the Sports Car Centre of London.

We have enjoyed our first summer in our Spitty and attended our first meeting at the North Yorkshire Weekend, where we met some smashing people.

At the moment I am undertaking the overhaul of the steering and suspension as a winter project, and next year we are looking forward to attending more meetings. Despite the initial disappointment with our first Spitfire, my enthusiasm for the car has grown and grown (my wife may say it is an obsession!). This has been helped by belonging to a first rate car club as the TSSC and reading the interesting articles sent in to The Courier by fellow Triumph 'nuts'. If there is a moral to impart from my experience, that is in undertaking any sort of restoration, you must have lots of patience, time and some money (not necessarily in that order). When faced with adversity in obtaining that rare part and the only answer you get is "They don't make them any more", take heart and persevere!!! Happy motoring.



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ACCESSORY
and MOTOR
SUPPLIES

A little bit of light - heartness this month, with an article I found recently in 'The Volvo Magazine'. Thanks go to Volvo Concessionaires Ltd for their kind permission to reproduce it.

MOTORING MANNERS

"Manners maketh man" so the saying goes, but just as surely it may be said that "motoring taketh away man's manners" - and those of ladies.

Courteous gentlemen and charming ladies will frequently undergo a Jekyll and Hyde metamorphosis once behind the wheel of a car.

Raucous profanities may be hurled at fellow motorists, accompanied by the most explicit vulgar gesticulations as behaviour degenerates into an aggressive display of self-righteousness.

Of course, none of us are guilty, nor do we have motoring habits likely to drive others into paroxysms of frustration and fury. But we can all catalogue our pet hates - the behaviour of others that so enrages us.



COP SHOP

Mike Crewes

There's the mild mannered gent who completely loses his cool if motorists don't position their cars correctly in order to reach parking ticket dispensers. He seethes and storms while the car in front is repositioned or the hapless driver strives to reach the ticket box.

Pinched parking places are a sure-fire source of wrath, so too are pedestrians. A lady may be reduced to the most unladylike language at shoppers passing just before or behind her car as she endeavours to park.

Then there's the motorist monopolising a vast parking space who sits at the wheel of his car staring stolidly ahead, indifferent to the attempts of another trying to squeeze into the small space remaining.

Macho males, desperate to prove their manhood by racing away from traffic lights faster than the woman in the adjacent car - who isn't competing anyway - are a

Then there's the "I've been driving safely for 40 years..." brigade. Any lack of manners on their part is presumably unintentional - but it certainly brings out the worst in others. One old gentleman, delightful in all other respects, - thankfully now retired from the road - habitually drove at a steady 25 miles an hour down the centre of every highway looking neither to right nor left, and certainly never in the rear view mirror! Other irate motorists would shake their fists, mouth

obscurities and generally vent their spleen, all to no avail as he continued his imperial progress. Members of the family forced to place their lives in his hands would squirm down in their seats with apprehension and embarrassment, hoping against hope that they would not be recognised.

Devout adherents to self imposed speed restrictions are another thorn in the flesh for many. Some make a point of cruising at a constant five miles per hour below the limit in an outer lane, ignoring all pleas - polite or otherwise - to move over and let others pass. Kindred spirits, and equally maddening to other motorists, are those who with some rationale known only to

themselves, insist on monopolising an outside lane at a speed substantially below the limit. They are single-minded in their determination to give the empty nearside lane a wide berth. This is a scenario guaranteed to make most motorists throw caution, and manners, to the wind as they are faced with deciding whether to endure endless miles behind such a driver - or run the considerable risk of overtaking on the inside. Of course, this is likely to produce quite a ferocious display of bad manners on the part of the motorists concerned, both of whom are outraged at the lack of common courtesy on the part of the other.

The less tolerant of us have been known to suggest that whole categories of other road users should be banned during the hours of daylight/darkness or at weekends - in other words when we are out and about.

"Speed merchants" are deplored as ill-mannered by the more genteel members of the motoring fraternity. "Weekend Wallies" are sneered at for their thoughtless dawdling by more purposeful drivers. Commercial travellers are generally regarded as arrogant and impatient. Women, naturally, come in for a fair amount of stick. Senior citizens shouldn't be allowed out on the road - nor for that matter should young tearaways. People on horseback are insufferable. Pedestrians are an unpredictable danger. Motor bikes are a public menace - as are push bikes. Freight should be taken off the roads and returned to the railways and canals.

And what about the towing brigade!

So who does that leave? Thee and me, but I'm not too sure about thee...

CAMBRIDGE TRIUMPH SPARES

SPECIAL OFFERS TSSC MEMBERS JANUARY 1988

The following is a selection from our EXTENSIVE Range of parts - Please phone for a FULL COMPUTER PRINTOUT for your model

Spitfire IV/1500 Fibreglass Hardtops Black Vinyl Finish	£165.00
GT6 III/Spit IV/1500 Wiper Arms (Silver)	£3.50
GT6 III/Spit IV/1500 Wiper Blades (Stainless)	£2.50
GT6 III/Spit IV/1500 Complete Rear Light Assemblies	£9.75
Spit IV/1500 Choke Cable Inner and Knob	£3.50
Herald/Vitesse Rear Light Lens	£4.50
All Models - Vertical Links (King Pins)	£33.00
Her/Vit Original Chrome Petrol Caps	£2.95
Spit/GT6 Front Windscreen Seal	£18.00
GT6 Tailgate Seal	£18.00
Spit/GT6 Front Footwell (Floor) Section	£10.90
Spit/GT6 Outer Sills	£9.00
Spit IV/GT6 III Steel Front Qtr. Valances	£29.00
Spit IV/GT6 III Fibreglass Front Qtr. Valances	£15.50
Boot Seal - All Models - From	£7.50
Bright Windscreen Seal Insert From	£6.50
Superior Quality Carpet Sets All Models From	£65.00
Original Spitfire Footwell Carpets	£14.00
Copper Brake Pipe Kits - All Models	£24.10
Door Draught Excluder (Furflex) From	£7.50
Spit IV Hoods (Zip Window) Original Quality	£65.00
Spit IV Original Tonneau Covers (R or LHD)	£22.00
Her/Spit Three Piece Clutch Kits	£25.00
GT6/Vit Three Piece Clutch Kits	£29.50
Spit IV/1500/GT6 III Front Wings From	£37.00
All Models Matched Pair Bonnet Locks	£9.50
Spit III/GT6 I/II Matched Pair Door Locks	£9.50
Spit IV/1500/GT6 III Matched Pair Door Locks	£9.50
Spit IV/1500 Boot Lock Assembly Complete	£10.50
7" Quartz Halogen Headlamp Conversion Kits	£15.95
Spit/Herald Oil Pump Repair Kit	£12.50
GT6/Vitesse Oil Pump Repair Kit	£12.50
Spit 1500 Hounds Tooth Seat Cover Kits - Per Car	£55.00
Her/Vit Doorskins - Original Pressing	£17.50
Her/Vit Quarter Valance - Steel	£12.00
Her/Vit Rear Valance - Steel	£16.00
Her/Vit Front Valance - Fibreglass	£17.50
All Models Alloy Rack Mountings	£10.50
All Models Pedal Rubbers	£1.50

We also stock many small parts and strive to carry all service items as well as trim and finishing items. Please phone or write for our NEW 1988 CATALOGUE - FREE TO TSSC MEMBERS.

TRADE INQUIRIES WELCOMED • FAST MAIL ORDER • OVER NIGHT SECURICOR SERVICE •
HAPPY NEW YEAR TO ALL TSSC MEMBERS

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Saturday 8.30 - 3pm
Sunday 9 - 12noon

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THE

SWISS GET IT TOGETHER!

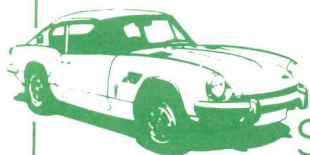
In the sixties and seventies, Triumph was a popular and often seen marque on the roads in Switzerland. The most popular cars being Spitfires and the TR2-7 range but there were also a good number of Heralds, Vitesse and larger Triumph saloons. Unfortunately, the only cars to survive tended to be the sportscars with most other cars, especially soft tops, ending their days in the scrap yard.

We are fifteen enthusiasts, all TSSC members, with the common desire to keep the Herald and Vitesse alive in Switzerland. To help achieve our aims we're planning to found the 'Herald & Vitesse Club in Switzerland' club, on Friday, the 8th January 1988. We want to help each other restore the cars and to find spare parts. Restoration especially finding parts etc., is a big problem. However, we have found a good number of good suppliers through the pages of 'The Courier'. We've found best parts service from John Kipping, the British Sports Car Centre and also Triumph Care in Kingston upon Thames who have the fastest parts service to the continent (10 - 20 days), so we're now able to get the cars into good condition.

In August, we made an excursion to the 'Kanton Appenzell', where we took the pictures. Christian Koch lives in that nice part of Switzerland and he organised a circular tour through the beautiful region of 'Appenzell'. After weeks of bad weather we were surprised to find that the Sunday was warm and sunny, so we were able to enjoy the drive 'topless'. The trip was a big success and suddenly we got the idea to visit England with our cars next Spring. We would be happy to receive details of Triumph meetings which may be taking place so that we can join in. In the same way, if any Triumph friends find themselves astray in Switzerland, they would be very welcome to visit us we look forward to that.

Hans Wartmann - Brugg, Switzerland

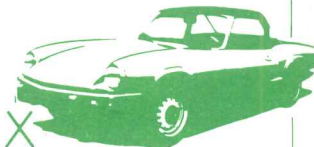




CLASSIC CAR AUTOMOTIVE

HERALD • VITESSE • SPITFIRE • GT6

ST MICHAELS WAY, MIDDLEWICH, CHESHIRE CW10 9DX



BRAKE PARTS

Master cylinder Herald, Spitfire	£26.50
Master cylinder Vitesse, GT6	£26.50
Master cylinder Tandem Spitfire 1500	£82.00
Master cylinder kit Herald, Spitfire	£2.99
Master cylinder kit Vitesse, GT6	£2.99
Brand new Lockheed servo installation kit as advertised in Courier. Complete with all required fittings, plus piping, unions, non-return valve, bolts, washers etc. Now one kit fits all club cars	
5" unit Herald, Spitfire, Vitesse, GT6	£85.00
New alloy cap for master cylinder	£2.50
Rubber seal for master cylinder cap	50p
Servo seal kit late GT6 MkIII	£37.50
Caliper assy type 12sp Herald (exch)	£35.00
Caliper assy type 12sp Spitfire (exch)	£35.00
Caliper assy type 12sp Vitesse 6	£35.00
Caliper assy type 1411 Herald	£25.00
Caliper assy type 1411 Spitfire	£25.00
Caliper assy type 16p Vitesse, GT6	£35.00
Caliper assy type 16pb Vitesse, GT6	£35.00
Caliper assy type M16p Late GT6	£35.00
Caliper seal kit all type 12sp	£6.99 pair
Caliper seal kit all type 1411	£3.99 pair
Caliper seal kit all type 16p	£7.25 pair
Caliper seal kit all type 16pb	£6.99 pair
Caliper pistons all type 12sp	£7.99 each
Caliper pistons all type 1411	£4.99 each
Caliper pistons all type 16p	£5.99 each
Caliper pistons all type 16pb	£5.50 each
Brake pad set front Herald, Spitfire	£4.50
Brake pad set front Vitesse, GT6	£6.25
Brake discs new Herald, Spitfire	£10.50 each
Brake discs new Vitesse, GT6	£11.50 each
Front wheel cylinders Herald	£5.50 each
Front brake shoe set front Herald	£7.49
Front shoe return spring set Herald	£2.50
Front flexible brake hose all	5.25 each
Rear wheel cylinder Herald all	£6.99
Rear wheel cylinder Spitfire all	£6.99
Rear wheel cylinder Vitesse all	£6.99
Rear wheel cylinder GT6 to 72	£6.99
Rear wheel cylinder GT6 72 on	£8.25
Rear wheel cylinder attachment slide kit	£3.00
Rear flexible brake hose Herald	£5.25
Rear flexible brake hose Spitfire	£5.25
Rear flexible brake hose Spitfire 1500	£5.50
Rear flexible brake hose Vitesse, GT6	£5.50
Rear brake drum new Herald, Spitfire	£15.00
Rear brake shoe set Girling all	£7.49
Rear shoe return spring set all	£2.00
Rear shoe holding clip set all	£3.00
Rear brake adjuster Herald, Spitfire	£6.25
Rear brake adjuster Vitesse, GT6 72	£6.25
Rear brake adjuster GT6 72 on	£6.25
Anti squeal shim set all type 12sp	£2.50
Anti squeal shim set all type 1411	£2.50
Anti squeal shim set all type 16p	£3.50
Anti squeal shim set all type 16pb	£3.50
Small satchel of anti squeal grease	50p

BRAKES CONTINUED

Pad retaining pins type 12sp & 1411	50p
Pad retaining pins type 16p	50p
Pad retaining pins type 16pb	50p
Pad retaining pin R clip all models	10p
Pad anti rattle clips type 12sp & 1411	60p
Pad anti rattle clips type 16p & 16pb	35p
Servo non return valve in line type	£6.99
Bleed screw short Girling	75p
Bleed screw long Girling	95p
Three way brass union	£2.99
Four way brass union	£3.99
Five way brass union	£7.50
Hydraulic brake light switch	£6.00
Fluid reservoir extension small pot	£4.50
Fluid reservoir extension large pot	£4.50
Filter element for Girling type servo	£1.95
Brass male brake pipe unions	20p each
Brass female brake pipe unions	20p each
Zinc plated male brake unions	15p each
Zinc plated female brake unions	15p each
Pure copper brake pipe 25 foot roll	£6.00
Servo vacuum hose 3 foot length	£4.50
Plastic brake pipe clips single	15p each
Plastic brake pipe clips double	18p each
Plastic fuel line clips	20p each
Plastic brake/fuel line clips	35p each
Fully made up copper brake pipe sets tailor made for every model with brass unions plus required chassis clips, all models	£17.50
Hand brake cable front all	£2.00
Hand brake cable rear	£2.00
Hand brake cable rear Spitfire 1500	£3.00
Rubber gaiter for master cyl. linkage	£1.65
ABV automatic bleed valve sets (4)	£5.50
Special HT bolts for fixing disc to hub	35p
Special HT bolts for fitting calipers	50p

STEERING & SUSPENSION

Steering rack (exchange) Herald	£29.50
Steering rack (exchange) Spitfire	£29.50
Steering rack (exchange) Vitesse	£29.50
Steering rack (exchange) GT6	£29.50
Steering rack gaiters all models	£4.50 pair
Steering column to rack UJ all	£11.50
Steering rack mounting clamp all	£7.50
Steering rack mounting bush all	£1.10
Steering column inner bush all	£1.75
Steering arm rack to upright	£8.50
Track rod ends all models	£4.50 each
Top ball joints all models	£6.25 each
Lower brass trunnions all models	£10.50 each
Front trunnion seal kit	£1.50 each
Trunnion dust cover all models	50p
Vertical link Herald drum brakes	£38.00
Vertical link Herald, Spitfire discs	£36.00
Vertical link Vitesse, GT6	£36.00
Stub axle Herald drum brakes	£18.00
Stub axle Herald, Spitfire discs	£10.50
D washer for front stub axle all	25p

STEERING & SUSPENSION CONTINUED

Castulated nut for front stub axle	38p
Front hub dust cap Herald, Spitfire	£1.95
Front hub dust cap Vitesse, GT6	£1.95
Round dust shield for vertical link	50p
Front wheel bearings Herald, Spitfire	£6.99
Front wheel bearings Vitesse, GT6	£6.99
Front hub felt oil seal and retainer	98p
Rear wheel outer brg. kit Herald, Spit	£6.99
Rear inner/outer brg. kit Herald, Spit	£9.00
Rear outer brg. kit Vitesse, GT6 non roto	£6.99
Rear inn/out brg. kit Vitesse, GT6 non roto	£8.00
Rear wheel brg. kit Vitesse, GT6 rotoflex	£9.50
Rear hub HT nyloc locking nut all	£1.50
Rear trunnion seal kit Herald, Spitfire	£1.75
Rear trunnion seal kit GT6 MkIII late	£1.75
Propshaft UJ all models	£3.75
Halfshaft UJ all models	£3.75
Rotoflex coupling Vitesse, GT6	£8.00
Rotoflex coupling bolt (short)	75p
Rotoflex coupling bolt (long)	£1.65
Anti roll bar bush all	95p
Anti roll bar clamp all	95p
Anti roll bar U bolt with nuts	95p
Front shock absorbers all models	£8.50
Front shock absorbers all models	£12.40
Rear shock absorbers	£9.99
Rear lever arms Vitesse (exch)	£12.50
Front road spring Spitfire 1500	£17.00
Rear leaf spring Spitfire MK1,2,3	£35.00
Rear leaf spring Spitfire MK4	£40.00
Rear leaf spring GT6 MK2,3 KC50001	£35.00
Front wishbone bushes all models	50p
Front shocker bottom bush all	£1.50
Front shocker top bushing kit all	£3.00
Engine mounting Herald, Spitfire	£5.00
Gearbox mounting Herald, Spitfire	£1.00
Rear radius arm bush Herald, Spitfire	50p
Rear radius arm bush late GT6 (back bush)	50p
Radius arm bush Vitesse, GT6 rotoflex	£1.50
Radius arm bush late GT6 MK3 (front)	£8.00

Complete front suspension special bolt kit. Suitable for all models this bolt kit contains all the high tensile bolts plus nylocs and washers etc. to completely rebuild all the front suspension, covers such items as wishbones, trunnions, top ball joints, vertical links, shock absorbers fixings plus anti roll bar, steering rack, stub axles, front discs, caliper mountings etc. Each kit has approx. 132 items all bright zinc plated, all items are clearly labelled in separate packs for easy identification and fitment. An absolute must, saves loads of time and hard work cleaning old rusty bolts etc. £9.50

CLUTCH PARTS

Master cylinder new all models	£26.50
Master cylinder seal kit all	£2.99
Slave cylinder Herald	£18.50
Slave cylinder Spitfire MK1.2-67	£18.50
Slave cylinder Spitfire MK3.4	£19.50
Slave cylinder Spitfire 1500	£21.00
Slave cylinder Vitesse, GT6	£24.50
Slave cylinder seal kit Herald	£1.50
Slave cylinder seal kit Spitfire	£1.50
Slave cylinder seal kit Spitfire 1500	£2.00
Slave cylinder seal kit Vitesse, GT6	£2.00

MECHANICAL CLUTCH PARTS

Please note we only supply brand new Borg&Beck or Laycock clutch parts, not any of the remanufactured units currently on the market. It's a lot of work to fit a clutch so make sure you only have to do it once - be sure and fit a new clutch.

