

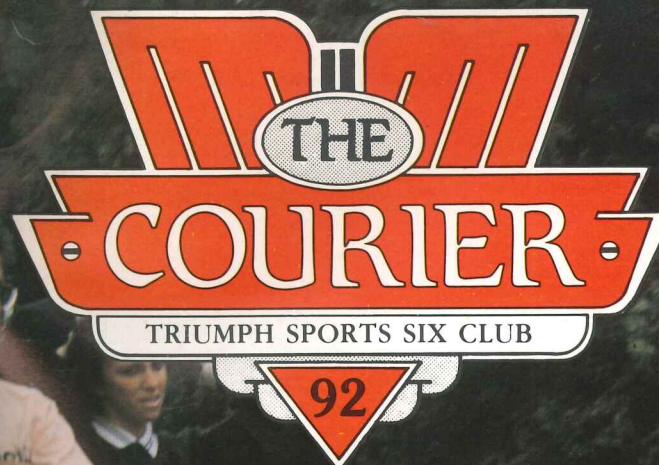
Spitfire, GT6, Herald, Vitesse
Spares Specialists



British Sports Car Centre

303 Goldhawk Road, London W12 8EZ Telephone 01-741 7075 01-748 7823

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THE COURIER

The Official Monthly Magazine of The Triumph Sports Six Club

VOL. 8

No. 92

FEBRUARY 1988

Price £1.00

Free to Club Members

PRESIDENT

John Griffiths

6 Chuzzlewit Drive, Chelmsford, Essex CM1 4XQ Tel: 0245 443152

GENERAL **S**ECRETARY

Peter Williams

10 Chesham Rise, Cherry Lodge, Northampton Tel: 0604 405416

Club **O**FFICE

121B St Marys Road, Market Harborough, Leics LE16 7DT Tel: 0858 34424

Office open between 9am - 5pm Monday to Friday

Club **M**ANAGER

Bill Sunderland

MEMBERSHIP **S**ECRETARY

Trudi Squibbs

MEMBERSHIP **A**SSISTANTS

Jane Davies & Elaine Watkins

MAGAZINE **C**ORRESPONDENCE

Bill & Jo Sunderland

Welland House 9 Acorn Close, Westgate Lane, Lubenham, Leics LE16 9SP

COMMITTEE **M**EMBERS 1988

**John Griffiths, Jonty Wild, Roland Drew, Brian Waters, Glyn Ridgewell,
John Cudmore, Dave Bayliss, Peter Williams, Mike Cositigan,
Trudi Squibbs, Dennis Benson, Bill Sunderland**

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

Vitesse 1600 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

Blistering Start!

1988 and the TSSC year has started quite typically off at a blistering pace. There will be a lot for you to digest with the proposed changes in the TSSC constitution and start of the Events Season. In fact, there is plenty for you to get your teeth into with this Courier, which is packed full of information. Please read your copy carefully so that you don't miss out on anything and this will enable you to enjoy your membership to the full.

CLUB OFFICERS:

You will no doubt notice that we have many new, enthusiastic officers working within the TSSC and I would like to take this opportunity of welcoming them. Just take a look at page 66 and you will see that all positions, except Overseas Secretary, are now filled. Please remember when writing or phoning that these officers are part-time, unpaid assistants who have kindly volunteered their services to help to keep your cars going. We also have many new Area Organisers: remember to support your local Area as much as possible. As a Club, we are one of the most successful in having so many local, active Areas - let's try to keep it that way!

A note to our Overseas Members: please refer to the small questionnaire in this months magazine. We would much appreciate if you could complete it and help us to help you. The results, hopefully, will benefit Overseas members worldwide.

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PRESIDENTS INTRO



John Griffiths

I was very excited to receive my colour covered COURIER last month which represents another step forward for the Triumph Sports Six Club. In fact, I think it should also be mentioned what a magnificent job Bill and the editorial team did, to get the TURNING CIRCLE out for our Christmas enjoyment, and what's more, the COURIER in it's new style for very early January.

WELL DONE TO ALL INVOLVED.