Pressure plate (coil spring) Herald	£24.00
Friction plate (coil spring) Herald	£2.00
Release bearing Herald	£8.25
Pressure plate (diaphragm) Herald	£14.00
Friction plate (diaphragm) Herald	£12.00
Release bearing Herald	£8.25

Spitfire MK1 same as Herald coil spring
Spitfire MK2,3,4 same as Herald diaphragm

Pressure plate Spitfire 1500	£22.00
Friction plate Spitfire 1500	£16.00
Release bearing Spitfire 1500	£8.25

Pressure plate Vitesse 6	£28.00
Friction plate Vitesse 6	£14.00
Release bearing Vitesse 6	£8.25

Pressure plate Vitesse 2 ltr. GT6	£28.50
Friction plate Vitesse 2 ltr. GT6	£16.00
Release bearing Vitesse 2 ltr. GT6	£8.25

COOLING PARTS

Water pump new Herald, Spitfire	£17.50
Water pump new Spitfire 1500 fixed	£17.50
Water pump new Spitfire 1500 viscous	31.50
Water pump new Vitesse, GT6	£17.50
Fan belt Herald, Spitfire	£1.50
Fan belt Vitesse MK1, GT6 MK1	£1.50
Fan belt Vitesse MK2, GT6 MK2.3	£2.50
Hella 20 amp relay, use with above	£1.50
Radiator bottom hose Herald	£2.00
Radiator bottom hose Spitfire MK1-4	£2.00
Radiator bottom hose Spitfire 1500	£2.50
Radiator bottom hose GT6	£2.50
Radiator cap 7lbs	£1.50
Radiator cap 13lbs	£1.50
Thermostats summer 82°	£2.00
Thermostats winter 88°	£2.00
Pacel electric cooling fan kit thermostatically controlled sim fitting, fits onto radiator so no need for ugly mounting brackets	£50.00

IGNITION PARTS

Distributor cap Herald -68	£2.88
Distributor cap Herald 68 on	£2.15
Distributor cap Spitfire all	£2.25
Distributor cap Vitesse, GT6	£2.55
Rotor arm Herald all	50p
Rotor arm Spitfire	60p
Rotor arm Spitfire 1500	70p
Rotor arm Vitesse, GT6	60p
Contact set Herald II	£1.00
Contact set Spitfire	85p
Contact set Spitfire 1500	£1.00
Contact set Vitesse 6, GT6	85p
Contact set Vitesse 2 ltr.	£1.00
Condenser all models except Spit 1500	90p
Condenser Spitfire 1500	£1.10
Ignition coil all models	£9.00
Silicon ignition lead full set 4 cyl.	£5.85
Silicon ignition lead full set 6 cyl.	£9.50
Spark plugs Champion copper core all	90p
Distributor low tension pig tail all	£1.20
Battery isolator switch all	£6.50

FILTERS

Air filter Herald all	£3.15
Air filter Spitfire MK1 single	£3.15
Air filter Spitfire twin	£3.35 each
Air filter Spitfire 1500	£3.00 each
Air filter Vitesse 6	£2.00
Air filter Vitesse, GT6 2 ltr.	£3.15 each
Oil filter Herald/Spitfire	£2.20
Oil filter Vitesse	£1.75
Oil filter GT6 without oil cooler	£2.70
Oil filter GT6 with oil cooler	£1.75
Fuel filter in line filter all	£1.50

ELECTRICAL PARTS

Starter solenoid all models	£6.50
Starter motor (exchange) all	£9.50
Alternator (exchange) Spitfire, GT6	£18.50
Alternator (exchange) Spitfire delco	£26.50
Dynamo C40 (exchange) all	£9.00
Horn push contact pencil all	£3.50
Halogen headlamp conversion kits, these kits contain two 7in reflector units, two Halogen H4 bulbs, two side light bulbs plus wires and fittings for the side lights	£17.75 pair
Chrome 7in outer bezel	£4.75
Extra powerful halogen 100/80 bulbs	£4.35
Hella 20 amp relay, use with above	£2.50
Basic electric horn	£4.50
Twin air horn kits	£9.50
Combined Oil pressure/Water temp gauge	£24.50

CARBS

Carburettor repair kit Spitfire MK1-4	£7.50
Carburettor repair kit Spitfire 1500	£7.75
Carburettor repair kit Herald, Vitesse	£6.50
Carburettor repair kit GT6	£6.50
Diaphragm for Stromberg carbs	£1.00
Petrol pump Herald, Spitfire -74	£9.00
Petrol pump Spitfire 1500	£9.00

TRIM FASTENERS

Tennax heavy duty hood fasteners	45p each
Tennax single threaded stud	32p each
Lift the dot hood fastener	25p each
Lift the dot single screw stud	28p each
Lift the dot two hole stud	28p each
Durable dot button/socket	12p each
Durable dot stud	6p each
Carpet retaining fastener/ring	18p each
Carpet retaining stud	6p each
Flange finisher clip Spitfire, GT6	11p each
Flange finisher clip large GT6	12p each
Door trim spring steel clip	9p each
Door trim plastic socket	7p each
Seat trim retaining clip	6p each
Plastic badge clip	4p each

NUT & BOLT FASTENER PACKS

Note, all nuts, bolts and washers in our pack range are bright zinc plated to help beat corrosion.

All club cars generally use UNF threads with the occasional use of UNC (very coarse) threads on some engine components.

Larger thread diameters i.e. 3/8, 7/16 & 1/2" are used throughout the steering and suspension, smaller thread diameters i.e. 1/4 and 5/16 are used on interior parts and in the engine bay.

SMALL TOOLBOX PACKS

Mixed self tappers approx 500 items	£1.50
Mixed machine screws with nuts and washers	£1.50
Mixed spire nuts approx 100 items	£1.50
Mixed split pins	£1.50
Small cable ties 4" qty. 50	£1.00
Large cable ties 8" qty. 10	50p
Plain washers packs 3/16 to 1/2 qty. 220	£3.00
Lock washers packs 3/16 to 3/4 qty. 260	£3.00
Body washers pack approx 80	£2.50
UNF nyloc pack 1/4, 5/16 3/8 qty. 75	£2.50
UNF nyloc pack 7/16, 1/2, 9/16 qty. 35	£2.50
UNF full nut pack 1/4 to 1/2 qty. 160	£3.00

MIXED NUT & BOLT, WASHER PACKS

UNF handy pack 1/4, 5/16 qty. 160 items	£3.00
UNF 6 pack 1/4, 5/16, 3/8 qty. 250 items	£6.00
UNF 12 pack 1/4, 5/16, 3/8 qty. 500 items	£12.00

TRAY SELECTIONS IN REUSABLE CLEAR TRAYS

UNF tray 1/4, 5/16 nuts, bolts	£7.50
Body washer tray	£4.50
UNF full nuts and nyloc tray	£5.50
UNF sets nuts and nylocs 1/4, 5/16	£8.50
UNF bolts and sets 1/4, 5/8 to 2 1/2" long	£8.50
UNF bolts and sets 5/16, 3/4 to 2 1/2" long	£8.50
Spare nuts with self tappers	£6.00
Internal shakedown washers qty. 500	£7.50
Plain washers 3/16 to 5/8	£7.50
Lock washers 3/16 to 3/4	£7.50

ALL PRICES ARE PLUS VAT AND POSTAGE
Opening Hours - Mon to Fri 9.00am to 5.30pm Sat 10.00am to 2.00pm

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HERALD REGISTER

Part 2 Chris Longhurst ENGINE MANAGEMENT



OIL:

The oil should be checked frequently using the dipstick; *don't* overfill, as this can lead to excessive loss through the rocker cap or damage to the engine oil seals. The engine oil should be changed every 6,000 miles/6 months (whichever comes first). If, like me, you lay-up a car for half the year, change the oil *before* laying-up so the stale, acidic oil is not damaging engine components. The change before lay-up should mean that the 6 month oil change can be carried out yearly, rather than changing before/after laying-up. The oil filter (Leyland/Unipart replacement preferred) should be changed at 12,000 miles but I tend to 'overservice' this item with a yearly change before laying-up a car. On my estate, which is in use throughout the year but only does 4 - 5,000 miles a year, I still change it yearly to be on the 'safe side'.

A multigrade 10W/30 oil is suitable; I personally would *not* recommend one of the thinner oils, used in more modern engines for our cars, as I think that wear could be excessive.

VALVES ('TAPPETS'):

They should be checked/adjusted every 6,000 miles (see Haynes/Triumph Workshop Manual for details); the gap should be 0.010" with the engine *cold*. To turn over the engine easily by hand, put the car into neutral and remove the spark plugs, then pull on the fan belt to turn the engine. Avoid turning the crankshaft more than necessary. Carry out checks/adjustments in the following sequence:

Valve open (down)	Check/Adjust
8	1
6	3
4	5
7	2
1	8
3	6
5	4
2	7

Note that Value open + Value to be checked always = 9 (e.g. open 6, check 3 = 9).

OIL FILLER CAP:

If a breather cap is fitted, remove at 6,000 miles and wash out with petrol or paraffin.

AIR CLEANER:

At 6,000 miles remove and shake clean. If available, blow out with a foot pump. Expect to change it every 12,000 miles.

FAN BELT:

Always carry a spare. Check frequently: on the run between the dynamo and the crank pulley it should be possible to deflect it 1/2" - 3/4". Do not overtighten it, the dynamo bearings might be damaged.

DYNAMO:

A few drops of 3 in 1 oil should be added through the central rear hole every 1,200 miles.

PETROL PUMP:

The dome should be removed every 12,000 miles, the filter removed and washed and any sediment loosened and blown out with a foot pump or by mouth, using a long piece of tubing.

STROMBERG CARBURETTOR:

The carb. dashpot should be topped up with engine oil, if required, at 6,000 mile intervals; the level is correct when resistance to the damper plunger is felt with the damper top 1/4" above the top of the dash pot.

AUTO TRIM

WESLEY STREET,
LEICESTER LE4 5QG

TEL: (0533) 664112



HOODS:	Price + VAT	P&P	
SPITFIRE MkII	£42.00 + VAT	3.00	
SPITFIRE MkIII	£42.00 + VAT	3.00	
SPITFIRE MkIII with zip rear window	£54.00 + VAT	3.00	
SPITFIRE MKIV & 1500 " "	£54.00 + VAT	3.00	
HERALD/VITESSE	£55.00 + VAT	3.00	
CARPETS:	*STD	Super	S/Lux
SPITFIRE all models (Moulded g/box)	£39.95	£45.00	£56.25
SPITFIRE all models (Sewn g/box)	£34.95	£37.50	£48.75
HERALD/VITESSE	£34.95	£37.50	£48.75
GT6 including load area	£55.95	£57.95	£64.95
All above + £3.50 P&P + VAT			

*N.B. Standard quality only available while stocks last.

DOOR TRIM PANELS:

SPITFIRE MkIII & III door panels (pair)	£36.34 + VAT	3.00
SPITFIRE MkIV door panels (pair)	£26.21 + VAT	3.00
SPITFIRE 1/4 panels all models (pair)	£14.95 + VAT	2.50
SPITFIRE MkIII & III rear panels (each)	£19.95 + VAT	3.00

SEALS:

Door seal (black only)	(per mt)	£3.94 + VAT	1.50
Boot seal	(per mt)	£2.40 + VAT	1.50

VISA & ACCESS WELCOME



TRIUMPH CARE

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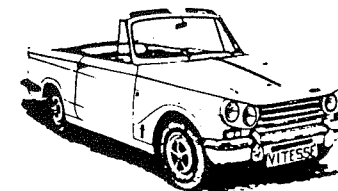
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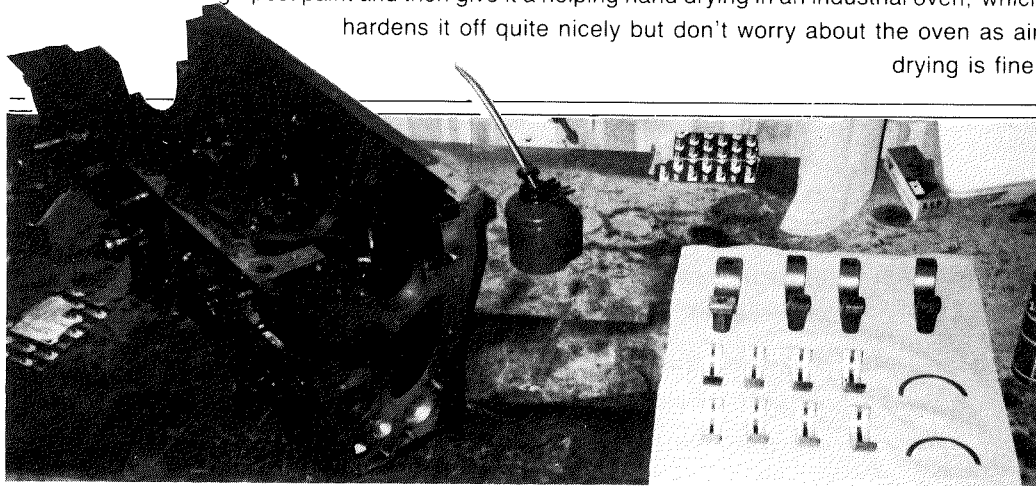
MARK ROBINSON

PART THREE: BOTTOM END ASSEMBLY

This month we shall deal with the bottom end rebuild, as I shall deal with the cylinder head in a later article.

Standing at your clean bench, you have a bored, honed and cleaned block. At this point, it is best to give the block some colour as, being cast iron, it really needs some protection from the elements.

At work we use sign-post paint and then give it a helping hand drying in an industrial oven, which hardens it off quite nicely but don't worry about the oven as air drying is fine.



Clean block plus bearing caps and bearing in relevant order and position.

I am sure there are a few people out there who have tried and tested methods and we would be interested if people would like to write in and tell us all.

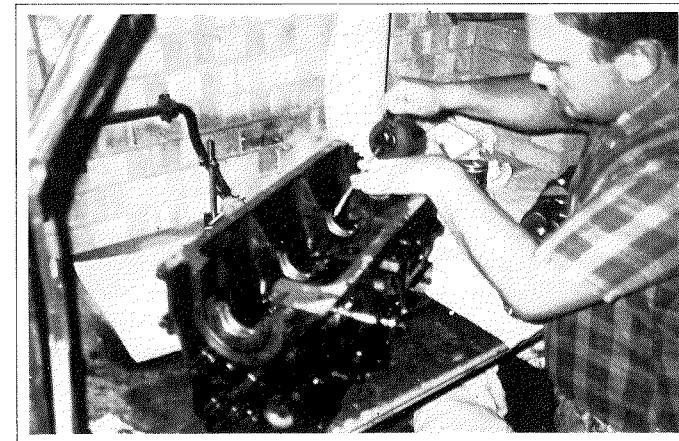
The ideal method in assembling the bottom end would be to first measure the crank journals and crank pins. Then measure the main bearing bores and big end bore of the con-rods. Then finally measure the thickness of each bearing. With a little mathematics, one can determine the correct tolerances and then change the bearing or bearings to suit your dimensions. This takes a fair amount of time and a few pieces of expensive measuring equipment. I should state that this is the perfect way of assembly and, of course, needs unlimited access to bearings, so you could sort through them for the best alternatives. But at home trust in the machine shop and the bearings supplied will have to do.

We are now ready for fitting the crank. If you can get some, use an anti-scuffing paste (ASP), I use *Rocal*. This is then rubbed into the main bearing bores and note, not liberally. The paste helps the bearings avoid fretting when they are in place and the engine is running. The bearing caps should also be coated with ASP and fitted with the bearings. The bearings have a tag which sits in a slot in the block and also in the caps. This is to locate the bearings and prevent them from turning with the crank.

You should note that the caps are stamped with a number corresponding to their position and also the block is stamped on the front edge:

if you stand with the flywheel end on the right. This is because the block is line-bored with these caps in place and they must go back where they came from. If they don't, get ready for some knocking noises! (see picture1).

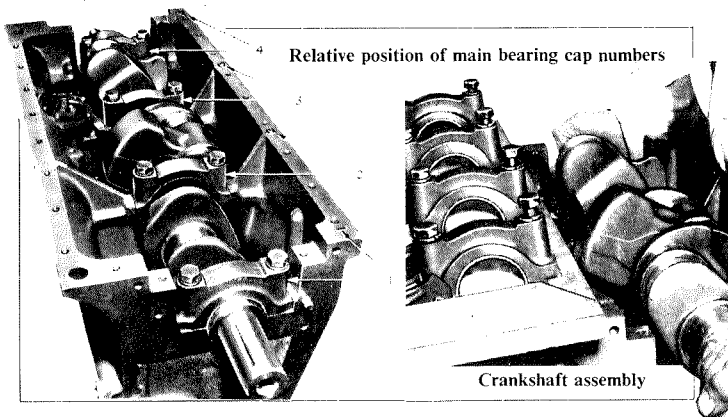
check every move. The numbers on the caps should be on the same side as the numbers on the block. Fit the cap bolts, oiling the threads and then torque up the bolts lightly at first, then up to full torque setting. Check as each



Liberally apply oil (use the engine oil that you will be using when running the engine) to the bearing surface and crank, and lower the crank into the block very carefully. Then fit the caps; you will probably have to tap these home (use a soft-faced mallet). If it does not go home with light tapping, pull it out and look for burrs; remove these and then refit. The caps should be fitted the right way round, so check and double

cap is tightened that the crank is free to turn.

The crank end float is next. Move the crankshaft fore and aft and, with feeler gauges, measure the end float. To do this, move the crank up to one end, usually using a lever (between casts or faces, i.e. between flyweight and cap). Then measure with a feeler gauge between the thrust face of the block and thrust face of the crank. This dimension



Relative position of main bearing cap numbers

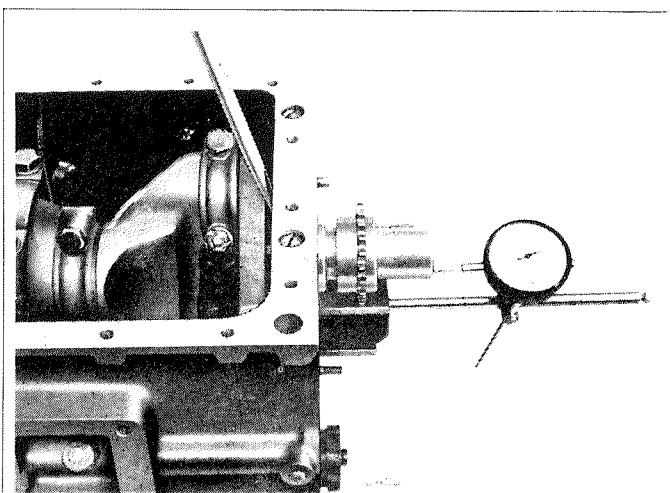
Crankshaft assembly

should be between 0.006 and 0.008. If you have one, set up a dial indicator from the block to measure the linear movement of the crank. Different sizes of thrust washers are available to adjust this float. To cap it all, end float is the amount of movement the crankshaft can move up and down the length of the block.

To fit the front sealing block you will need a jointing compound. I use *Welseal* and I have had no trouble in the past. Coat the ends of the sealing block with *Welseal* and locate it in the cylinder block (don't forget the gaskets). Partially tighten the two cheese head screws.

Liberal coat the two wooden packing wedges and drive them home in the slots at the end of the sealing block. Then line up the sealing block with the block by using a straight edge and tapping the sealing block flush. Fully tighten the two screws and then cut off the excess wood from the wedges.

Rear seal next. Push out the old seal, noting which way round it was. Generally speaking with oil seals the side of the seal with the spring should be on the pressure side, i.e. where all the oil is. Refit the seal. Fit the seal housing with the paper gasket and *Welseal* and fit all the bolts loosely. Turn



Measuring crankshaft end-float

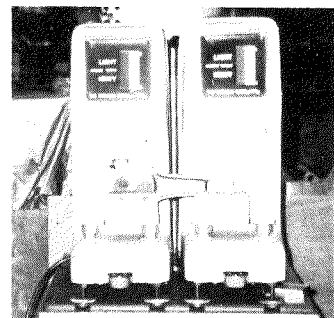
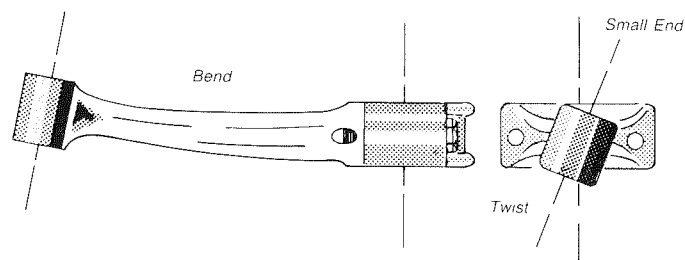
the crank over a few times and this should centralize the seal then tighten the bolts. I don't suppose there are many people who own a seal centralizing tool.

The piston assembly is the next job so we will start with the connecting rod. The first job should be to check to see if the rods are twisted or bent but that is a bit difficult with badly worn, small-end bushes, so I made up a tool in the lathe and pushed out the old bushes and with another tool I made, I pushed in the new ones, being careful that the oil hole lines up with the hole in the rod. Then the bush was honed out to suit the gudgeon pins. This, yet

again, is a job for your machine shop.

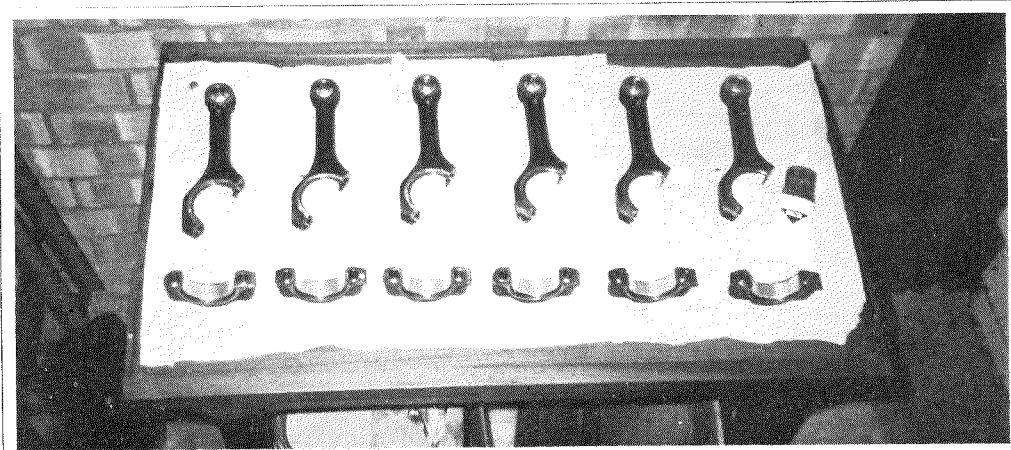
Now, with the new bush, we can check for bend or twist which takes yet another piece of equipment that the machine shop might have. Basically bend or twist is usually the result after the engine has been hydrauliced. If you take the two centres of the rod, they should be parallel in both dimensions, i.e. if the rod is bent or twisted, one dimension would be at an angle.

Next the rods should be balanced, which means that the rods are balanced on a machine that weighs the small-end and the big-end at the same time. The rods can be



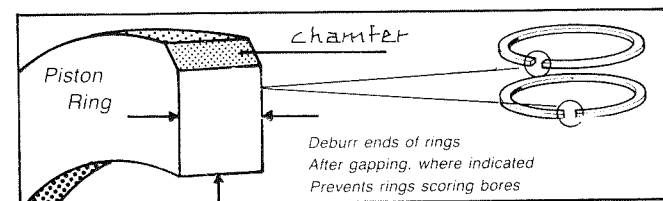
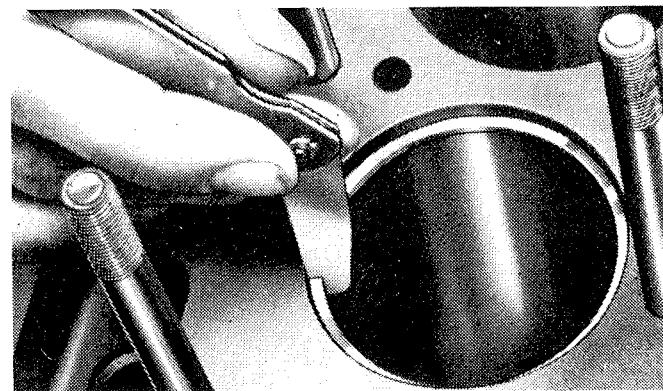
Conrod balancing

ground in certain places to match them up, i.e. all the small-ends weigh the same and all the big-ends weigh the same, hence the term 'balanced rods'. Then the rod and piston assembly, including the now big-end bolts should be weighed against each other and all six units should now weigh the same. If they don't, this can sometimes be achieved by swapping pistons to rods. Of course, the rods should not weigh more than 7.09 grams between the lightest and the heaviest rod if my information is correct. Then the rods should have their bearings fitted in the same way as you fitted the crank bearings. The rods are now ready for use.



The piston rings should now be removed from the pistons to be gapped. For this job, please buy or hire a ring expander as this will stop you going instantly grey wondering each time as you are removing a ring whether or not it is going to break.

Fit the ring into the bore, push them down the bore with a piston to about 1/4" below the top edge. This will also square it up. Then measure the gap and check the tolerances in the block. If the gap is bigger than stated, you can't do much because you have not got a big supply of rings to change it but if it is smaller, you can adjust the gap with a small, fine file. When all the gaps are done, deburr rings with a fine stone.

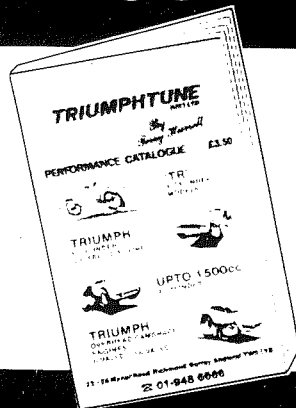


The groove clearance, the gap between the piston groove and the ring you don't have any control over. Again you need large stocks of rings to alter this; the pistons usually come with rings and the groove clearances should be done at the factory.

We are now ready to assemble the piston rod assembly. First, fit the rings to the rods in the correct pattern. Then fit the rods to the pistons, remembering to use lots of oil in the assembly. The gudgeon pin should be a nice, light, hand push fit when the pistons are hand warm. Difficulty



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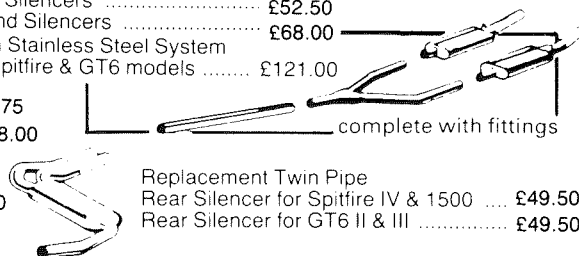


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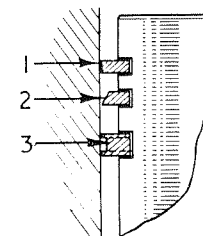
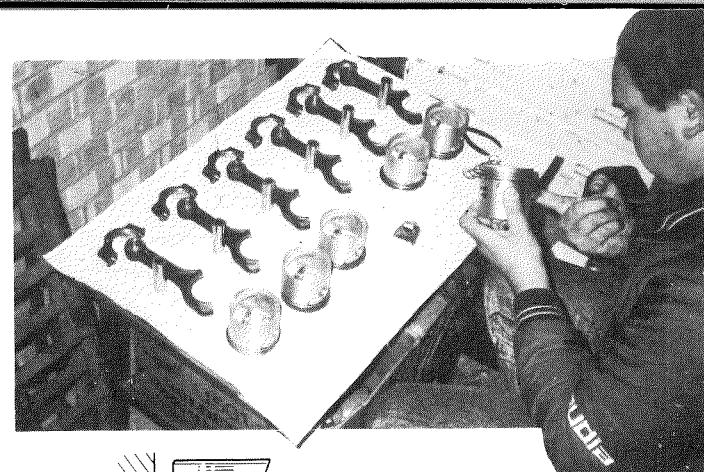


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in fitting these can be overcome by lightly warming the pistons in warm oil. Make sure all the time that the pistons are the right way around on the rods. Then fit the circlips.

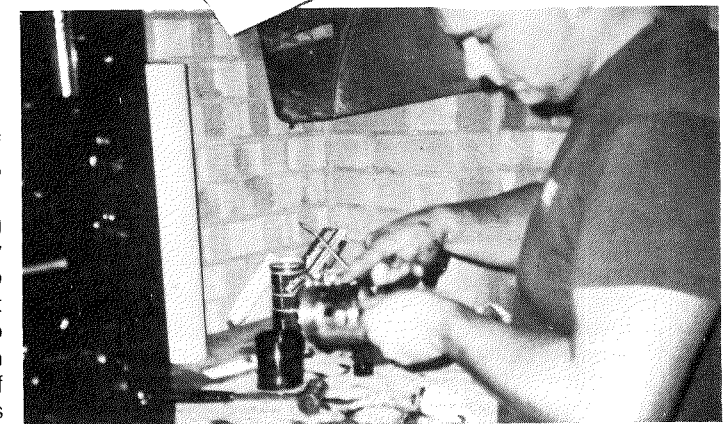
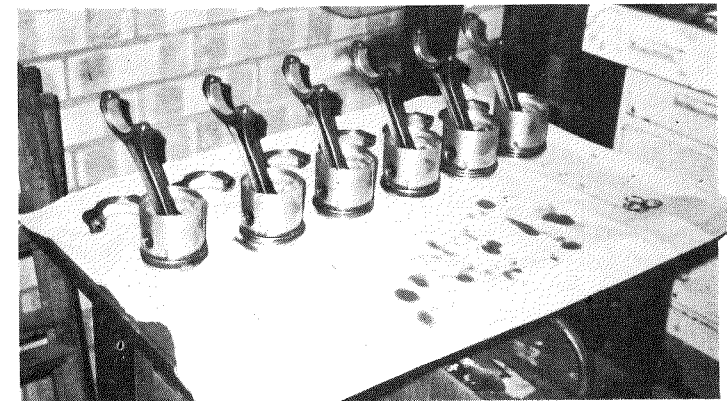
Circlips are pushed out of sheet steel, so they will have a curved edge and a flat edge. The curved edge should go against the gudgeon pin because the flat edge of the clip should be taking the load. The curved edge could possibly slip and push out of the groove, if the curved edge is used to take the load. If the clip comes out, then we get the big bang and a cry of 'No more!' from the engine. In a racing engine at 10,000 rpm a piston can weigh 5 tonnes at the end of its travel, so the rod has to stop it and bring it back down. This gives you all an idea of the forces involved. The piston and rod assembly is now complete.

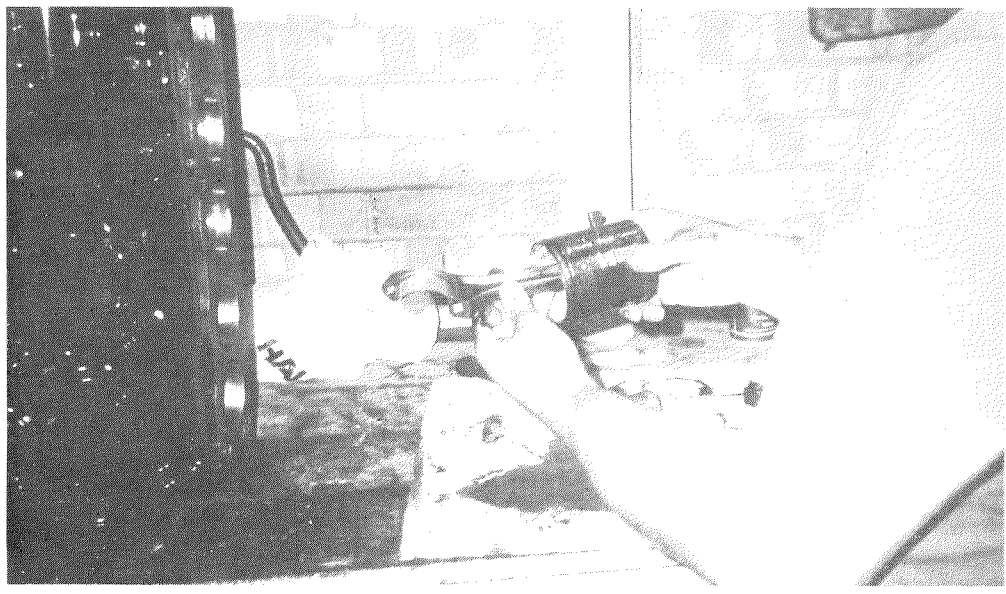
All that remains is to fit the assembly into the block. A piston ring compressor is needed so hire or buy one. Personally I would buy as they are only about a tenner and you can't do the job without one. Time to stand back and make sure in your mind which way the piston goes and what piston goes in what hole etc. Now's the time to get messy. Make sure the ring grooves and ring are soaked in oil and I personally use an assembly compound graphagen applied to the piston below the rings as this helps on initial start-up of the engine. One last peace to cover in oil is the bearings and crank. Now you are standing there with the piston assembly dripping in oil and it is time to fit the compressor - first shout HELP! I found it very difficult to fit the compressor correctly on my own so another pair of hands would be helpful. It is



- 1 Parallel top ring
- 2 Tapered 2nd ring
- 3 Oil control ring

Piston ring positions





worth taking time over fitting the compressor if you want first time entry into the block. A vice could be used with restraint; personally I don't like holding anything in a vice.

Line up the crank so that it is in the centre of the bore. I like to have it on the bottom of the stroke. Make sure the con-rod is going to line up on the crank and it is not going to get damaged or jammed. Then, with a firm and confident push, push the piston home and if it is tight, you could use a hammer handle to knock it home. Be warned: if the ring compressor is not square with the block, the ring will pop out before entering the block and the whole thing will lock up solid, so don't go on tapping them. Take your time and be confident and you won't break any rings. When the assembly is home in the bore and the rod on the crank, fit the rod cap with oil on the thread and ASP underneath the head of the bolt. Hand tighten the big end bolts. Then line up the crank for the next bore and repeat. When turning the crank you might experience a feeling as though it is seized. With the oil used in abundance on assembly, it could be sticky enough to hold tight the crank, so be firm but careful as if you have fitted a rod or its cap backwards

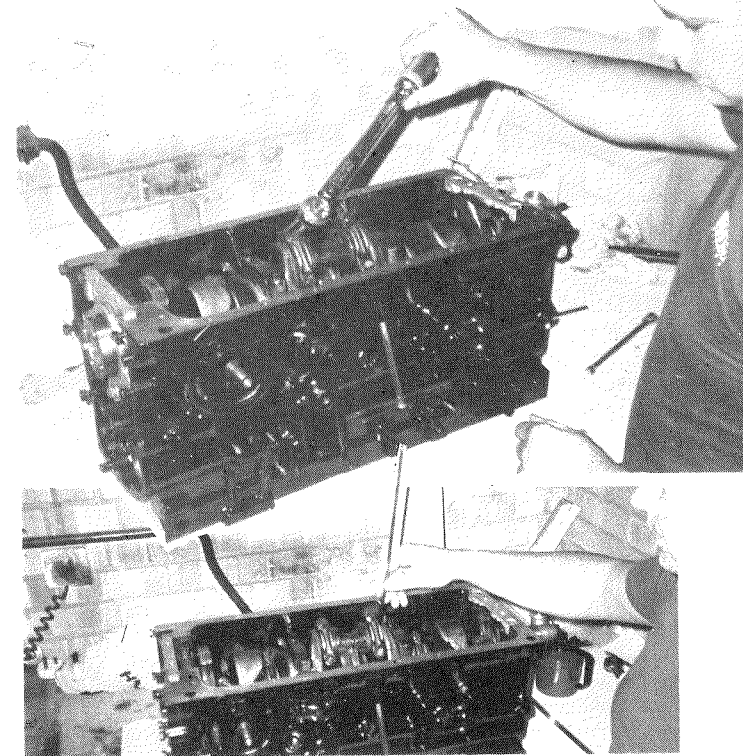


it really be seized!

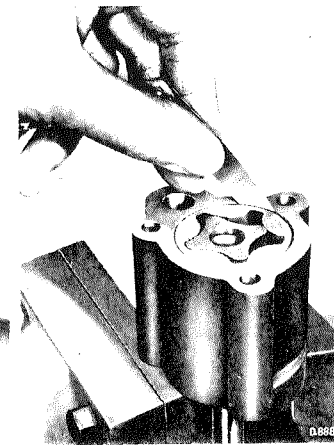
So, with all the piston assemblies home and everything where it should be, check and double-check and then check again. Torque up the rod bolts and after each rod has been tightened, turn the crank again to be sure that the last cap tightened has not seized the whole engine as this would prove that something is wrong with that assembly, i.e a thicker rod bearing than the others. Checking big end float, first centralise the crank, so that the two big ends of the rods that share one crank pin can move, then with a feeler gauge measure the gap which is the big end float, if the gap is too small you can adjust by lapping the rod thrust face, if it is larger you should change the rods, so use discretion and let it go. The ideal endfloat measurement is between 0.086" and 0.0125".

With the crank fitted and pistons fitted, that's the major part of the bottom end assembly completed. Next we tackle the oil pump.

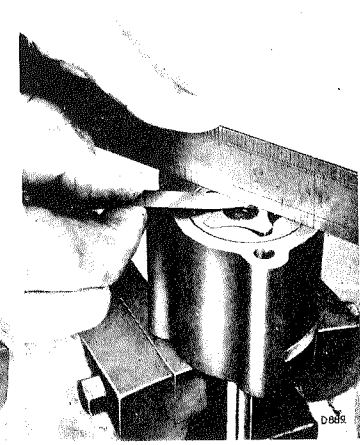
We checked out the new oil pump we were going to fit as you would check out the old one. If you think about it, the oil pump is the heart of the engine and every component's life depends on it. If it is not right, then all your work will be wasted. They say a picture is worth a thousand words, too true! Check out the tolerances in your manual.



Measuring clearance between inner and outer rotors



Measuring clearance between outer rotor and body



Measuring rotor end float

Fit the inner rotor, followed by the outer rotor and then the pump body to the crank case. Next comes the end plate and tighten down the three bolts. Remember that the pump should be assembled with a lot of oil. Clean off the sump sealing face and then check everything and I mean EVERYTHING: rods, pistons, bolts, that everything is the right way round and in the right place etc. Welseal the sump gasket and fit the sump. Tighten down the bolts to the right torque and please remember this gasket will settle, so check it again after 24 hours or so.

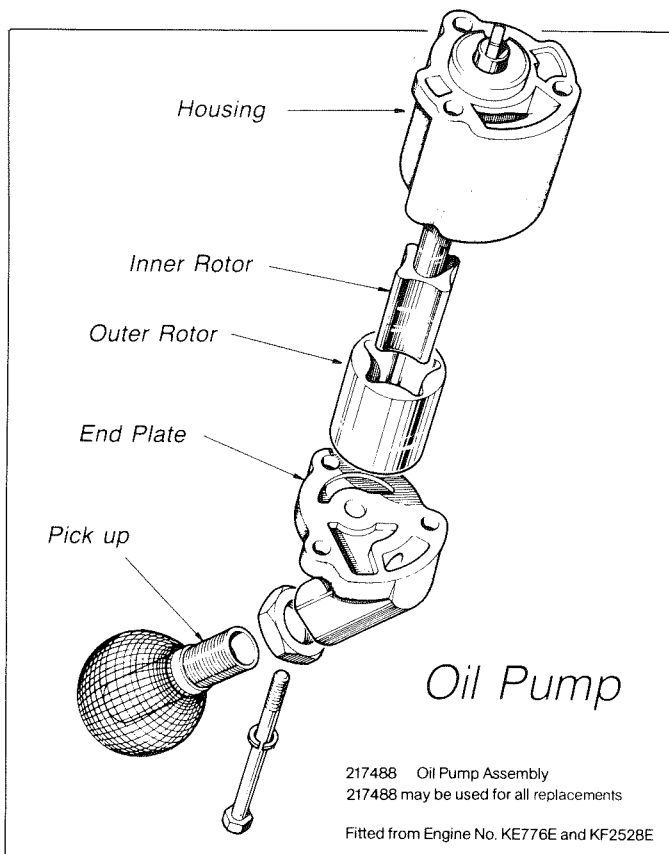
All this leaves is the front and rear engine plates, the front engine bearer plate has a gasket so jointing compound is needed on the front plate. Refit the flywheel on the crank and dowl pin, and tighten the bolts to the right torque.

If you have fitted a new flywheel, turn the engine over until No. 1 and 6 pistons are at T.D.C. and then scribe a line across the flywheel to line up with a line on the plate.

Assembling the bottom end is my favourite part. For a little work, a lot is done 'visually' because so much work is put in before assembly, it feels as if you are doing a lot and getting nowhere, then all of a sudden you are nearly finished - that's a very nice feeling. It is nice to stand back and take pride in what you have done and this is a feeling you won't get by rushing and bodging.

NEXT MONTH -

HEAD JOB



SEE Turning Circle No.12

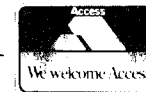
Herald

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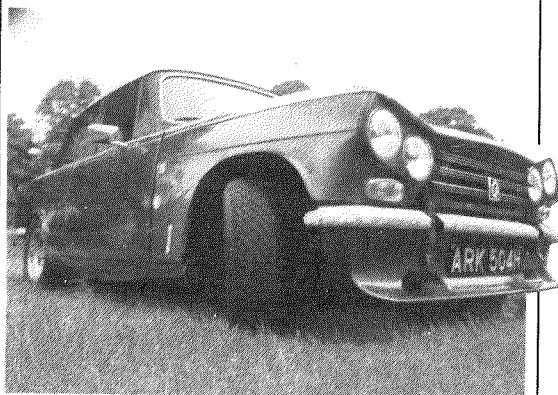
Minutes from Spaghetti Junction



Looking the job



check no door handles



Could this be the most radical, road-going Vitesse around? It really is my dream come true. Over the last 10 years I have had five Vitesse and have spent over £20,000 on them all, of which 3/5ths of that has been spent on this project.

The car is a 1970 convertible Vitesse, transformed into a neat, 2 + 2, Cabriolet sports car. The project has had a basic ground-up rebuild, using galvornised steel, so look out Audi's!

A member of JPS Lotus Racing Team has given some serious attention to the suspension, and someone else from Cosworth of Northampton has paid some real attention to the engine, all £3,500 of it. The interior was designed by myself and is graced with luxuries supplied by Recareo. Everything is electric: the windows, the central

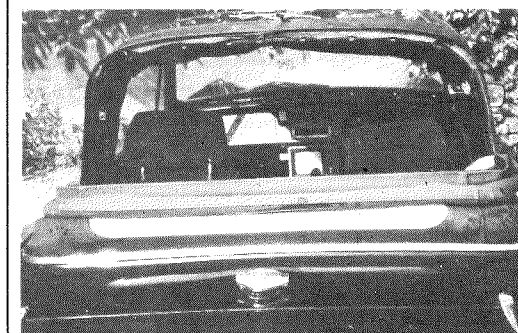
locking which is controlled by a sophisticated, computerised, digital, radio control alarm system that really is theft-proof, as this computer responds only to my commands.

Entertainment is via a computerised Pioneer stereo system and if 400 watts of pure fidelity doesn't blow your mind, then maybe having 150 bhp and 130 lbs/ft at 2,000 rpm to play around with might excite you. And if the 'yuppies' in their posey little BMW's won't leave you alone, then you could always put your foot down and let them see what having 245 bhp/ton of car is all about. Of course, having a car so classical as a Vitesse, you might be inclined to pull over and just watch the News at One on the television.

Could this be the ultimate Vitesse? A car so full of surprises that it's been known to make



now transformed into WIT 6935



even Porsche owners travelling at twice the legal speed limit to feel faint hearted. For those of you who have any doubts about this car's ability, you should have more faith in a Vitesse. WIT 6935 is real and alive and very sincere.

WIT 6935

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IS IT THE ULTIMATE Vitesse?

Technical Tips

RADIATOR OVERFLOW BOTTLE

John Dann - Craven Arms, Shrops.

On the Herald and possibly some of our other cars, the overflow pipe from the radiator is open to the road surface. This means that replacement of coolant is necessary when expansion in the radiator has taken place, and coolant expelled. Although it is appreciated that the header tank should only be filled to a level to allow for such expansion, some loss does, nevertheless, still occur.

In order to avoid this waste and the necessity to regularly check the level and top-up the coolant, an overflow bottle can be fitted and the pipe from the radiator fed into the bottom of this. On cooling the fluid is drawn back into the radiator and topping-up is automatic. An expansion bottle of similar type is fitted as standard to the Spitfire MkII and generally fitted to most makes of car these days, if they do not have sealed systems.