STEPS FORWARD:

Talking of steps forward, the Club's Council of Management has had to spend the best part of 1987 addressing fundamental issues which relate to the administration of the Club, to ensure it's continued success and stability. When one joins a car club, or any type of organisation for that matter, someone, or as in our case, a group of people, have to carry out the day to day administration to make it all happen. The TSSC today has quite substantial responsibilities:-

- ★ to the inland Revenue for VAT and Corporation Tax
- ★ to the Department of Health and Social Security in respect of its' staff and premises
- ★ to the legislative machine, ensuring it meets all operating requirements (e.g. Data Protection Act, Financial Services Act, Companies Act etc.)
- ★ to it's members, advertisers and traders in respect of meeting magazine production deadlines
- ★ to it's members in ensuring the stability and continuity of the Insurance Scheme and many other key services.

To undertake all these duties and maintain first class accounting and book keeping principles, the Club has relied on the tremendous commitment and support from both voluntary and full time personnel.

Over our ten years of existence, many people have certainly given more than one could reasonably expect. Even today that commitment, both from paid and unpaid officials remains outstanding. But having said this, certain changes to the structure of the Club, given it's enormous growth over recent years, have become necessary.

These proposed changes have been designed to enable expansion to continue, but most importantly, to ensure continued operational and financial stability.

The changes which are proposed have been very carefully thought through and constructed not only to ensure WE all can continue to enjoy the Club we know and love today but to enable us to develop it and, in due course, instigate improved services for all current and future TSSC members.

The proposals are fully set out in the separate leaflet which you will find enclosed with this COURIER. They will also be formally presented at this years' Annual General Meeting. My

colleagues and I recognise that many of you will not be able to attend the AGM, but to provide everyone with the opportunity to vote, the leaflet has been designed to include a stamped addressed proxy vote reply section.

As President of the Triumph Sports Six Club, I wholeheartedly support the proposals, their aims and objectives, and as such recommend unreservedly that you cast your vote in favour of the resolutions as stated in the leaflet.

I would ask each and every one of you to take out 5 minutes or so to read this leaflet and complete the reply section within the required timescale.

YOUR VOTE IS IMPORTANT SO PLEASE DON'T DELAY POST TODAY!

Thank you in anticipation for your support.

**John M Griffiths
PRESIDENT**

MORAL DILEMMA:

Glyn Ridgewell and I have recently saved an early MkIII GT6 with rotoflex driveshafts from it's deathbed. The car hasn't been used for about 6 years and of course if it wasn't anything other than a Classic, it would have gone straight to a local scrap yard.

The problem with cars like this, is overcoming the temptation to break them for spares (the easy and often lucrative route).

But only 13042 MkIII's were ever built and it is reported that somewhere in the region of 80% of those were exported, leaving just 2608 in the UK!

- 8824 with rotoflex bottom wishbones
 - 4218 with the later swing-spring, wide rear track
- 13042

No one to my knowledge knows how many are left but I suspect that it is reasonable to suggest that 40% have been written-off or scrapped. This means that only 1600 or so MkIII GT6s remain here in Britain, making it a very rare car indeed and probably undervalued in correct markets.

N.B. The MkII Vitesse

convertible is even rarer!

What all this means is that such cars should no longer be broken. But what does one do with a rusty old vehicle that needs considerable time, money and patience lavished on it to bring it back to life?

If one had a lot of spare cash, it could be professionally restored as a long term fun and monetary investment project, or if one has a lot of spare time the restoration work could be done reasonably cheaply at home, (space permitting!). If like Glyn and I, you have none of these in sufficient quantity, you can only hope someone in the Club fancies such a major project!

Observation Number 1:

Any other classic car with such few remaining examples on the road, would be grossly overpriced, very expensive to maintain, and almost certainly in the hands of the privileged. Because 'our' cars share their mechanicals with so many other models and because there is such a strong club to support them, cars like the GT6, Vitesse, Bond, Coupe Heralds etc. are all assured of a long and enjoyable life so long as they remain in

enthusiastic hands.

Observation Number 2:

To my mind, the designers and engineers at TRIUMPH were blessed with considerable flair and no doubt enthusiasm for developing exciting cars. From the superb and practical HERALD, they created the unique SPITFIRE, the VITESSE and the GT6 each with it's own character and charm yet all undeniably linked by the chassis that has also become the backbone of 'our' Club. In the day, the BOND engineers were able to add their own interpretation to the theme. Today that ability still continues in the hands of the specialist companies and talented individuals, who continue to develop individual cars, based on the chassis that was conceived nearly 30 years ago! (hopefully not on the chassis of some of the rarer models!).

John M Griffiths
PRESIDENT

NEWS REVIEW

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

BRITISH MOTOR INDUSTRY HERITAGE TRUST

Castle Road, Studley, Warwickshire B80 7AJ

RE: PRODUCTION RECORD TRACE SERVICE

We regret to inform you that with effect from 1 January 1988, we have increased the fee for our Production Record Trace Service to:

£5.00 (or US Dollars \$10.00) per car.

This is in fact the first increase since the previous fee of £3.00 was introduced in January 1983 (five years ago), while the fee in US Dollars has never been increased before, since we first offered this service in 1981.

We hope that your club members will continue to use the service, and would like to remind you that the service is available for the following cars which are likely to be of special interest to your members:

Most Triumph cars from 1945 to 1977 (i.e. at least ten years old, so 1978-80 Spitfire records are not yet available!) with the exception of CKD cars assembled abroad.

Any enquirer writing to us for details of his or her car, is requested to quote the car (or chassis) number, or, in the case of Standard-Triumph vehicles, the commission (or chassis) number. Enquirers are recommended to check the number on the plate on the vehicle.

Please make your cheque or Postal Order payable to the B.M.I.H.T.; enquirers abroad are requested to pay in £ Sterling, for instance by Eurocheque, Bank Draft, International Postal Money Order, Giro Transfer or similar. - We are continuing to accept payment in US Dollars for the convenience of our American enquirers, but we do not accept other foreign currencies.

Signed: Anders Ditlev Clausager - Archivist

EARLY GT6/SPITFIRE LIGHT LENS

Lucas dealers are selling rear light lens for early GT6 and Spitfire models, both orange red and clear glass lenses are available at £1.75 each.

Part Numbers Orange - 54581651 Clear 54581622

GENUINE LUCAS HERALD REAR LIGHT LENS

Carrorace Ltd on 021 - 471 - 4550 are offering new original lens at £4.50 each + VAT they say cheaper than even trade prices!

TWO NEW SPITFIRE BOOKS

MKIV Parts Catalogue and late Spitfire 1500 Workshop Manual, both books are reprints of the original British Leyland Manuals and cost £12.00 for Parts Catalogue and £18.00 for Workshop Manual inc p&p from Triumph Bookshop on (0858) 32110

TOP TRADERS (FEBRUARY 1988)

The following list shows traders who have, on the whole, recently given satisfactory service according to the collective opinions of members supplying information. No recommendation is implied.

- | | |
|-------------------------------------|-------|
| 1. Sports Car Supplies, Tyne & Wear | Parts |
| 2. Spitfires UK, Leicester | Parts |
| 3. Spit Bits, Reading | Parts |
| 4. B. L. Network | Parts |
| 5. Classicar Automotive, Middlewich | |
| 6. Partco Network | Parts |
| 7. Cambridge Triumph Spares | Parts |
| 8. John Kipping, Coventry | Parts |
| 9. John Hill, Redditch | Parts |

Please write to me with all experiences of traders, good, bad and indifferent, in order to keep this service fully up to date:

Eddie Evans, 4 Bank Top, Cark-in-Cartmel, Cumbria, LA11 7NZ
Next Months Courier will have Top Trader forms included.

WHAT'S ON '88

If you have any event news it must be sent to Jonty Wild for future publication in The Courier

There are two major events coming up shortly and, of course, the TSSC will be at both.

Firstly on the Bristol Classic Car Show Adults £2.50 OAPs & Children £1.00 savings of £1.00 on each ticket. **Send cheques to Jonty Wild payable to TSSC Events by 29th February with S.A.E.** The show is the 19th and 20th March at the Bristol Exhibition Centre.

Now there is a brand new, indoor event called the *London International Classic Car Show* and this takes place in Alexandra Palace on the Saturday and Sunday, 9th and 10th April. I think that this has the makings of a very special event and refreshingly the organisers, who I believe are also brand new, do appear to have their act together. They have already given me full details of the special price tickets, so let's support them and their new show.