A flat, plastic bottle of about one pint capacity can be fitted to the inside of the engine valance and at the side of the radiator where it will not be in the way of anything. A simple bracket can be made easily (as shown) from thin steel sheet and attached with four small bolts, the top two securing a metal strap running behind the bracket. A bolt, nut and wingnut will suffice to hold the bottle firm and allow it to be removed if necessary. The bottle should remain about a third full. A further advantage is that if a transparent bottle is used, a glance is sufficient to check that the radiator is full and also if anti-freeze has been added.

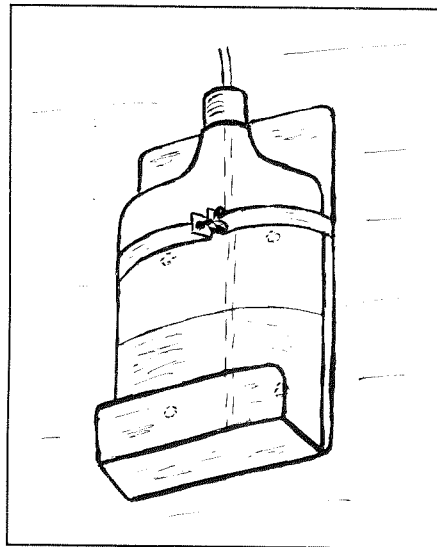
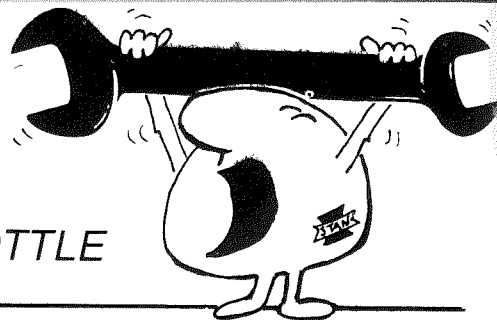
For the system to work, it is necessary to have the type of radiator cap which has a rubber seal in the top and a vacuum release valve located in the centre of the pressure seal.

BLOWING EXHAUST GASKETS

By G L Kendall - Barnsley

After going through some 10 gaskets lasting on average 300 miles or one week, I investigated further and appear, 12 months later, to have cured the problem. The following procedure may be of use to other members trying to cure the same problem.

1. The new TI Bainbridge Downpipe Flange had distorted in welding some $\frac{1}{8}$ ", making a seal impossible without thick, bodgy exhaust paste. As a very narrow gap forms at either side of the gasket, hot gases flow over it; evidence of this is visible on inspection of a blown gasket. This section of gasket then gets very hot and is subject to fatigue, vibrating like a reed in a musical instrument, hence failure. The downpipe was filed flat in ALL directions with the aid of a straight edge.
2. Access to the manifold studs is very difficult and in my experience it is easier to remove



the manifold as well. The three nuts can then be taken up to a very high torque on the ground and the whole lot then replaced with steel bolts without problems. I prefer steel nuts as they can be tightened up much tighter and hack-sawed off if corroded. It should be possible to achieve a perfect seal without firegum etc. and in my opinion it is only a bodge job to use it.

3. The system should hang free on its rubber mountings and should never be clamped tight up to the central chassis bridge as some fitters would do. Be ready to use a hacksaw, heat and brute force to achieve a good, clear fit.

Brake Servo Kits

Hope this helps!

I have recently noticed a number of brake servo kits being advertised for our club cars. I would like to relay my experience in trying to make my elderly Spitfire stop in a more reassuring manner. Many a time when driving other cars, I have had to stop suddenly and then thought that if I was in the Spitfire, I would be embedded in the car in front by now.

Ever since I bought the car, I have been a little doubtful about the brakes. Renewing the pads and shoes (along with those retaining shoe springs which never seem to want to stay on during fitting) resulted in little improvement. The next thing was to overhaul all the cylinders and renew all the brake fluid. I would strongly recommend the Easibled pressure bleed system which has made the whole process quicker and more efficient. There was still no real improvement so it was back to square one with that sinking feeling as the car slowed rather than stopped.

I thought that renewing the master cylinder would be the best solution until I found out just how expensive the replacement article is. I considered a servo to give less pedal travel but this would not cure the root of the problem. It passed the MOT, the brakes being within the limits of braking efficiency, which to me is rather worrying concerning the safety aspect.

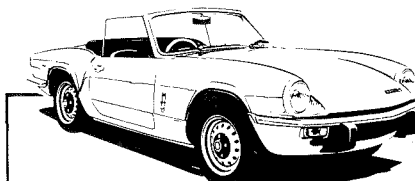
I eventually set about overhauling the calipers, renewing the flexible hoses and the master cylinder. Reading a magazine I noticed an advertisement for Girling universal master cylinders in various bore sizes. For £25 they seemed a bargain compared with £80 for the standard replacement item.

I bought one with a 0.7 bore (one size up from the standard item) and all it needed was to shorten the plunger rod which fouled the clevis pin bracket (which is threaded onto the rod, thus being fully adjustable) and bleed the system once again. The result was very efficient brakes, less pedal travel and a saving on the pocket. I hope that this helps others who have soggy brakes and were thinking of fitting a servo to overcome the problem. It will only disguise a fault in the braking system, which could be dangerous. The company offering this master cylinder is Speedex (tel: 0373-826334). Make sure when ordering one that you specify the one with a fully adjustable plunger and clevis pin bracket.

A fitting tip is not to be over zealous in tightening the adjustment screw as it will result in pressurising the whole system permanently and make you come to a grinding halt, with smoke coming from the pads. A little tweak now and then will eventually give you the optimum setting.

Now that the car stops well, I have had another major set-back: the Spitfire decided to self-ignite, causing total destruction of the dashboard and all wiring. Does anybody have a pattern for a wiring loom or know where new, re-manufactured looms are available?

Philip W Bellew - Wallingford, Oxon



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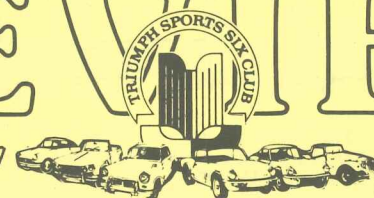


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COMPETITION BON

AREA NEWS REVIEW



THAMES AREA PRESENTS

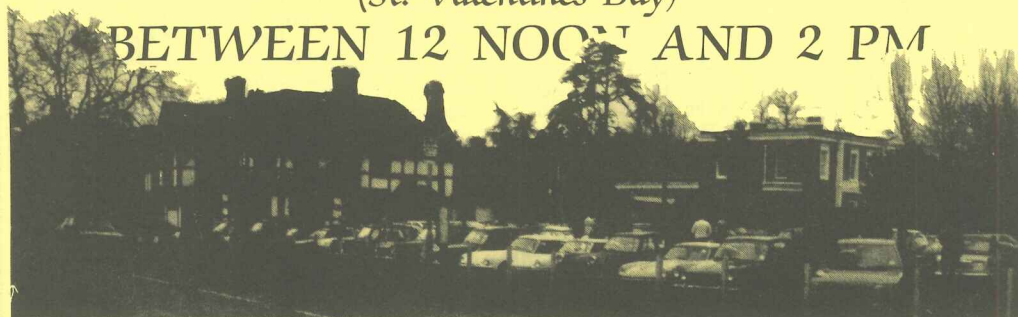
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ON - SUNDAY 14TH FEBRUARY 1988

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We're ready for you all this year so come along and meet the crowd, you won't regret it!

AREA NEWS REVIEW

Avon...Cornwall...Devon...Hants & Surrey...Hull

Avon

Now that you have all had enough of Christmas and only have cold days and nights ahead of you, why not brighten up winter and come to our meetings? On Monday 1st February we will be showing some more of the Club videos at our meeting at The Travellers Rest. I don't know which ones we'll be seeing but the last two we saw everyone thoroughly enjoyed, so some along and see what you're missing out on. I shall also be updating the Spares Book as the last entry was a year ago! So if you have anything to sell, know of a good local trader or scrap yard, or wish to buy anything, come and let me know. I can only help you in this if you help me. So please bring all your info to our meetings on: **Monday 4th January at The Travellers Rest, Filton. Wednesday 20th January at The Talbot, Keynsham. Monday 1st February at The Travellers Rest, Filton** for the video show.

Jane Wrighton

Cornwall

A New Year and it's time to plan the events for 1988. The final plans will be put together at The Sportsmans Inn, Treburley, Launceston (A388 Launceston - Callington) on 29th January at 8pm. This special meeting will be attended by representatives of the Devon Area in order to provide a united calendar. Cornwall plans include meetings all over the country, a trip to the Isles of Scilly in May and a mass visit to the Beaulieu Autojumble in September. Come along and let us know what you would like to do in the South West. Happy New Year.

Dave Burton

Devon

I will start the Area News by wishing all the Devon members a Happy New Year free from motoring problems. There is going to only be ONE meeting in January and that is the one at The Dart Bridge Inn on the

31st, when we will be holding the annual elections for the Area committee. Hopefully, we might see a lady candidate

The existing stalwarts are as follows: *Richard Bruford* - Chairman and proprietor of Christow's only Triumph scrapyard. A real oil and grease enthusiast. *Julian Clutterbuck* - Area Organiser and wino at the local wine merchant. Doesn't drive his Vitesse convertible very often as he can't remember where he left it. *Graham Hill* - Assistant Organiser who owns several club cars which are all in pieces! Shaves off or grows a beard to keep the police guessing! *Nigel Whittaker* - Assistant Organiser and younger brother of Roger but can't play a note. Often his Triumph is also completely out of tune. *Mike Atkinson* - Treasurer and embezzler of funds - he's 'cooked the books' for a season or two. *Gareth Beeching* - Area Secretary and scribe, better known as 'Badger' to his mates. Often drives a Vitesse around with no interior, which takes up the other half of the garage.

Please don't forget to come along and vote on 31st January - nominations for the various posts will be accepted on the evening.

Turning on now to our meeting places, The Stable Club at Clyst St Mary has risen in popularity with between 15 and 20 regulars now attending. Don't forget, you can bring your swimming gear and use the indoor heated pool.

Our other venue, The Dart Bridge Inn at Buckfastleigh is another ideal site, only being a few hundred yards from the main A38 and with a large car park. By the time you read this we will have had another excellent Christmas Dinner there. Hopefully, support for this venue will increase in 1988, including the large but very silent Plymouth contingent. Remember, please support your events during 1988. Just as a reminder, the first three events are as follows:

Sunday 31st January - Annual Elections for Area committee at The Dart Bridge Inn, Buckfastleigh, starting at 8pm sharp.

Sunday 14th February - Evening meeting at The Stable Club.

Sunday 28th February - Evening meeting at The Dart Bridge Inn.

Gareth Beeching

Hants & Surrey

Happy New Year everyone! Hope you all had a pleasant Christmas. At the time of writing, I am encased in plaster from the knees down but should have been released in time for January's meeting, where I look forward to seeing you all! Please bring ideas for events and activities etc. since these have been a bit thin on the ground of late. Most importantly, we require your support and enthusiasm. For further details of either events or our venue, please contact me (my number is in the Area Directory).

We have been honoured by visits from members from other Areas during the last few months and several of us have been to see other, neighbouring Areas, which was great fun. If any of you would like to make up a group to go and visit our neighbours, let me, Mark or Martin know and we shall arrange it.

Future events include a Treasure Hunt (yes, it may in fact materialise soon!), Beer & Skittles and possibly a Barbecue. Other suggestions would be welcomed.

Look forward to seeing you on the 11th in the Acorn Bar and if you need directions, contact me.

Maxine

Hull

December's meeting saw us all enjoying a Christmas meal whilst talking "cars". We had a turnout of nine members, which was a bit disappointing, but nevertheless had a very enjoyable evening.

We'd like to see more new (and old) faces in 1988 attending our meetings, so if you can tear yourselves away from your winter projects for one evening each month, we'll be very pleased to see you.

On behalf of Dave and myself, we'd like to wish all our members a Happy New Year.

Gordon

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AREA NEWS REVIEW

Mersey...Northants...N. London...Nottingham...Scotland West

Mersey

I got a phone call the other night from a GT6 owner on the Wirral, who's had a nasty bump up the rear and was trying to find a reliable body specialist. This is not uncommon (the phone call I mean), enquiries range from parts to sprayers and engine specialists to scrapyards.

I think that it is about time that we pooled our collective experience and knowledge to help all these people who are desperate for recommendations. Obviously it is always better to use a service that you know at least someone has been happy with in the past and TSSC people are such a sensible lot that their recommendations are to be even more valued.

So what I would like to do is print a Mersey Area 'Top Traders' list with suggestions from all of you covering every possible service (let's stick to those concerning cars just for the moment). The list could, of course, be up-dated from time to time and I am sure would be useful to everyone.

Get thinking and don't let the cold weather put you off our cosy Monday nights at The Ring O' Bells.

Tony Whithby

Northants

SUCCESS!!! IT'S GREAT!!! It's November (at the time of writing), the month before my first report appears in The Courier, and already the average turnout to the Area Meeting is up.

Members exchanged spares to keep 'our cars' going, arranged more swaps and put other members on the trail of the elusive Mark I Herald chassis.

The air was thick with ideas, discussion was long and detailed over what to put in the Area Report to encourage all you out there to come along to the next meeting.

By the time you read this, it will be the start of the New Year and the start of the Northamptonshire Area's Calendar with a GRAND PRIX NIGHT. So see you on the starting grid on

Wednesday 20th January. Bring along a pound coin to swap for one of Norbet's special suppers. Don't forget your crash helmets. Be on the grid by 8 or miss the flag.

Alan Window

North London

The time has come once again to wish all of our North London Area members a Happy New Year, although it seems only like twelve months since last doing so!

Our November meets were very promising, considering the time of year with turnouts of 15 at the Old Hall Tavern and 18 at the Rising Sun (no, we haven't been turned out yet!). The Rising Sun meet saw the arrival of 5 new faces and what's more, we have had deposits of £5 for the Xmas meal from 20 people.

Our Treasure Hunt was a great success (with one exception), with everyone getting well lost and fed up! The eventual winner was Mark Schmidt with Gary Cockburn a close second. Time and distance award (if there was one) would have to have gone to Nick who was the first car off at 4 o'clock and managed to clock over 100 miles, arriving at the finish just in time to miss last orders! Mark kindly donated part of his prize (the meal) to the Willcock brothers whose Spitfire 1500 (having only just survived the recent hurricane unscathed, despite ending up under a fallen tree) was ploughed into by a speeding Astra.

Our Photo Quiz from earlier on in 1987 was won by Steve 'where's my prize money' Phillips, whose diabolically low score was just one more than Steve Merrell's.

Needless to say, we will see all you members at our January meetings on the 11th at The Old Hall Tavern, Chingford, E4 and on the 25th at The Rising Sun, Mill Hill, NW9.

Graham Mountford

Nottingham

A lot of new faces swelled the attendance to 31 for the November meeting, including John Beade and friends from the newly formed Derwent Valley Group. Thank you all for your support.

The presentation of a tankard and vintage cider was made to Clive as a thank you from the group for his hard work in the past three years.

Also installed was the new Noticeboard giving the dates of the 1988 meetings, Club insurance, for sale and wanted and details of the Self Help Scheme. Please use it - it is there for you.

Next meeting is Wednesday 13th January. Hope to see you all then.

David

Scotland West

We are now in the quiet season as frost covers both my Vitesse MkII convertible and GT6 MkI, as they lie dormant awaiting total rebuilds. Due to financial constraints, they will have to wait until next year, 1989 that is, or maybe 1990.

I've been away on holiday and busy with other commitments, which has shown in the lack of communication the last two months. I came back from my holiday and read through the two weekly local papers to find a Spitfire for sale at only £25. I fell over the dog and kicked the cat out of the way to reach the phone, only to find out that it had been sold. I've never even driven a Spitfire and would like to own one, with a view to preparing it for sprint racing but, as usual, it would have to be cheap to begin with. The Vitesse cpst £50 and the GT6 £100. I've had the Vitesse for 6 years and spent £1348 on it all together and now it needs a body-off job. I wish I'd done it that way to begin with because it wouldn't have cost me much more. A rolling restoration on a weak chassis just does not last, so be warned if you intend to keep your car for any length of time.

Enough of my problems. The Feeley Bag competitions held at the last two

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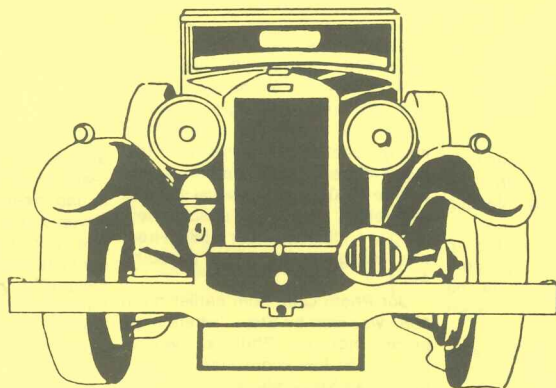
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AREA NEWS REVIEW

Sussex...West Sussex...Thames...South East Wales

meetings have been won by TSSC members, although the items were off Stags and TRs as well as our cars. Well done you clever lot, or should it be lucky lot?

We are hoping to show a video of the Scottish Classic Car Show held on the 5th September 1987 at Ingleston and this will be shown on one of the regular club meeting nights at Glasgow Flying Club.

The Christmas Disco will have been held prior to you reading this but, unfortunately, the date was changed at the last minute to Friday 18th December, instead of Thursday 17th as shown in the calendar. I hope that nobody turned up on the wrong evening. If you did, please accept my humble apologies. The change of date was displayed at the club meeting before the dance.

It's nice to hear from members who have not attended the meetings and I look forward to seeing you there in the future. The evenings are very informal and all new faces are introduced, friendships made, and parts and info. swapped over a drink. They do sell non-alcoholic larger. Bring a list of parts with you to put on the display board. See you there!

John Malcolm

Sussex

At the time of writing, I am trying to contact the Gatwick Area with a view to arranging a Ten Pin Bowling Match against them for Sunday 10th January. So if you are interested in either playing or supporting your Area, please phone me to check that the date is acceptable to the Gatwick Area. If it is, then this will take the place of the 3rd Sunday meeting.

The first Wednesday in February will be a Quiz Night, mainly to do with the Club but with some general knowledge thrown in as well, so that everyone should be able to score a few points.

From 1st January there will be an Area Attendance Award which will be given at the Christmas Meal of that year. Attendance at TSSC events and shows will also count towards points, so I look forward to seeing you all on

the 6th to score your first points.

Dates For Your Diaries:

Wednesday 6th January - Five Bells, Chailey.

Sunday 10th January - Possible Ten Pin Bowling with Gatwick (note: takes place of 3rd Sunday meeting).

Wednesday 3rd February - The Five Bells, Chailey.

Nigel Wilce

West Sussex

December's meeting at The Spur Inn was sadly lacking in members, although three people did turn up, including myself - so it was better than most months!

My Spitfire is now off the road for winter and my recently acquired Herald 13/60 passed its MOT and has been pressed into service.

The next meeting is on January 7th at The Coach & Horses, Worthing (for directions ring 203959 after 6.30pm) - you can't miss it, it's on the A27 from Arundel, so let's see some cars there.

M Bickerdike

Thames

Apologies for the missing report in December's Courier. I have no excuses but I am glad to see it was noticed; at least some of you read them!

Guess what? We lost at darts again, this time to the TR Register and the score: 5 - 2. Still, it was nice to see that this brought out a lot of our long-standing members for the evening. Congratulations to Sue on passing her driving test.

The first meeting in December and lots of new members braving the cold weather. Elaine and Steve didn't know what to expect at their first meeting but I think Steve is going to rebuild his Spitfire from Chris's spare parts. Perhaps William should have a look too, his Spitfire sounds as though it has more things which are not working than are.

Thursday 17th December will have

been our Christmas Party with almost as much mess from streamers and poppers as last year I suspect. Thanks to the staff at The New Inn for putting up with us over the year and for quite a while to come we hope. There is a new sheet for next year, so if anyone hasn't had one - you know where I am.

Here are the first dates for 1988:

January:

Thursday 14th - Social at The New Inn.

Thursday 28th - Film Night at The New Inn.

February:

Thursday 11th - Social at The New Inn.

Sunday 14th - M25 Orbital Meet: Wheatshaf, Old Windsor 12-2pm. and for Photo-Call in Windsor Great Park afterwards (SEE ADVERT ELSEWHERE IN THE COURIER FOR FURTHER DETAILS).

Thursday 25th - Film Night at The New Inn.

Film nights seem to be popular in our Area at the moment: West Middlesex have invited us to theirs which should be mentioned in Bob Rowland's report (at least Gary invited us on Bob's behalf - is that OK with you Bob?). Anyway, Happy New Year to you all - see you Thursday.

Tracy

South East Wales

For such a cold and windy December evening, it was gratifying to have such a good turnout. The slide show was enjoyable and well received. We were joined, for the show, by the local TR Register members who meet at the Wentloog at the same time as ourselves.

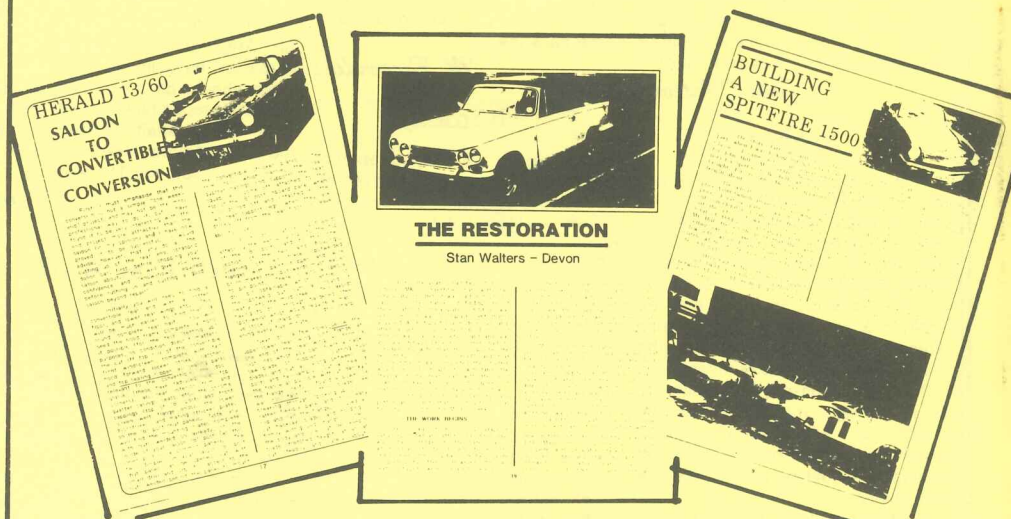
Two prizes were donated by John Reese for our monthly raffle and these were won by Mary Formosa and Chris Juniper - well done! A welcome newcomer, amongst a number of new members, was Carl Heinlein who has a fuel-injected Spitfire. I am looking forward to seeing this projectile.

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AREA NEWS

REVIEW

Wessex...W.Middlesex...W.Mildands...N.Yorkshire...S.Yorkshire

As stated last month, the informal buffet has been organised for our January meeting and will cost £3 per person. It is still possible to book in additional numbers if required. Give me a ring if you wish to join in.

Please note: there are no further meetings at the Model T, Bridgend. All enquiries about local meetings, TSSC events, etc. should be referred to me on Cardiff 752484.

Finally, how about a New Year's resolution to do all the repairs etc. that we have been putting off? A good resolution for John would be not to blow up any more engines! Happy New Year.

Harry Kuehling

Wessex

A fairly quiet month! During November we visited the (wet) Test Day at Goodwood. All who entered (and spectated) enjoyed themselves, especially watching the antics of 'Spinner' Berry. Congratulations must be passed on to Chris Haywood, who collected his Hillclimb and Sprint Championship award. I believe the next Test Day is planned for June and is to be recommended.

Our Christmas dinner was a great success. The superb food and pleasant company giving everyone an enjoyable time. Congratulations must go to Neil Williamson for winning the quiz.

Later this month we will attend the TR Register Fancy Dress Party and are holding our own New Years Eve party. Reports will follow.

Forthcoming Events:

January 12th - Video Evening.

February 9th - Skittles vs A35 Owners

Jonathan Longhurst

West Middlesex

Our last meeting before Christmas was held at the East Berks Area Christmas Buffet on December 8th. Most of us who turned up at The Royal Oak went along to The Seven Stars, Maidenhead, their meeting place. I must thank the Organiser Andrew

Elliot and all his team for a great evening plus letting me and one of my members win some of the raffle. So, by the time this report goes in the magazine Christmas will have passed by, so a Merry Christmas to you all.

So now at the next great venue in January on the third Wednesday (20th) we will be holding our first Area film night, which will be held jointly with the Triumph Sports Car Owners Club. We will be meeting at The Royal Oak at 7.30 to drive to the venue, which will be held at Denham. If any member wants to go and go straight there, please phone me for details. Our next meeting will be the 2nd Thursday 12th Jan, so I'll see you all there.

Bob Rowland

West Midlands

1987 has been a good year for us with membership still going up. As a reminder, meetings are on the second Tuesday and the last Sunday (lunchtime) of the month at Moxhull Hall Hotel, Wishaw, near Sutton Coldfield. The nearest motorway to this is the M42, Junction 9. We have a private room, spacious gardens and car park and Marston Ales - what more can one ask for. All new members will be made very welcome.

A New Year and a New Events Calendar: the two which have been finalised so far are our own Annual Fun Day at Hampton Lode, Bridgnorth on Saturday 11th June and the National Classic Car Show, N.E.C., 30th April to 2nd May. More details nearer the date. **Next meeting: Tuesday 12th January and Sunday (lunchtime), 31st January.**

The only thing left to do now is to wish everyone a Happy Christmas and Prosperous New year. See you in 1988.

Tony Spicer

North Yorkshire

Thanks to everyone for attending the Christmas meal, which I think all agreed was a great success. Last month's meeting saw three new

members: welcome to Martin and Janice Morrell and to Gwyn Harris all the way from Wakefield.

If we have sufficient numbers at the **January meeting on 6th** Pete will let us all loose (or should that be lose) on his quiz. The answers are multiple choice, so even calculated guesses rather than specific knowledge may win. There will be a small entrance fee and a free drink for the winner. The latest plans for future events include a trip to the dry-ski slope at Harrogate and also, when the weather warms up again, it is hoped to hold a workshop with a few of the more experienced members giving advice and help to those who don't know the different between a fan belt and a dip stick! More information at the next meeting.

Judy Teesdale

South Yorkshire

Your new Area Organiser speaks! First, and most important, our thanks to Chris Stabler for performing so admirably as the previous Area Organiser. Thanks also to Linda for supporting him!

The Christmas Dinner at The Regency was a success. Well done, Mark. We shall be discussing next year's venue at the January (Thursday) meeting - your committee have ideas!

I hope none of you turned up at The Lumley Arms on 24th December. This meeting was cancelled. Seriously though, The Lumley Arms will be closed from early January until April. We shall, therefore, be meeting at The Sitwell Arms on the 4th Thursday of every month, at 8pm until further notice. This pub is on the A618, at Whiston, about 600 yds south of the junction (traffic lights) with the A631 ('Bawtry Road') near Rotherham. Our Sunday meeting continues as usual. John Simmons still collects Petrol Coupons (etc) for conversion to raffle prizes.

At the January meeting you may look forward to planning 'Christmas Meal 88', more raffles and a discussion on the future of our Sunday meetings. As we will not have our own little corner at The Sitwell, the March video will probably be postponed - watch this space!

Chris has pointed out that a Mr Mike Bingham, of South Yorkshire Engineering Services at Station Road, Ecclesfield, undertakes propshaft balancing (Tel: 452238).

Colin Traise

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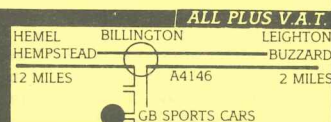
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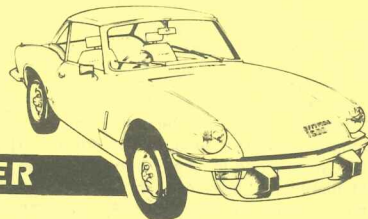
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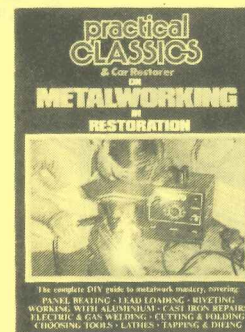
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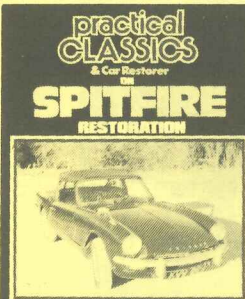
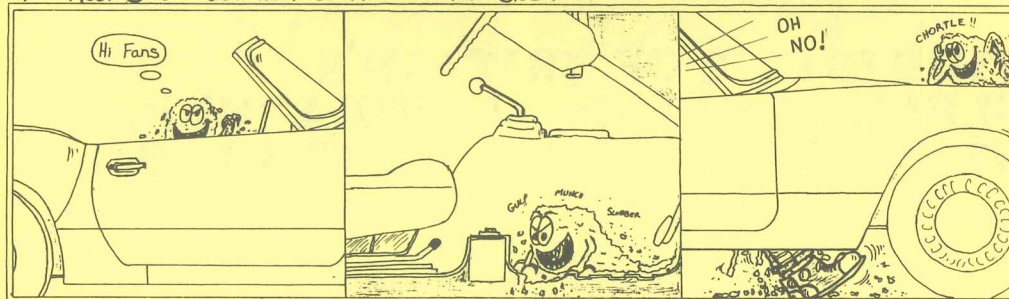


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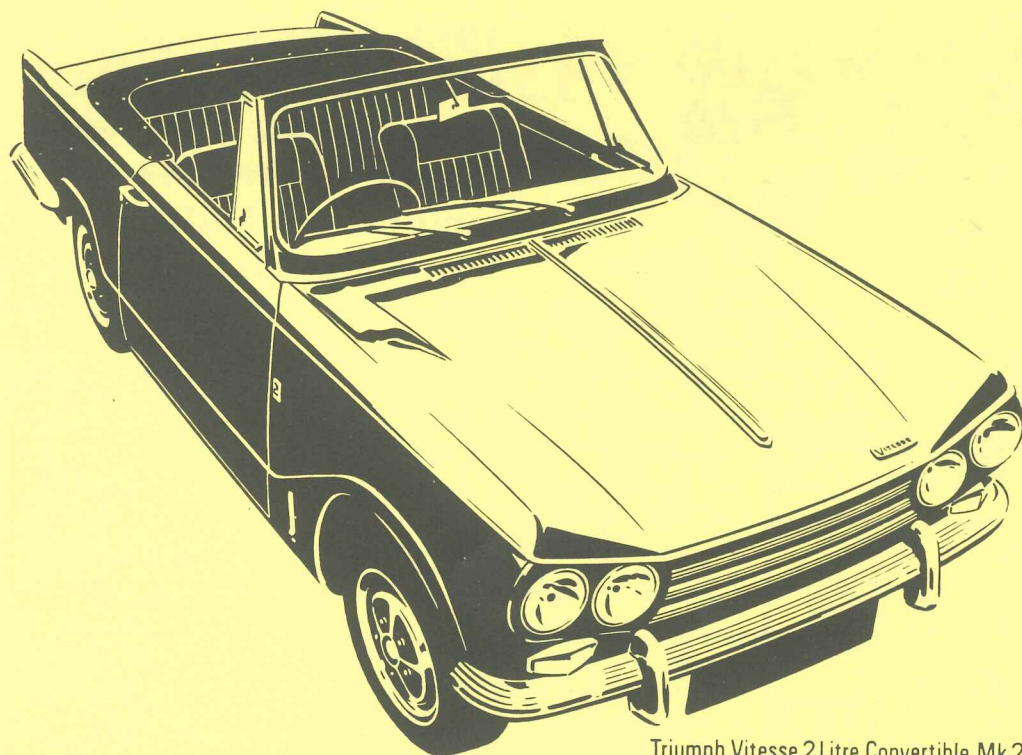
THE RUST BUG: JUST WHEN YOU THOUGHT IT WAS SAFE!



NEW BOOK NEW BOOK NEW 'Practical Classics on Triumph Spitfire Restoration'

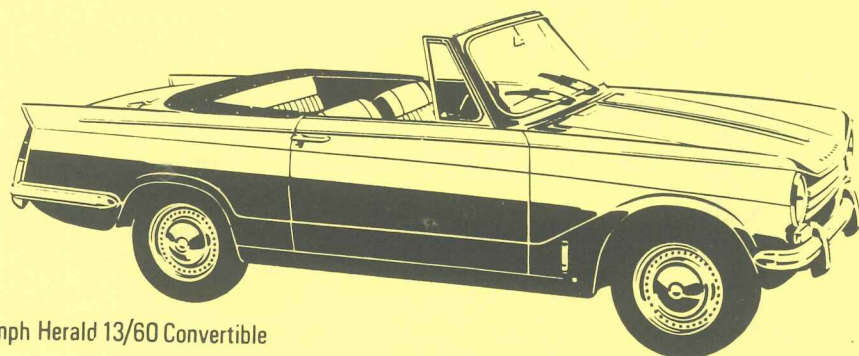
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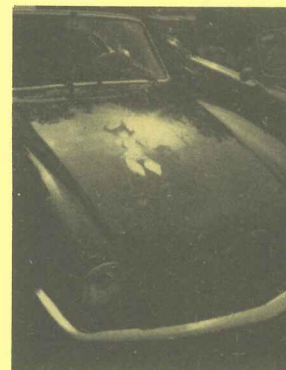
Triumph Herald 13/60 Convertible

AND THIS IS THE OTHER ONE

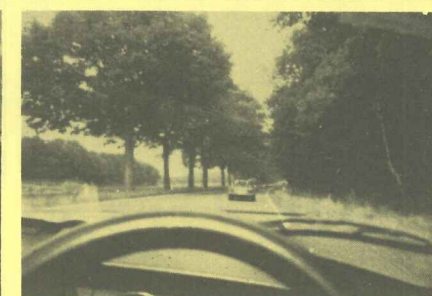
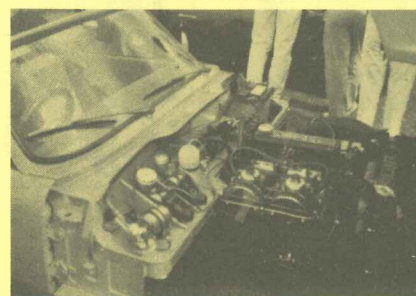
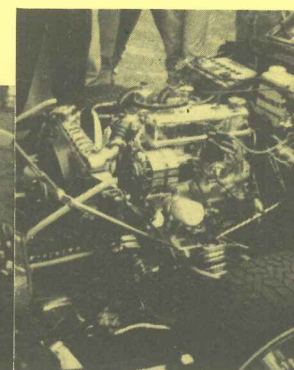
AREA NEWS

REVIEW

East Kent hit Holland



"Why won't this MG go!"



AREA DIRECTORY ••• 1988

AREA

01	ANGIA
02	AVON
03	BLESBURY VALE
04	BRIDGEND
05	CLEVELAND
06	CORNWALL
07	CONVENTRY
08	DERBY JUNCTION 29
09	DERWENT VALLEY
10	DEVON
11	DORSET
12	EAST BERKS
13	ESSEX
14	GATWICK
15	GLoucester / Hereford
16	HANTS & BERKS
17	HANTS & SURREY
18	EAST SUSSEX
19	HERTS NORTH & SOUTH BEDS
20	SOUTH HERTS
21	LEICESTER
22	LEICESTER
23	CITY & EAST LONDON
24	MANCHESTER
25	MERSEY
26	MILTON KEYNES
27	NORFOLK
28	NORTHANTS
29	NORTH EAST
30	NORTH LONDON
31	NORTH MIDLANDS
32	NORTHERN IRELAND
33	NOTTINGHAM
34	OXFORD
35	PETERBOROUGH
36	RIBBLE
37	RUGBY
38	SALISBURY
39	SCOTLAND
40	SCOTLAND GRAMPAN
41	SCOTLAND WEST
42	SOMERSET
43	SOUTHANTS
44	SUSSEX
45	THAMES
46	TRENT
47	WALSLEY NORTH
48	WALSLEY SOUTH
49	WESSEX
50	WEST MIDDLESEX
51	WOLVERHAMPTON
52	WORCESTER EAST
53	WORCESTER WEST
54	YORKS NORTH
55	YORKS SOUTH
56	YORKS WEST

AREA ORGANISER(S)

01	ANGIA	Gary Morton	0799-27455
02	AVON	John Lippatt	0272-857594
03	BLESBURY VALE	N/A	N/A
04	BRIDGEND	TBA	N/A
05	CLEVELAND	Andrew Mason	0227-792462
06	CORNWALL	Karen Pitt	0227-824083
07	CONVENTRY	David Beaton	0726-824083
08	DERBY JUNCTION 29	Geoff Fletcher	0602-726147
09	DERWENT VALLEY	John Eade	0332-861094
10	DEVON	N/A	N/A
11	DORSET	N/A	N/A
12	EAST BERKS	Andrew Elliott	0734-412666
13	ESSEX	David Bird	0245-441619
14	GATWICK	Chris Childs	01-330-1389
15	GLoucester / Hereford	Dave Hearnden	0256-464428
16	HANTS & BERKS	Maxine Watts	0483-224350
17	HANTS & SURREY	N/A	N/A
18	EAST SUSSEX	Steve Bedford	0932-223549
19	HERTS NORTH & SOUTH BEDS	Sheridan Earl Russell	01-205-6397
20	SOUTH HERTS	G Curtis / D Birmingham	0469-73074
21	LEICESTER	Bill Yates	0473-830437
22	LEICESTER	Clive Colwell	0474-359974
23	CITY & EAST LONDON	Richard Francis	0732-460039
24	MANCHESTER	N/A	N/A
25	MERSEY	N/A	N/A
26	MILTON KEYNES	Paul Howarth	057-790-8991
27	NORFOLK	N/A	N/A
28	NORTHANTS	N/A	N/A
29	NORTH EAST	Alan Window	0536-761329
30	NORTH LONDON	N/A	N/A
31	NORTH MIDLANDS	Graham Mountford	01-952-1755
32	NORTHERN IRELAND	Alan Moseley	0782-394301
33	NOTTINGHAM	Paul Robinson	0232-621388
34	OXFORD	David Manning	05097-4450
35	PETERBOROUGH	John Cudmore	099-388555
36	RIBBLE	Sharon Espin	0775-88335
37	RUGBY	Peter O'Brien	09952-4417
38	SALISBURY	N/A	N/A
39	SCOTLAND	Bill Moland	0722-26649
40	SCOTLAND GRAMPAN	N/A	N/A
41	SCOTLAND WEST	Iain Watt	031-868-2747
42	SOMERSET	Ron Malcolm	0224-889551
43	SOUTHANTS	Paul Widdow	0292-36624
44	SUSSEX	Wendy Widdow	0292-36624
45	THAMES	Nigel Wilce	0273-572446
46	TRENT	Ivan Kirk	0793-29948
47	WALSLEY NORTH	Peter Reed	073081-2953
48	WALSLEY SOUTH	Tracey Ludman	0753-664212
49	WESSEX	N/A	N/A
50	WEST MIDDLESEX	N/A	N/A
51	WOLVERHAMPTON	Harry Kuehling	0222-752484
52	WORCESTER EAST	Jonathan Longhurst	0202-433148
53	WORCESTER WEST	Bob Rowland	01-561-0671
54	YORKS NORTH	T & J Spicer	021-3539861
55	YORKS SOUTH	N/A	N/A
56	YORKS WEST	Bill & Bev Dixon	0905-358781
		Peter Johnstone	0757-618787
		Colin Troise	0742-307584

VENUE

01	ANGIA	The Coach & Horses
02	AVON	Travellers Rest/The Talbot
03	BLESBURY VALE	The Cow Roast
04	BRIDGEND	TBA
05	CLEVELAND	Abbots Barton Hotel
06	CORNWALL	The Lade
07	CONVENTRY	Central Area Organiser
08	DERBY JUNCTION 29	The Elm Tree
09	DERWENT VALLEY	The Railway
10	DEVON	London & Manchester Social Club/Dart Bridge Hotel
11	DORSET	The Antelope
12	EAST BERKS	The Seven Stars
13	ESSEX	The White Bear
14	GATWICK	The Fox Revived
15	GLoucester / Hereford	The Loughpool
16	HANTS & BERKS	The Hatch/The Round Oak
17	HANTS & SURREY	The Royal Oak
18	EAST SUSSEX	The Wheatsheaf
19	HERTS NORTH & SOUTH BEDS	Eagle & Child / Bird In Hand
20	SOUTH HERTS	The Coach & Horses
21	LEICESTER	Humber Bridge Hotel
22	LEICESTER	The Crown
23	CITY & EAST LONDON	The Woodlandshot
24	MANCHESTER	The White Horse
25	MERSEY	The Bath Hotel / Gale Hangs Well
26	MILTON KEYNES	The George
27	NORFOLK	The Suffolk Punch
28	NORTHANTS	Ring Of Bells
29	NORTH EAST	The Fire
30	NORTH LONDON	The Stag's Head
31	NORTH MIDLANDS	Old Hall Tavern / Rising Sun
32	NORTHERN IRELAND	The Three Crowns
33	NOTTINGHAM	Glenavon Hotel
34	OXFORD	The Dog & Duck
35	PETERBOROUGH	The Grapes
36	RIBBLE	Three Horseshoes / The Plough
37	RUGBY	The Black Horse/Hoghton Arms
38	SALISBURY	The Fox & Hounds/Three Horseshoes
39	SCOTLAND	Three Crowns
40	SCOTLAND GRAMPAN	Newport Hotel
41	SCOTLAND WEST	Fairlie Inn
42	SOMERSET	Palm Court Hotel
43	SOUTHANTS	The Glasgow Flying Club
44	SUSSEX	Creech Castle Hotel
45	THAMES	Lea Valley Hotel
46	TRENT	Three Harbours/Various
47	WALSLEY NORTH	The White Hart
48	WALSLEY SOUTH	The New Inn
49	WESSEX	The Travellers Rest
50	WEST MIDDLESEX	The Golden Lion
51	WOLVERHAMPTON	Wenlog Castle Hotel
52	WORCESTER EAST	The Skiffers
53	WORCESTER WEST	The Royal Oak
54	YORKS NORTH	Moxhill Hall
55	YORKS SOUTH	The Merryhill
56	YORKS WEST	Norton Grange Hotel
		The Anchor Inn
		White Swan Inn
		Norfolk Arms / Stival Arms
		The White Bear