Ticket details are as follows:

	Normal Price	Special Price
Adults	£5.00	£3.00
Children (5-15 yrs)	£2.00	£1.25 (must be accompanied by adult)
OAPs	£2.00	£1.25
Children (under 5)	FREE	FREE

Not only does this save you money, but means you don't have to queue to get in, so send your cheques/Postal Orders made payable to 'TSSC Events', together with a stamped addressed envelope (preferably first class) and with details of your order to:-

Jonty Wild, 13 Common Rise, Hitchin, Herts SG4 0HN
As soon as possible - your order MUST reach me by 18th March
ORDER EARLY

Triumph Sports Six Club International Weekend

9th & 10th July 1988

EAST OF ENGLAND SHOWGROUND PETERBOROUGH

Full details in March Courier - this is the big one

ANNUAL GENERAL MEETING SUNDAY 6TH MARCH 1988

Notice is hereby given that the Annual General meeting will be held on
Sunday 6th March at 10.00 am.

VENUE: Roebuck Hotel, Buckhurst Hill, Essex

PROPOSED AGENDA:

1. President's Introduction.
2. Financial Report and Presentation of Accounts.
3. Re-election of Auditors - Haywood & Company.
4. Re-election of Members of the Council of Management.
 - A. In accordance with the Articles of Association, the following will retire and are eligible for re-election:

D Bayliss
M Costigan
P Williams
 - B. The following has resigned and is eligible for re-election:

J Wild
 - C. The following was seconded onto the Council of Management, subsequent to the last A.G.M. and has to be re-elected.

W Sunderland
 - D. The following has resigned and does not seek re-election.

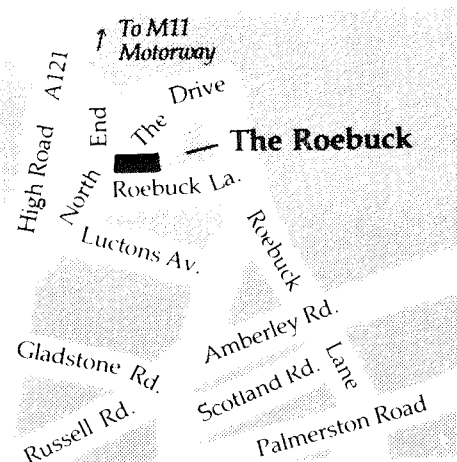
R Notley
5. Election of other Club Officers, to include Area Organisers.
6. Changes in Articles of Association and Company structure as outlined in the formal communication enclosed with this Courier.
7. Report on Club Activities since the last A.G.M.
8. Report on membership since last AGM.
9. Any other business - any member wishing to add an item under this section of the Agenda must do so 14 days before the A.G.M. by submitting such items to the General Secretary *in writing and signed by two club members*. i.e. ALL correspondence regarding this matter must be received by *Saturday 20th February, 1988*.

ALL NOMINATION FORMS and AOB SHOULD BE SUBMITTED TO THE GENERAL SECRETARY, Peter Williams, 10 Chesham Rise, Cherry Lodge, Northampton NN3 4XP. To arrive by the first post on Saturday 20th February, 1988. NOMINATION FORMS and AOB received after this date to be treated as null and void.

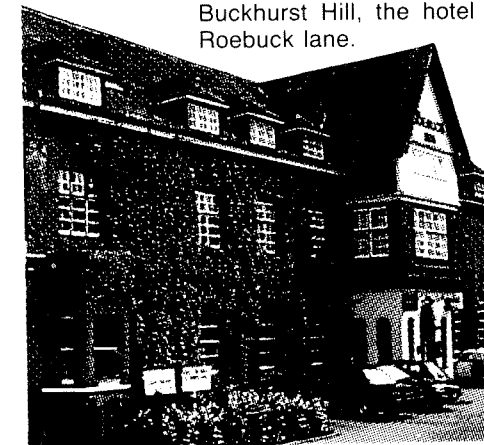
As mentioned last month it would be helpful if you could let the General Secretary know if you are planning to attend as soon as possible.

PETER WILLIAMS - GENERAL SECRETARY

HOW TO GET THERE



The Roebuck Hotel Buckhurst Hill. Take Junction 26 from the M25 and head along A121 to Buckhurst Hill, the hotel is in Roebuck lane.



Individuals wishing to be elected to the Committee of Management should submit a more detailed Proposal Form, containing more information about themselves and their aspirations for the Club in general, to be read out at the A.G.M.