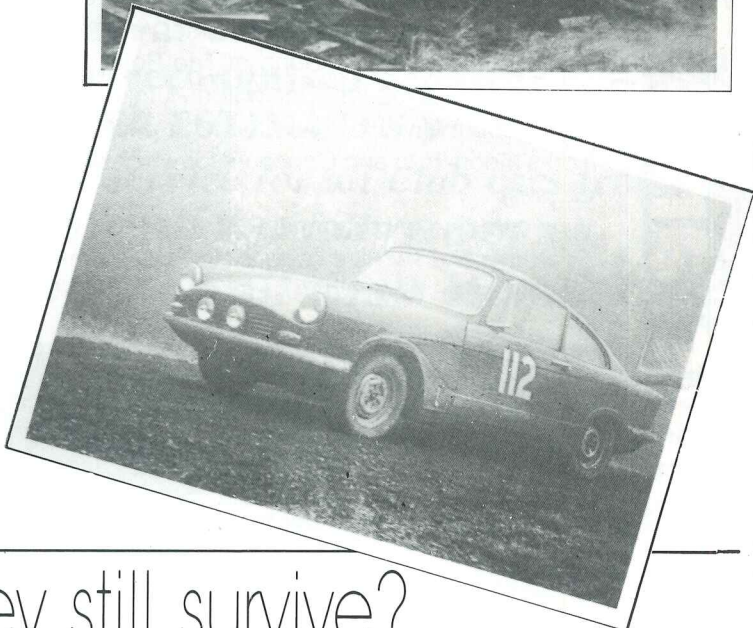
TOWN

01	ANGIA	TRUMPINGTON, CAMBS.
02	AVON	FILTON / KEVNSHAM
03	BLESBURY VALE	BERKHAMPTSTEAD (A41)
04	BRIDGEND	TBA
05	CLEVELAND	CANTERBURY
06	CORNWALL	LUDGATE LANE, M BORO
07	CONVENTRY	ALLESLEY OLD RD. COVENTRY
08	DERBY JUNCTION 29	HEALING VILLAGE
09	DERWENT VALLEY	HEALING VILLAGE
10	DEVON	CLYST ST MARY / BUCKFASTLEIGH
11	DORSET	KNOWLE HILL, NR. MAIDENHEAD
12	EAST BERKS	STANFORD RIVERS
13	ESSEX	Holey
14	GATWICK	SELLACK, NR. ROSS
15	GLoucester / Hereford	PADWORTH COMMON
16	HANTS & BERKS	PIREBRIGHT
17	HANTS & SURREY	LITTLE COMMON
18	EAST SUSSEX	WHITWELL / HENLOW CAMP
19	HERTS NORTH & SOUTH BEDS	NEWGATE ST. VILLAGE
20	SOUTH HERTS	BARTON UPON HUMBER
21	LEICESTER	IPSWICH
22	LEICESTER	GRAVESEND A227
23	CITY & EAST LONDON	SUNDRIIDGE
24	MANCHESTER	SHEARBY / STON
25	MERSEY	GLENGALL GROVE E14
26	MILTON KEYNES	(A556) NR BOWDEN
27	NORFOLK	HEMANS W. LINDS
28	NORTHANTS	CHROMER RD, NORWICH
29	NORTH EAST	MAIDWELL
30	NORTH LONDON	WINDLES
31	NORTH MIDLANDS	WINDLES
32	NORTHERN IRELAND	WINDLES
33	NOTTINGHAM	WINDLES
34	OXFORD	WINDLES
35	PETERBOROUGH	WINDLES
36	RIBBLE	WINDLES
37	RUGBY	WINDLES
38	SALISBURY	WINDLES
39	SCOTLAND	WINDLES
40	SCOTLAND GRAMPAN	WINDLES
41	SCOTLAND WEST	WINDLES
42	SOMERSET	WINDLES
43	SOUTHANTS	WINDLES
44	SUSSEX	WINDLES
45	THAMES	WINDLES
46	TRENT	WINDLES
47	WALSLEY NORTH	WINDLES
48	WALSLEY SOUTH	WINDLES
49	WESSEX	WINDLES
50	WEST MIDDLESEX	WINDLES
51	WOLVERHAMPTON	WINDLES
52	WORCESTER EAST	WINDLES
53	WORCESTER WEST	WINDLES
54	YORKS NORTH	WINDLES
55	YORKS SOUTH	WINDLES
56	YORKS WEST	WINDLES

MEETING DAY

01	ANGIA	1st Thursday
02	AVON	1st Mon/3rd Wed
03	BLESBURY VALE	4th Tuesday
04	BRIDGEND	TBA
05	CLEVELAND	2nd Tuesday - 8pm
06	CORNWALL	Last Wednesday
07	CONVENTRY	Last Friday 7.45pm
08	DERBY JUNCTION 29	1st Wednesday
09	DERWENT VALLEY	1st Wednesday
10	DEVON	2nd Wednesday
11	DORSET	3rd Wednesday
12	EAST BERKS	2nd Sun / Last Sun 8pm
13	ESSEX	1st Sun / Last Sun 8pm
14	GATWICK	1st Sun / Last Sun 8pm
15	GLoucester / Hereford	1st Sun / Last Sun 8pm
16	HANTS & BERKS	1st Sun / Last Sun 8pm
17	HANTS & SURREY	1st Sun / Last Sun 8pm
18	EAST SUSSEX	1st Sun / Last Sun 8pm
19	HERTS NORTH & SOUTH BEDS	1st Sun / Last Sun 8pm
20	SOUTH HERTS	1st Sun / Last Sun 8pm
21	LEICESTER	1st Sun / Last Sun 8pm
22	LEICESTER	1st Sun / Last Sun 8pm
23	CITY & EAST LONDON	1st Sun / Last Sun 8pm
24	MANCHESTER	1st Sun / Last Sun 8pm
25	MERSEY	1st Sun / Last Sun 8pm
26	MILTON KEYNES	1st Sun / Last Sun 8pm
27	NORFOLK	1st Sun / Last Sun 8pm
28	NORTHANTS	1st Sun / Last Sun 8pm
29	NORTH EAST	1st Sun / Last Sun 8pm
30	NORTH LONDON	1st Sun / Last Sun 8pm
31	NORTH MIDLANDS	1st Sun / Last Sun 8pm
32	NORTHERN IRELAND	1st Sun / Last Sun 8pm
33	NOTTINGHAM	1st Sun / Last Sun 8pm
34	OXFORD	1st Sun / Last Sun 8pm
35	PETERBOROUGH	1st Sun / Last Sun 8pm
36	RIBBLE	1st Sun / Last Sun 8pm
37	RUGBY	1st Sun / Last Sun 8pm
38	SALISBURY	1st Sun / Last Sun 8pm
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51	WOLVERHAMPTON	1st Sun / Last Sun 8pm
52	WORCESTER EAST	1st Sun / Last Sun 8pm
53	WORCESTER WEST	1st Sun / Last Sun 8pm
54	YORKS NORTH	1st Sun / Last Sun 8pm
55	YORKS SOUTH	1st Sun / Last Sun 8pm
56	YORKS WEST	1st Sun / Last Sun 8pm

UPDATES MUST BE RECEIVED BY THE 13TH FOR FOLLOWING MONTHS PUBLICATION



DS Do they still survive?

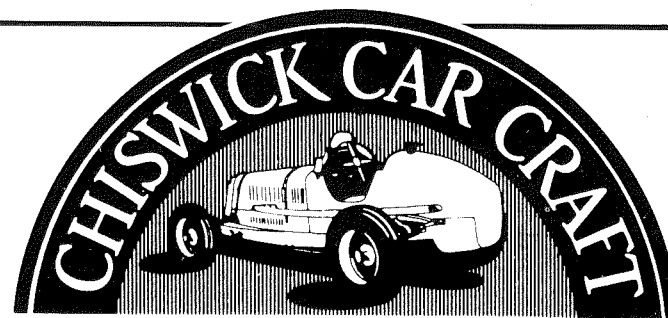
I have been into Bonds for some years now, having owned two GTs (2 + 2s), a GT4S coupe and later a 2-litre MkII coupe and 2-litre convertible. My present cars are a GT (2 + 2), CRB 853C and a 2-litre convertible, NJA 791G.

The GT (2 + 2) I have owned for about six months and it was once a total basket case, but now it actually has a floor and new, galvanised outriggers. It is my everyday transport - although externally it still looks one step from the scrapyard.

This car did, however, have the unfortunate habit of collecting more water than the entire South Yorkshire catchment area. I suppose some of this was due to the rushed jobs of GRP off floor and then floor off chassis rebuild, but the severe rot in all four floor-pans under the rear seat area and boot area meant water had been getting in for a while. The easiest leak to cure was the one through the rear side windows. There was a gap between the window frame and rubber seal of about 3mm, allowing water to run off the roof along the windows, past the seals, onto the rear seat and then onto the floor. The cure was to replace the original rubber seal with the somewhat wider Standard-Triumph door rubber with the additional precaution of a 4mm shim between the catch and the bodywork.

I may write more about CRB 853C later but for now a word about my 2-litre convertible. Unlike the 2 + 2, the chassis and floor were quite good but, having covered 124,000 miles when acquired, all mechanical unit needed attention: paintwork, interior and panel alignment were a nightmare but now, after four years of summer running and winter rebuilding, it's a concours car. 1987 saw it winning Choice Bond at The Bond Weekend at Yaxley, a bottle of champagne at the first Donington Autojumble for being one of six chosen out of about fifty. However, the high point of the year was to be the North Yorks Moors Run and Concours for which we gained most points overall (all classes).

I would like to recommend Mr M Shaw, who can manufacture Equipe, Overdrive and Two-litre badges etc. The address is Portand Works, Hill Street, Sheffield. Tel: Sheffield 701225.



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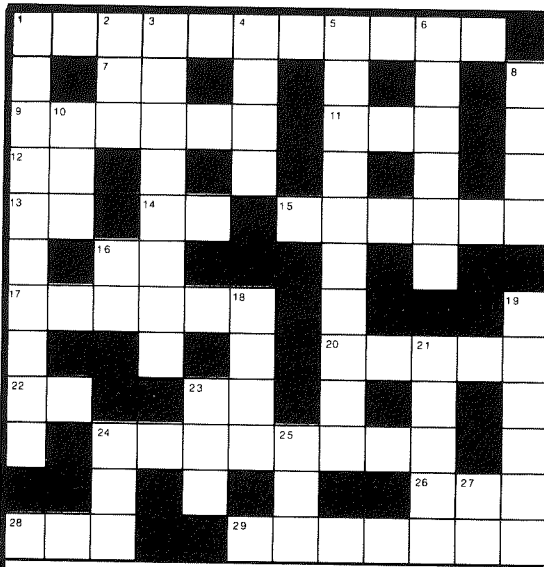
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Clues

ACROSS

1. Slips you into gear (11)
7. & 16D Send the dancers away (2,2)
9. Subjugated cylinders (6)
11. Motor vehicle (3)
12. Carburetor replacement (1,1)
13. Bill Sunderland's post (2)
14. Note well the abbreviation (1,1)
15. Announce the Club car (6)
16. Grand tourer (1,1)
17. & 24D Yankee Vitesse (6, 3)
20. 29A Two-wheeler or roaring Rootes (5)
22. Fifth gear? (1,1)
23. 15A Engine prefix (1,1)
24. Flying sportscar (8)
26. Design - for its own sake (3)
28. See 8D
29. Victory for the marque (7)

DOWN

1. Takes the bumps out of driving (10)
2. Printer's union (1,1,1)
3. 28A Sent home in silence (8)
4. Motor eater (4)
5. 15A Body builder? (10)
6. Audible sign of water pump expiry (6)
8. & 28A Exchequer's levy (4,3)
10. Top (3)
16. See 7A
18. Spanish car upholsterers? (4)
19. Taken away by accelerating Vitesse (6)
21. A shine on the paint or in the eye (5)
23. Trapped by a spirit (3)
24. See 17A
25. Cover for 18D or 20A (3)
27. Revolutions Per? (1,1)

Compiled by Dave Groves - Farnham Surrey
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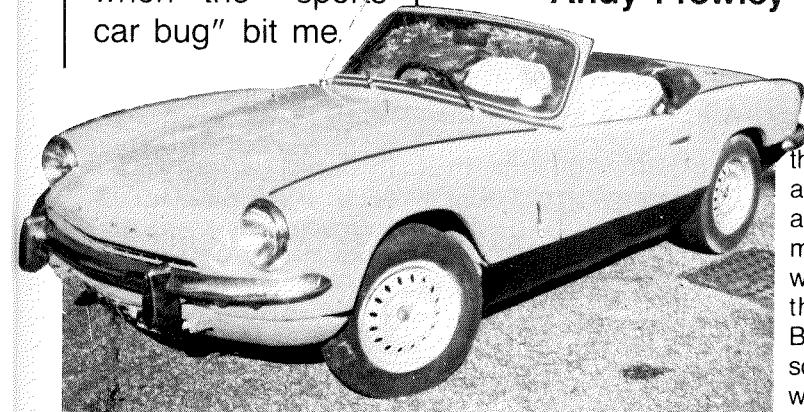
**Are you good at compiling crosswords on
TSSC and TRIUMPH matters? if so send them
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It all started back
in July 1987, when a
friend who deals in
motors, told me he
had a "MGB GT"
he could let me
have cheap. It
needed some work
doing on it, but if I
wanted it he would
let me have it dead
cheap. That was
when the "sports
car bug" bit me.

NRU 64G

*The Start of
our Financial Ruin*

Andy Frowley - Gosport



I was promised the car
the following week but,
alas, I was let down. To cut
a long story short, he let
me down for the next three
weeks. I had already drawn
the £500 out of the
Building Society and lost
some interest on it, so I
was pretty mad to put it
bluntly. Unknown to the
wife, I saw a Triumph
Spitfire MkIII 1969, which
had been advertised for
£500 o.n.o., so off I went to
have a look at it. It was in
quite a bad state; both
doors had dropped, the
headlights were hanging
due to the rust and when
I pulled the carpet up, the
floor came up with it. They
wouldn't come down any,
so I left a deposit and went
home to break the news to
the wife

I was like a kid who was
getting his first bike. I

picked up the car the following evening and towed it home. It sounded as if I was pulling a dustbin behind me, as the gearbox had certainly seen better days. When I got it home, the wife was less than impressed, in fact she was hopping mad! She couldn't work out how I could justify spending all that money on "that load of old junk" (her words). The only good thing she could see about having the car was that we could now go back up to the Midlands to visit her mother. We decided to go the following weekend, so it gave me a few days to do some work on her (the car, not the mother-in-law!).

The first job was to cure the self-emptying radiator. This turned out to be a bigger job than I thought as the water pump had to be replaced. I also changed the oil, points, plugs and topped up the radiator. She was now ready to make her trip to Worcester. Cruising along at 70 mph all seemed OK, until after about 30 miles, when the radiator boiled. After letting her cool down, she was topped up and we were off again (she had now earned the nickname of Ratterly Natterly from the wife). The rest of the trip was done doing a steady 60 mph and she managed the journey quite well until, about 30 miles from home, when there was a big bang and we saw a lot of front wing flying down the road behind us. At last we were home and after the jokes about the car, I had a word with the wife's brother who is quite a dab hand at welding. Between us we spent the weekend putting in a new gearbox and welding in a new floor all round.

The journey back to Portsmouth was quite uneventful except for the radiator boiling over twice and a rattle when the engine was under power. Back

home in Pompey, I really set about work on the car. I have a friend who said he would give me a hand. He used to be a panel beater and sprayer (in Civvy Street), so he proved to be quite useful. I was using the car for work and the rebuild was coming on well (if a bit slowly) until one day as I was driving home from work, the car started to lose power and blue smoke started pouring out of the exhaust. The weekend was spent stripping the engine down, only to find that one piston had a hole right through it. I stripped the whole bottom end down and replaced the big-end bearings, all the pistons and, of course, the gaskets (which were

When I got home the wife was less than impressed in fact she was hopping mad! She couldn't work out how I could justify spending all that money on "that load of old junk"

supplied very quickly by Wadham Stringer - thanks). Once the engine was back together, I degreased it and painted it with green Hammerite and the front section of the chassis with black. She fired up first time (much to the amazement of my wife). We were now ready to start work on the bodywork in earnest.

The first job was to remove all the external fittings and start rubbing down/filling where she was rusty (in most places). The worst place was round the headlights and side and indicators; this had to be cut away and built up with sheet metal and,

dare I say it, filler. New panels were welded on the rear wheelarches and the whole car rubbed down. She was now ready for her first primer, then the first coat of undercoat. I was very impressed with the work that Mac had done with the filler; it was very hard to see where she had been filled. She was now ready for the top coat (Inca Yellow). The garage was cleaned out and spraying started. The end result was very impressive and now came the long task of putting her back together. I bought new door panels, locks, handles, mud flaps, window furry strips (all supplied very quickly by Cambridge Triumph Spares - thanks for your help lads). All the other parts I needed were supplied from a very good friend, Bruce, who just by chance I met shortly after I bought the car. He managed to get me headlights, sidelights, air filter, heater unit, and in fact the whole project could not have been possible if it was not for Bruce. Many thanks again mate. He had just started up a new business venture down here in the south, so if you need anything for your Triumph, give him a ring on (0705) 523941.

As a footnote to this article, I will just say the whole project took 8 weeks and the car now turns quite a few heads as we drive it around. I must thank my wife, Debbie, for all her support (and wages) and for letting me spend all those evenings and weekends in the garage.

Are you rebuilding a Club Car this winter why not share it with the whole TSSC membership, please include photographs they will be returned, Black and White or Colour accepted.

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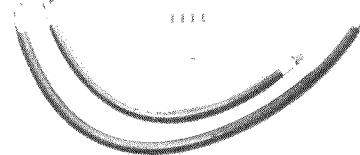
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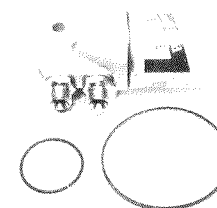
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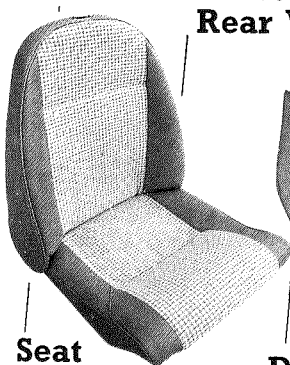
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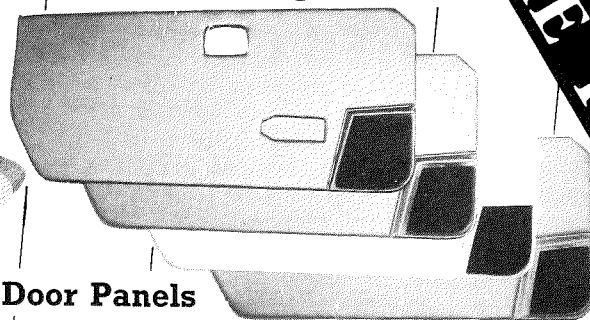
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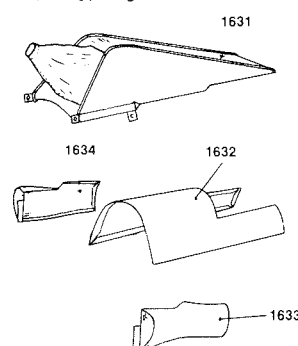
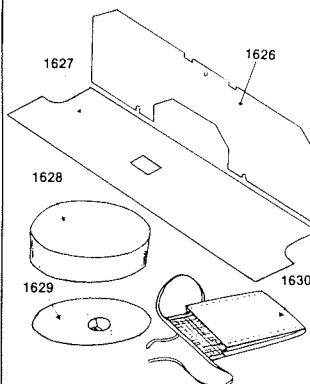
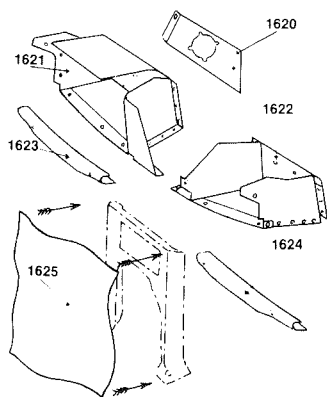
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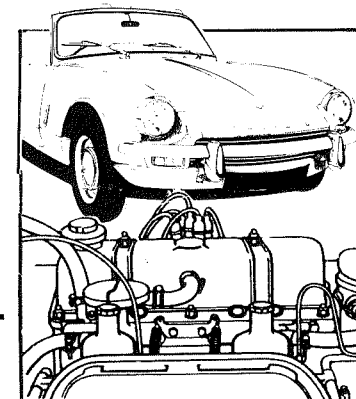
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SPITFIRE I II III REGISTER



**Welcome to 1988 and a
Happy New Year to all.**

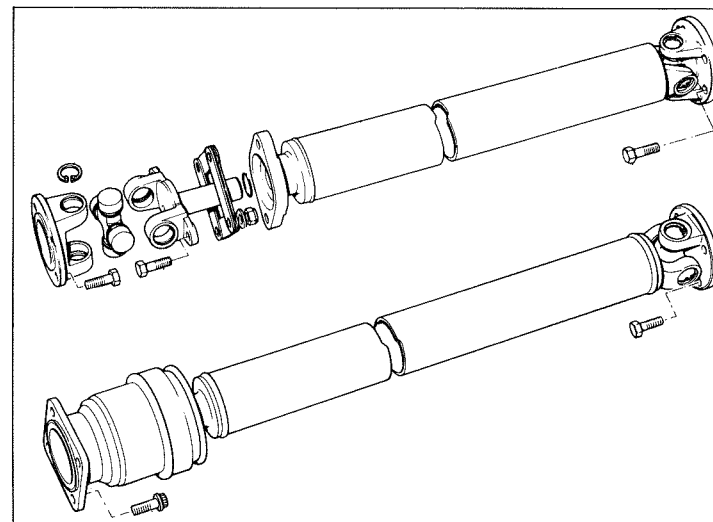
Nick Lord

Hopefully I shall be meeting many of you at the Winter Weekend. I should also have my Spitfire finished by then, which will enable me to at last get round to the local Areas.

Although I'm sitting writing this in November, Leicestershire is swathed in frost and fog and we have had the first skid of the season in my lady's Renault. Poor Leon who was visiting had been trying all day to skid but couldn't manage it - too much rubber Leon! By the way, Leon, I still have the photos of you and the girls in my old flat!!!

I have some information from Jonathan Empson concerning the problems and his solution for fitting a MkIV all-synchro gearbox into a MkIII (non-overdrive). Although the boxes are outwardly similar, the MkIV has a larger diameter output flange which won't fit the MkIII propshaft and also the MkIV flange bolts are larger diameter. This all makes the gearbox slightly longer.

As the splines onto which the flanges fit are of different designs, the problem cannot be overcome by simply switching flanges between the two boxes.



The solution is to use a MkIII prop. with a front flange from a MkIV or a MkIV prop. with a rear flange from a MkIII. Because the gearbox is now slightly longer than originally, the rear coupling will be fully compressed. This was overcome by moving the gearbox and engine forward as a whole on their slotted mountings. Having re-balanced the prop., Jonathan has travelled several hundred miles with no problems as yet.

He would like to hear from anyone who knows anything of the history of his car. It is a 1969 MkIII, originally white but now Signal Red, called Ratbag II and registered UPW 93G. Please write to: Jonathan Empson, 8 St. Anthony's Avenue, Hemel Hempstead, Herts HP3 8HQ.

That's all for this month. Don't forget to send me your Spitfire stories.

GT6 I II III REGISTER

Barry Thurgood

OK, so I've been a bit quiet lately. I'll just have to make the usual excuses and you can accept them.

Happy New Year and I hope you all enjoyed Christmas.

The real reason is a quick touch of Nauticals, finding buoys in the North sea is about as easy as missing a traffic jam on the M25!!!

UNDER PRESSURE

One subject that I receive a lot of queries on is how much puff to put in tyres. Regardez:-

MODEL	FRONT (PSI)	REAR (PSI)
MkI	20	24
MkII (Driver only or Driver & Passenger)	24	28
MkII (Driver & more than one Passenger)	24	34
GT6 Plus	24	30
MkIII (Up to KE 20,000)	24	28
MkIII (After KE 20,000)	30	26

These figures are all with the tyres cold and are for sustained speeds of up to 110 mph (not that we go that fast, do we???)

The reason for the difference in the MkIII pressures is the later suspension layout, having a much thicker anti-roll bar, swing-axle rear and different handling characteristics. I believe this is not made clear in some of the non-works Workshop Manuals. If Santa didn't leave you a 'works' manual this year, perhaps you could ask him for one next year???

PIG JOB OF THE MONTH

Arc Welding: *I'm not going to say any more on this one as there is undoubtedly some clever ----- out there who will say, "I found it came naturally don't 'cha know". I bet he's got a green gearbox too.*

COTY I always thought COTY was a brand of perfume; apparently in these abbreviated Eighties, it means Car of the Year.

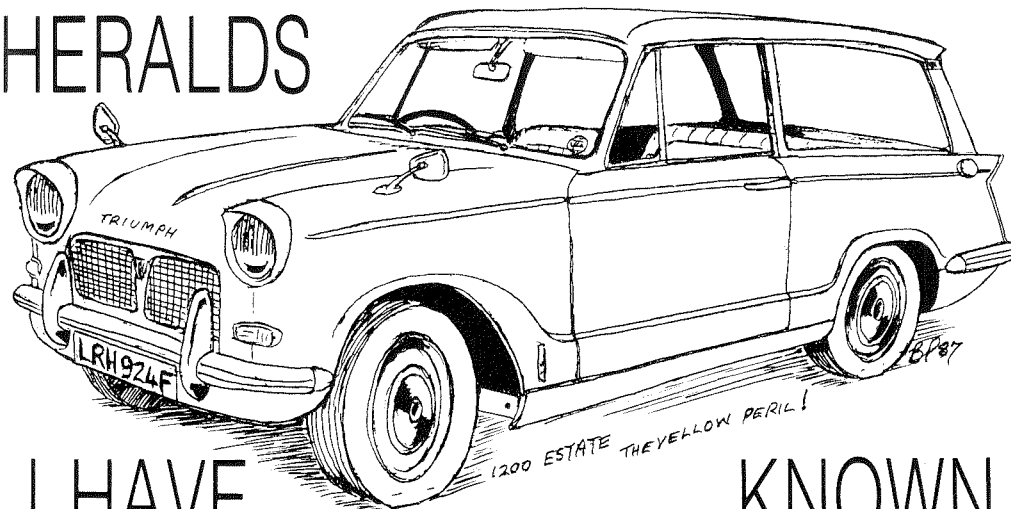
Now with us lot all being dedicated masochists, there should be only one 'Car of the Year' (COAY?) but every now and then I have a look at the offerings of modern manufacturers. The test drives are fun anyway.

Perusing through the Toyota range, I was struck by the thought that the model names all sounded like ladies underwear, i.e. Camry, Corolla, Carina etc. I spent ages looking for the new Toyota Camisole - no such luck. I offer some 'name' suggestions for other manufacturers:

LANCIA BOIL, MORRIS DANCER, AUDI PARTNER, FORD GOTTLER GHIA, RENAULT VERMYFOOT

..... just a few, any more would be welcome.

HERALDS



I HAVE

By Brian Pearson

KNOWN

As one of the grey-haired fraternity (or skin-head), I can well recall the era into which the Herald was launched. I was then the owner of a 1934 M.G.P.A. and can clearly recall 'Motor Sport' printing a picture of the 948 saloon with the comment "Heralding the era of the eye-level grille".

The first Herald that I bought was in 1971, (I like my cars to mature) when, owing to my tuned 1954 Beetle's spectacular blow-up on the M1, I needed alternative wheels in a hurry.

My next door neighbour was selling a green (aren't they all?) 948 Herald - complete with door handle on the bonnet - for £50. The brakes had been overhauled "by a garage in Norwich" - we live in Driffield! The registration of this first Herald was XAJ 473. This car was nearly my last as the brake overhaul had not included the hard-to-get-at pipe across the car behind the rear spring area (unknown to me this was virtually a tube of iron-oxide and paint).

Needless to say, it burst at a somewhat inconvenient moment. I had developed the (deplorable) habit of free-wheeling into my parking space outside the hangers (at Leconfield) and jumping on the

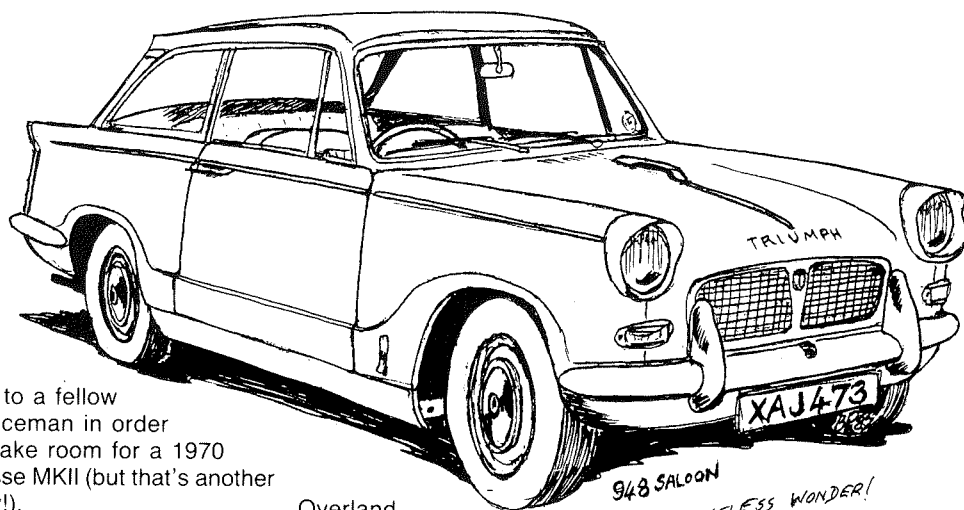
brake pedal at the last moment. On this particular fine, Spring day this jump on the pedal produced only a dull thud as the pedal hit the floor and no slowing at all! Before I could even grab the handbrake, the Herald was bouncing up the kerb and driving into the trees dotted at random on the grass area along the hanger wall. The next few seconds were pretty busy as we dodged the trees, leaving one or two furrows in the turf! Eventually, the Herald and I emerged from the trees and trickled to a halt in a relatively clear space. I put the car back into gear and drove slowly and thoughtfully back to my parking space where I gently applied the handbrake. A search under the car revealed the space where the rear pipe should have been and this was soon rectified but the incident became the foundation of my current habit of carefully checking the whole of the underside of my car before

regular useage!

This little 948 was quite good fun and as the mileage was around 41,000, needed its sagging oil pressure restoring (has anyone else noticed the tendency for bearings to "go slack" at multiples of 40,000 miles on "our" cars?). A check of the oil pump showed little wear but new main and big end shells looked a little marked. New shells completely restored both oil pressure and relative silence when ticking over hot.

No bodywork was necessary on this green machine; all the body seal strips were good and the previous owners had presumably regularly hosed out the awkward spots (behind the front sidelights etc.).

I had to change a driveshaft on this car because the pinned, splined portion developed some slackness. I thought the noise was the universal joint but this was in good condition. A driveshaft (new) cost me £9.00 then. This first Herald I



sold to a fellow serviceman in order to make room for a 1970 Vitesse MKII (but that's another story!).

Several years later, when needing cheap transport in a hurry, I attended Bridlington Car Auctions. The night was a dismal failure - everything was either bid up out of reach or total rubbish. Then, just as terminal despair set in, onto the stage limped a pale blue Herald 1200 estate. This was just about the saddest looking little car I have ever seen (and I have seen a few!).

Registered LRH 924F, the poor beasts' front lower skirt swung gently to and fro on the bonnet hinge extensions; one door hung out at the top where a hinge pin was missing; oil, water and smoke seemed of ooze from every orifice. 924F cowered before the auctioneer and chattered to himself as the carwise around hooted and nudged one another. No bid was forthcoming at all and eventually the auctioneer shouted "Take it away" and the poor thing shuffled off into the dark. Having stood through the rest of the nights proceedings, I went on impulse (I'm prone to these; I once went to work, in Malta, in a nice Peugeot 203, and came home in the evening in a 1928 Willy's

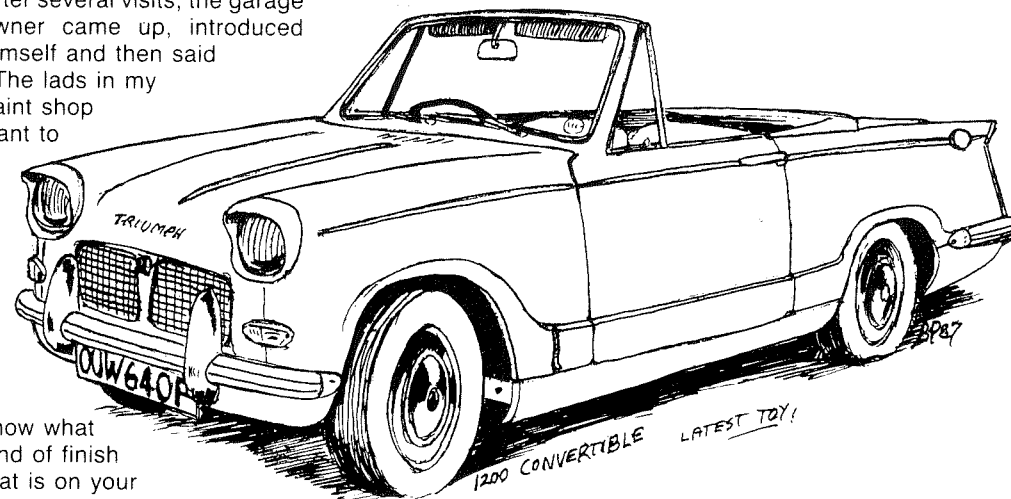
Overland - or the remains of one!) up to the organisers and asked what was to become of the Herald estate. They were brief - "Scrap it - according to him" he said, pointing out the owner. I chatted to him for a few minutes and somehow agreed to buy 924F for £15.00. Apparently, this car had been used as a van by a small building firm. It had a good ten minutes tax and MOT (!), so I lost no time in taking it home. Driving it in the dark was pretty interesting; fairly brakeless, only one headlight, a tendency to go in right-hand circles, doubtful exhaust and a myriad of rattles made the few miles to Driffield seem endless!

The next morning I wandered down to the garage, filled with that particular feeling composed of panic and despair known only to those fools who rush in. Having rolled the heap out into the sunlight, I began to list all the items that needed attention. This took some time and then even longer to arrange into order of priority. Several days of "bit gathering" was followed by several more days of bearing changing,

bracket making (for the loose front end), scraping, de-rusting, straightening, filling and sorting. One problem area was the load floor/back seat rest; this showed quite clearly where Mick and Co. had rolled in and out their portable cement mixer - two grooves and the panel edges all curled up!

When at last we were ready for re-assembly (I had removed the tailgate, doors, bonnet etc) I mentioned to my wife that she should "pick up some nice, bright colour of enamel to paint the Herald", which is how it came to be painted in Dulux Gold Cup Yellow. I like to brush-paint (and am useless with a spray!) and the result was visually somewhat startling but three years later the finish and shine were still holding up very well. This "domestic" paint job raised a few eyebrows: I was travelling between Driffield and Abingdon every week, at this time, and used to call in at the same Doncaster garage each Friday for fuel.

After several visits, the garage owner came up, introduced himself and then said "The lads in my paint shop want to



know what kind of finish that is on your car". When I told him Dulux Gold Cup Yellow - brushed on, he

had instant hysterics and took me inside to repeat it to his troops! I got a free tank of fuel and had to put up with endless jokes about what I had done with the Old English Sheepdog! The Yellow Peril (as my lads in Abingdon called it) was eventually sold so that I could buy a 1966 Bond Equipe GT4S - but that is another story

To come nearly up to date, I am now the owner of a 1200 convertible, OUW 640F, in Teal Blue and rust. This has all the usual extras: bodged (welded) side panels; pop riveted patches over the holes; dents; British Racing rust; inside like a rubbish dump with hood to match - all topped off with lots of non-original bits. This is currently mounted on stands in the garage. I hope the Spring will see us out and about (notice I haven't said which year!).

Does anyone know how the hood bag and tonneau are supposed to fit? I have a bag with no fasteners and a tonneau with lots of pop-fasteners but no fittings on the car at all! The Workshop Manual (official) and Haynes books both skate round the convertible, managing to almost avoid mentioning it at all.

When I get my hands clean again (if ever) I may write up the tale of this car too - you have been warned!

★



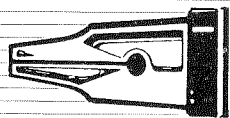
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VAT MAN!

I am writing in reply to the recent letter from Annyne Dean:

I bought my 1967 Mkl Vitesse in 1970 for £500 with some 30,000 miles on the clock. Since then it has been driven and enjoyed, and been basically kept going (thanks recently to John Kipping). Over the last 17 years it broke that first clock in Denmark with some 78,000 miles on it. The new one struggled to nearly 100,000 miles before giving up and the present one has put on another 8,000 miles.

Over 150,000 miles on the same engine can't be bad (again thanks to Duckhams). OK it has had a recent 'head' change and a new gearbox, overdrive, back axle and UJs over the years (plus a rebuild of the present box from a non-overdrive one which John talked me into by quoting £140 for a replacement!). Talking of UJs, only last weekend I discovered the annoying rumble from the back-end was due to 'end float' on one of them.

If you see UEV 815 in Avon, Wilts or Somerset, give it a wave as it will be going for the 200,000 miles on yet another VAT visit with its owner.

George Walker
Trowbridge, Wilts

THE HUNT IS ON

Can someone help me please?!

I am restoring a 1960 Herald coupé (948 with twin SU H1s). I desperately need new needles, jets and a carb overhaul kit, but cannot get them anywhere. Someone reading this MUST have bought some or know where they are available.

I should be grateful for any information received. Please phone me, Jez Phillips, tel: Huddersfield (0484) 512974 with your recommendations and I will pass them on to The Courier for the benefit of others.

Jez Phillips - Huddersfield

NO UNNECESSARY ALARMS

I agree with K. L. Martin that lights on the warning buzzer is a very useful circuit (November Courier). I have had one in my Herald for some years.

Soon after wiring up my buzzer, however, I discovered two annoyances:

1. The buzzer goes off when you open the doors to let passengers in or out at night, unless you turn off the lights.
2. Much worse, the buzzer will sound when you switch on the interior light for map-reading, or whatever, while driving at night.

I solved these problems by incorporating a change-over relay into the buzzer circuit, wired to the auxiliary ignition circuit, so that when the ignition is on the relay acts as a cut-out and the warning buzzer is inoperative. This means that the buzzer only works when the lights are on, the door is open and the ignition is off.

Incidentally, my circuit incorporates a diode instead of the transistor and resistor in Mr Martin's car and the buzzer is a 4½V door bell one, as I couldn't find a 12V buzzer anywhere. It works well but I have protected it with a 1 amp fuse.

Trevor Collett - Leatherhead, Surrey

Hairy Chest!!!?

I notice with dismay the increasing number of club members who appear to call their cars names, such as 'Arabella', 'Madeleine', 'Jemima', etc.

Is there any possible explanation for this? Quite apart from the Thomas the Tank Engine overtones, one begins to wonder if our cars really do have added appeal for wimps.

'Good old Spitty' and 'Blue Ferret' are bad enough without having to resort to names such as 'Arabella'. Maybe soon we'll be able to buy frilly lace valances for our Spitfires. Am I being unduly sensitive or should I get myself a chest wig and a Big Healey?

Arnold Clark - Glasgow

Competition News

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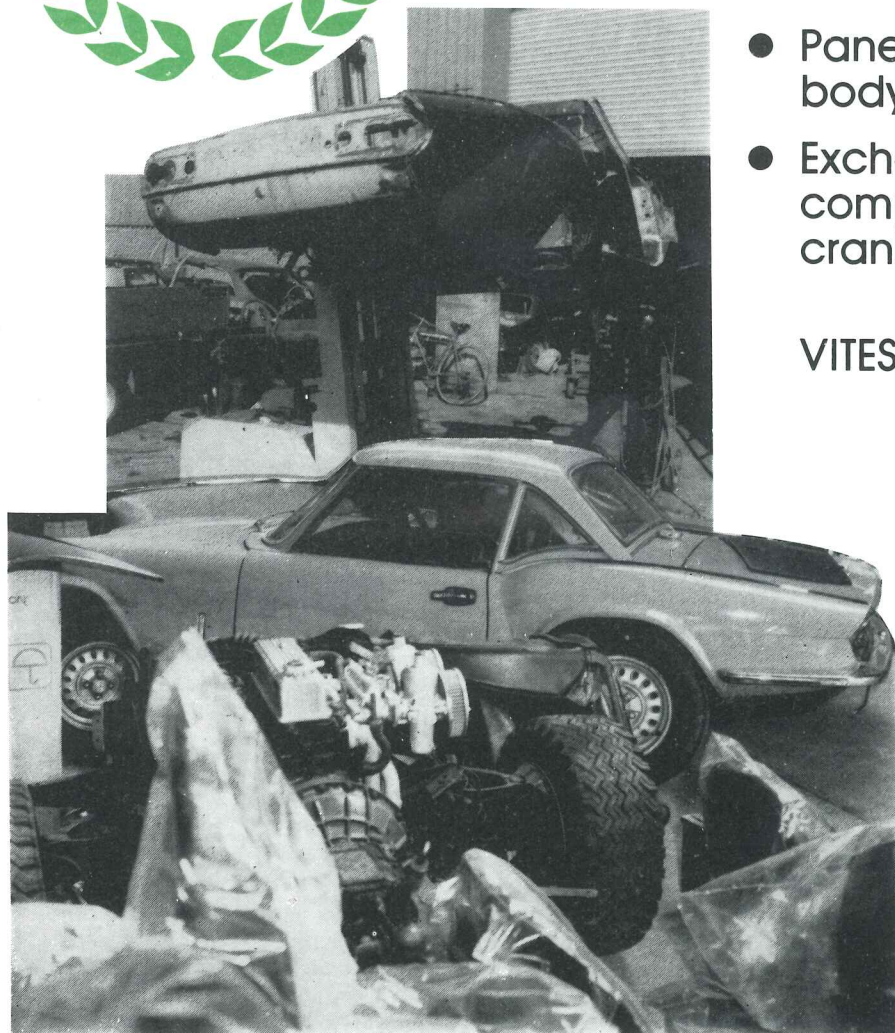
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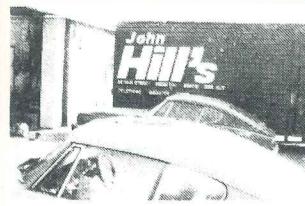
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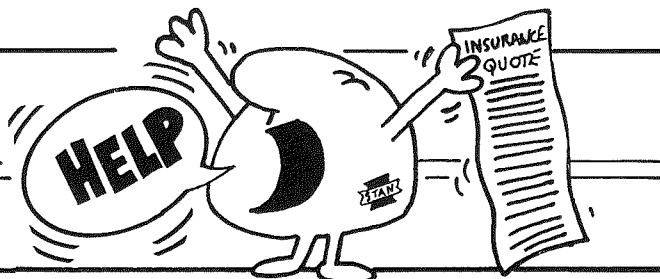
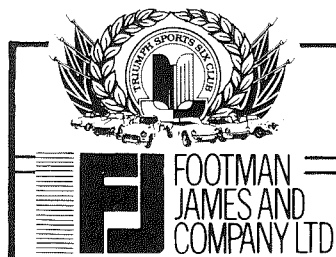
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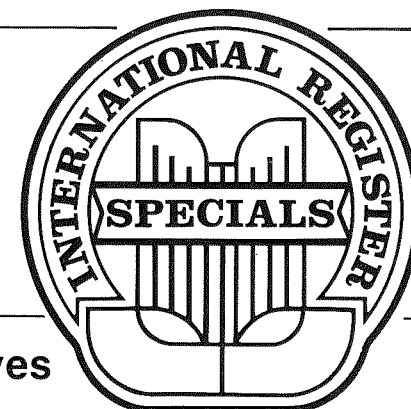
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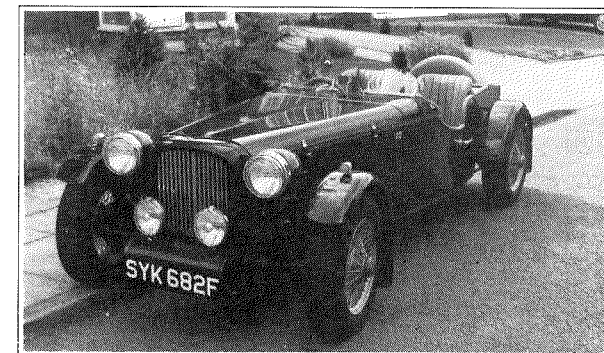
SPECIALS REGISTER

Dennis Graves



As one of the new joint Secretaries for the Specials Register, I thought that this month it was probably best to introduce ourselves and our cars, and then to put two requests to you.

I am Dennis Graves and over a two year period I built a Burlington Arrow. This was a task fraught with mystery (why on earth have I got all these bits left over?) and danger (the unskinned marine-ply body of the Arrow can leave splinters in all sorts of places). Trevor Collett is the enthusiastic owner of a Moss, a car he uses daily irrespective of the weather. Incidentally, Trevor's build time of just over six months is rather impressive. However, you will be reading more about our cars in the future; it's your cars and problems we would like to feature now. This conveniently brings me around to our requests from you.



Firstly, if you would like your car or your modifications featured in the Club magazine, please contact either Trevor or myself with details and if possible photographs. Secondly, I would ask all Kit Car or Specials owners to contact us with details of your car. We are going to compile a complete an up to date list of all the Club members, and their cars, we represent.

Finally, just a few lines to define the cars encompassed by the term 'Specials'. 'Kit Car' is pretty self-explanatory and covers all Triumph-based cars. These can be cars using all Triumph 'bits' (i.e. chassis, engine, diff, etc.) as in the case of the 'Arrow' and 'Moss', or cars utilising only certain parts (e.g. suspension) as in the case of some of the 'Duttons'. Specials are all Club cars that are non-standard. So if you have a Spitfire with a Ford engine (sorry purists!) or a Herald 13/60 with a GT6 rototflex rear suspension/drive, let us know. Sorry if this is a bit long-winded and confusing but what I am getting round to saying is, if it's not standard or is a kit using any or all Triumph parts, it's covered by the Specials Register.

I hope next months article won't leave me with a headache but that's Trevor's problem. All the best.

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Cars
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Herald 12/50 1966: 59,000. present owner since 1971. Excellent body. MOT Aug. Full service history. £1,000 or offer. Contact: Max Wallace, tel: Eastleigh (0703) 642117 anytime - 87/16852.

Herald 13/60 saloon 1968: 1200 engine. Complete but non-runner. 4 good tyres. Suit restoration or sell complete for spares. £75. Contact: Peter, tel: St Albans 34804 eves after 6pm - 83/5786.

GT6 Mk1 1967 O/D: MOT July '88, new exhaust and many other new parts. While in good, original condition, used daily. Must sell, so best offer over £650 secures. Contact: Mark, tel: Heathfield 4814.

1969 H Vitesse MkII saloon: sunroof, O/D, alloys, taxed, new SAH exhaust, excellent, straight car. Needs minor body cosmetics. C/w new sills, rear valance and quarters. No time so £650. Contact: John, tel: Sheffield 399144 - 87/18701.

Triumph Herald 1200 saloon 1966: Gunmetal Grey. 12 months MOT. New clutch, valves, battery, rear tyres. Excellent starter, good runner and chassis. Bodywork OK for year, 80,000 miles. £400. Contact: Nigel Gibbs, tel: Byfleet (093 23) 42075 - 86/14566.

GT6 MkIII excellent condition, reconditioned engine and gearbox. New trim and panels. £400. Resprayed, Pioneer stereo, graphic equalizer. SU H56 carbs with K&N filters. Lumenition ignition. 175 x 70 HR13 tyres. £3,000 o.n.o. Contact: Robert, tel: Kings Lynn (0485) 600049 - 85/9750.

Spitfire 1500 X reg 1981: 2 owners, 61,000 miles, hard top, double duck canvas hood, stereo, taxed March, MOT Nov 88. £2500 o.v.n.o. Contact: Povall, tel: Wirral 051 632 1961 - 84/09051.

1969 Vitesse MkII saloon O/D: sunroof, radio, original dark green, 79,000 miles. One owner, enthusiast maintained. Stored in dry garage for the last 10 years. £1975. Contact: Butler, tel: Weybridge (0932) 844034 - non-member.

Vitesse 9.2.65 convertible: not used since 1970. Possible 25,000 miles only, engine runs well, needs carpets, attention to brakes. £650. Contact: Moore, tel: Leicester 416180 - non-member.

Spitfire 1500 1979 T reg: v. recent recon. engine, new clutch, tyres, brakes, rear shocks, hard and soft tops, red, in v.g.c. Must be seen. £1900 o.n.o. Contact: Gamlin, tel: Bristol (0272) 46036 - 87/16943.

Spitfire 1147cc: red, MOT Sept 88, soft top, security fitted locks, good cond., reliable, economical £1300 o.n.o. Contact: Garton, tel: Bristol (0272) 834766 - 87-517668.

Herald 1969: new outriggers, valances, rad, clutch, halfshafts. Professional respray. Waxoyled annually. Carefully maintained by present owner for last 5 yrs. V. reliable. £650 o.v.n.o. Contact: Hunt, tel: Cambridge (0954) 60962 - non-member.

Exchange wanted - rare Spitfire II C reg: SAH, top part second engine and gearbox (spare) T&T. £1000 spent, exhaust manifold, tyres, sills, pans, arches. Runs well and daily. Need finishing. Required: car, any type suitable for commuting or any other suggestion. Contact: D C Samll, tel: Camberley, Surrey (0276) 686116 ext 300 - non-member.

GT6 MkII 1971: Saffron Yellow, O/D, rear seat, radio cassette, new cyl. head and front discs. Many spares. Looking for a good home. £1450 o.n.o. Contact: Ward, tel: Woking 73543 - 81/2850.

Vitesse MkII saloon July 1980: white, 57,000 miles guaranteed, Tax, MOT. V.g.c. and well looked after. Piranha ignition, stored for 3 yrs. No rust. Bills and history. Contact: Graham, tel: Twickenham (01) 898 1534 6 - 8pm - non-member.

1962 Triumph Herald 1200: good condition throughout. Years MOT. 71,000 miles. 85 mph. Contact: Brian Wakefield, Cheltenham (0242) 573871 - N/A.

Herald 948S 1961: 8,000 miles only, reported in issue 48. Class 1 condition, probably lowest mileage Herald. Original tyres included. £1050. TSSC valuation. Sale due to purchasing convertibles. Contact: Joe, tel: N. E. Lancs (0282) 65686 eves - 86/13679.

Vitesse MkII convertible 1969: reconditioned engine, new tyres (Michellen X 2Xs), spare doors and boot lid, body needs attention, runs but no MOT. V. reluctant sale. Offers. Contact: Diana, tel: Kinver 877133 (home) or (021) 526 6877 (work) - non-member.

Triumph Spitfire MkIV M reg: red, restored to concours condition, Waxoyled throughout, reconditioned engine, O/D, hard and soft tops. Bargain at £1500. Contact: D Richardson, tel: Ramsbottom (0706) 824175 - 86/13677.

1500 Spitfire T reg: v.g.c., red, recent soft top, exhaust, tyres and recon. engine, 6 months MOT. £1800 o.n.o. Contact: Terry, tel: Peterborough (0733) 46288 - 87/18935.

Herald 1200 1966: mechanics, chassis, interior in good cond. Some bodywork required MOT. 75,000 miles. Good home wanted. £75. Contact: Rudge, tel: Kingswinford 292112 - non-member.

Pair of Triumphs: 1960 948cc Herald saloon: long MOT, recon engine, v.g. order, more original than JDX 884 £750 o.n.o. **1969 Vitesse MkII 2L saloon:** new riggers, steam cleaned, oiled, MOT, smart. £925 o.n.o. Contact: Barry, tel: Cambridge (0223) 841407 - 77/00015.

Spitfire 1500: first registered March 1982. Immaculate, 25,000 miles only. Pageant Blue. Hard/soft tops, O/D, roll bar, mint condition. £3,000. Contact: Alex, tel: Northampton 810337 anytime - non-member.

G reg Vitesse saloon MkII: 2,000cc, O/D, blue/green, v.g.c., 12 months MOT, one owner since new. £2,500 o.n.o. Contact: Western, tel: Blackmoor, Hants (04207) 285 - non-member.

Triumph Herald 13/60 saloon 1970 J: white, genuine 59,000 miles, mechanically v.g., chassis sound, bodywork reasonable, 8 months MOT, 3 months Tax. Reliable car in daily use. £295. Contact: Beniston, tel: Nottingham (0602) 265887 - non-member.

Spitfire 1500 1975: v.g.c., owned 8 years, MOT 12/88, white, H/S/ton tops, radio/cassette, rebuilt 1985, recon engine once around the clock. Most major parts renewed. Great car. Marriage forces sale, £1100 o.n.o. Contact: D Beattie, tel: Chester 313265 day or 672872 night former owner - non-member.

1965 Triumph Herald saloon 1200: good condition. Tax, MOT. £500 o.n.o. Contact: Lewis, tel: (0564) 822468 - non-member.

Triumph Vitesse MkII 1968: white, runs well, interior good but body needs attention. Want £250 o.n.c.o. Contact: Phillips, tel: Linley, Shrops 283 - non-member.

1966 Triumph Herald estate: unfinished project. No reasonable offer refused. Contact: Alan, tel: Sheffield 656400 - non-member.

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Vitesse MkII saloon 1971: chassis-up restoration by Triumph specialist. J type O/D. rear seat belts. Immaculate, in gleaming white. Will haggle around £1900. Contact: Mair, tel: Stockport (061) 483 5281 - 87/201040.

Herald 13/60 G reg: Tax, MOT, 4 good tyres, sound chassis, reliable but needs some attention. Price includes spare g/box. £200. Contact: Husband, tel: Worcs (0684) 310169 - 85/9840.

Herald 13/60 saloon: 75,000+ miles, MOT April 1988, renovation started but more needed. Chassis sound. Any reasonable offer. Also some new spares. Contact: Peter Evans, tel: Walton-on-Thames (0932) 225123 eves.

Triumph Spitfire MkIII 1969: good all round cond., low mileage since recon O/D g/box, engine, diff and halfshafts, oil cooler, twin exhaust with tubular manifold, stereo, alarm etc. Reluctant sale. Contact: Kevin, tel: Gravesend 352530 - 85/12350.

Vitesse convertible 2L MkI 1968: 10 months MOT. 5 months tax. Good body and interior, good runner, used daily. Requires some attention to engine. £600. Contact: Pete, tel: Wolverhampton (0902) 751673 - 86/16572.

Herald 1200 saloon 1960: MOT until July 88. Engine good. Over £500 spent on front suspension and brakes etc. Body needs tidying and wiring fault needs work. £200 o.n.o. Contact: Gresswell, tel: Royston (0763) 82686 - non-member.

Vitesse 2L MkI 1967 saloon O/D: has been laid up for past year. Bags of spares and past 10 yrs history. Sadly Rosie has to go. Around £550. Contact: Reeks, tel: Essex (037186) 525 - 85/10576.

Herald 12/50 1967: 2 owners from new, genuine 63,600 miles. All offers considered but good home essential. Contact: Tomlinson, tel: Staffs (0538) 360123 - non-member.

GT5 MkI O/D 1967: Signal Red, resprayed, new parts include front wings, sills, gearbox, rebuilt engine, carpets, chrome wheels, tyres, exhaust, carbs, plus many spares. £2,500 o.v.n.o. New project forces sale. Contact: John, tel: Alton (0420) 63606 - 84/9609.

Herald 13/60 convertible 1968: garaged 7 years, one owner last 18 years. Fully o/hauled, including new master cylinder, brake cylinders, exhaust, steering trunnions. Good cond. Years MOT. £900 o.n.o. Contact: Blight, tel: Clwyd (08245) 350

GT6 MkII 1970: Damsen, beautiful car that's become latty round the edges, 10 months MOT, V. original, excellent runner or restoration project. £750 o.n.o. Contact: Kieran, tel: Bristol (0272) 741712 - non-member.

Herald 12/50 1967: E reg. Sound engine, 72,000 miles. Chassis needs work for MOT. Sunshine roof. New parts include exhaust. Suitable as restoration or parts. Forced sale (financial). Offers - cheap. Contact: Sue, tel: Bromley (01464) 0270 or Maidenhead (0628) 29446 - non-member.

GT6 MkIII 1973: Mimosa, MOT Dec 88, Taxed Apr 88, present owner 10 years, Sundym, cloth seats, Kenlowe fan, Lumination, Agreed Value £1900. New sills and N/S front wing required, hence £1700 o.n.o. Contact: Lindsay, tel: Verwood, Dorset (0202) 823183 - 80/01724.

GT6 MkI 1967: 12 months MOT, 6 months Tax, new tyres, new battery, body good, engine good, reliable. Several extras. House purchase forces sale. £745 or offer. Contact: Paul, tel: Falmouth (0326) 318960 eves - non-member.

Triumph GT6 MkIII 1973: yellow, sunroof, rad/cass, rebuilt, stunning condition. MOT August 88, rare collectors car. £3,000 o.n.o. Contact: Douglas, tel: Leamington Spa 881731 after 6.30pm - non-member.

Triumph GT6 MkII G: solid example, servos, O/D, Tax, MOT, Pioneer stereo. £2000 o.n.o. Contact: Simon, tel: Surbiton (01) 390 4398 or (01) 546 9188.

Vitesse 2L MkII saloon 1969: sunshine roof. O/D. new MOT, Tax. £1500. Also Vitesse 2L MkI saloon, 1967: 2 owners, v. original. Agreed Value. Offers around £1,000. Ring for full details. Many spares, mainly MkII/II cheap to clear. Contact: Andy, tel: Aberystwyth (0970) 84526 - 83/5269.

Herald 1200 convertible 1964: red. 86,000 miles, good runner, good bodywork, excellent interior. New hood, dynamo, w. pump, regulator, clutch parts, trunnions and much more. £900 o.n.o. Contact: Chris Townsend, tel: Bath (0225) 891311 - 87/18657.

GT6 MkII 1969: red, 51,000 miles, 12 months MOT, 9 months Tax, leather upholstery, new gearbox. New 3.25:1 diff. as spare included, with old gearbox. Good cond. £1750. Contact: Dave, tel: Grantham (0476) 60668 w/ends - 86/16070.

Triumph GT6 MkIII 1971: Damsen, lots of work done, new tyres, carpets, s/s exhaust. Rad/cass. Sound cond. 2 owners. MOT, taxed April 88. £1400 o.n.o. Contact: Stevens, tel: Abingdon (0235) 31430 - non-member.

Cars Wanted

Vitesse 2L MkI O/D: must be mechanically v.g. Body and chassis unimportant - prefer driveable and cheap. Contact: John, tel: (01) 370 5684.

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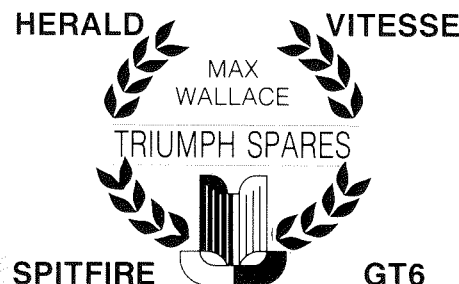
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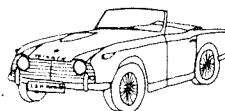
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Spitfire MkIV: dark blue, steel, factory hardtop. V.g.c. £110. Roll over bar (unused) £40. Contact: Rick, tel: Surrey (073781) 3226 - 86/16586.

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Spitfire floor pans: 4 piece, flat pressed, steel £50. Wanted MkIV/1500 bootlid. Contact: Champion, tel: Avon (0272) 879889 - 86/16614.

Herald 13/60 breaking: g/box £10, Crossplys £5, radiator £8, prop. £5, starter motor £5, dynamo £5, windscreen £5, m/cyl £5, f/seat £5, r/seat £5, lens £3 each, tank £5. Contact: Gary, tel: Nunhead (01) 732 0933 - 87/18989.

GT6 MkIII centre and both front 1/4 valances with slight surface rust, £35. 100 plus copies of Newsletter/Courier, back to 1978 including Turning Circles £15. Contact: David, tel: Chester (0829) 40061 - 87/18652.

Spitfire MkIII bonnets: one v.g.c. (red), one good (primer), one tatty; 3 front bumpers; 1500 HL Dolomite engine and

O/D box; 1147 Spitfire engine and O/D box; 1300 engine; MkIII exhaust, diff, seats; six (!) early bootlids; 1500/MkIV rear lights, bumper and hood frame; 6 wire wheels; complete MkII for spares; many other small parts ... please help clear my lock-up! Also Brand new (boxed) Jaeger fuel gauges, one white, one black. Wanted: MkII Spitfire bumpers in v.g.c., 2L tuning parts. Contact: Nick, tel: E11 (01) 558 4187 - 83/6901.

Triumph Vitesse 1600cc engine and g/box: plus other parts. Offers. Contact: Jackson, tel: Staffs (0785) 840075 - non-member.

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GT6 spares: rebuilt 2L engine PI cam, all suspension parts, rebuilt diff, rebuilt g/box 155 bhp 2L race engine 5 1/2 J wheels. Many other rebuilt parts. Contact: Allen, tel: Chichester (0243) 512778 - 84/8496.

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Vitesse MkII and Herald 13/60 convertible: many parts for sale, both new and secondhand from complete cars. All mechanical parts in good cond. Contact: Jone, tel: Truro (0209) 860750 for details - 87/17838.

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Vitesse MkII spares: excellent chassis £30, v.g. bonnet £40, v.g. boot £10. Rest of body less engine and g/box £30. Contact: Tony, tel: St Albans (0727) 22905 - 85/11682.

Parts clearout: GT6 MkII rad £15, chassis £30, rack and pinion £20, n/OD prop £10, fuel tank £15, exhaust manifold inlet manifold, tailgate incl. heated glass £30, brake servo, seats. Many more items. Contact: Viv, tel: Plymouth 492347 - 86/3122.

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1972 Spitfire Mk4 breaking: insurance write-off due to
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Kineton, Warwicks (0926) 640869 - 81/2929 TRADE.

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823312 - 83/6434.

948 Her front valance, 1200 Her front valance, Her 13/60
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O/S £30, rear wings £55 pair, bonnet top panel £20, complete
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Chris or Pete, tel: Warrington (0925) 819241 - 82/3877.

Triumph Vitesse MkII, renovated, all parts for sale. Contact:
Paterson, tel: Bristol 713898 day - non-member.

Spitfire MkIII bonnet: unwanted recent purchase from John
Hills, a new, standard design, f/glass, cut outs prepared, in
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Prefer rototflex and complete assemblies. Chassis also required
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71883 - 86/13828.

Vitesse 2L MkI: require the following in v.g.c. Rad., motor, O/D
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