PROSPECTIVE CANDIDATES SHOULD ATTACH THEIR PROPOSAL WITH NOMINATION FORM

IMPORTANT: YOU MUST BRING YOUR CURRENT MEMBERSHIP CARD WITH YOU IN ORDER TO BE ADMITTED TO THE A.G.M.

APPOINTMENT OF CLUB OFFICERS NOMINATION FORM (Management Council Members)

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

I (block letters)
ACCEPT THE ABOVE NOMINATION AND AGREE TO STAND FOR THE POST OF (block letters)
Signed Memb. No.

THIS FORM MUST BE SENT TO THE GENERAL SECRETARY, TO ARRIVE BY THE FIRST POST ON SATURDAY, 20th FEBRUARY, 1988: PETER WILLIAMS, GENERAL SECRETARY TSSC, 10 CHESHAM RISE, CHERRY LODGE, NORTHAMPTON NN3 4XP

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

Interior trim for Spitfire MkIV (1970-75) and 1500 (1975 on) models.

All items are made to the original design & colour specification including: seat covers, door panels, rear cockpit panels, etc, etc.

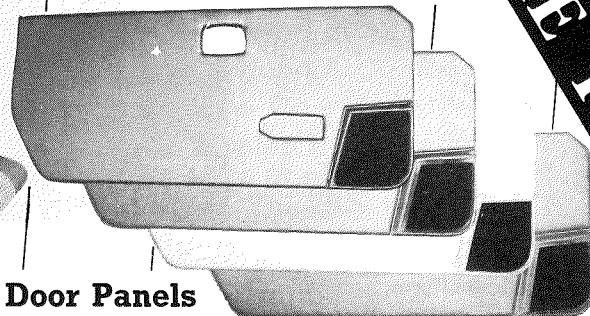
Please send large S.A.E. for new, free, colour brochure. State model, year and trim colour please.

Rear Wheel Arch Kits

Rear Cockpit Panels



Seat
Cover Kits

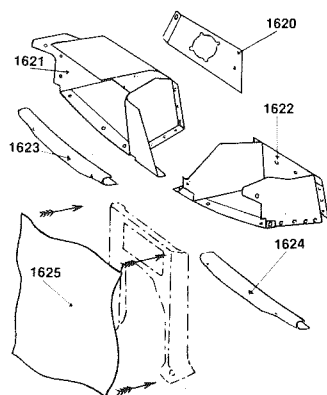


Door Panels

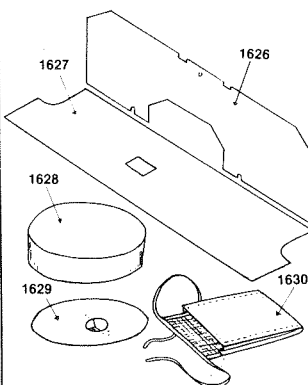
TRIUMPH
SPITFIRE TRIM

NEW ITEMS AVAILABLE

DASH SUPPORT & PARCEL TRAYS

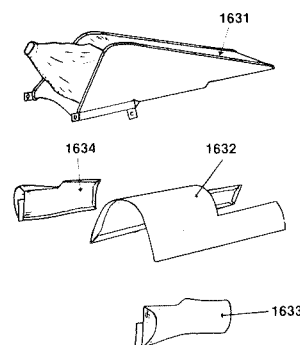


BOOT ACCESSORIES



TUNNEL TRIM

Colours Available:
Black, Red, Blue,
Tan, Grey, Beige.



NEWTON COMMERCIAL
EASTLANDS INDUSTRIAL ESTATE
LEISTON SUFFOLK IP16 4LL
TEL: 0728 832880



Winter has crept upon us. Yes, I know summer went some time ago but with the change of season, a change of driving conditions.

Some tips to stay on the road and the right side of the Law in the meantime. This is the time to really take a thorough look at the car; check everything and I mean *everything*. It is not only the cold that effects the car, but things like road salt, grit and frozen surfaces that break up also have their toll.

Grease everything that needs it, any little niggly faults that have been occurring for some time may break down soon. A cold, wet winter's night is not the time to break down. Check the anti-freeze - when the engine is frozen solid it is too late. Change the oil as thick, dirty oil will make the car more difficult to start on cold mornings. Check all of your lights, as you are going to need them more now. Make sure your wipers work and that the blades are good. Plenty of water in the washer bottle with anti-freezing agent helps. If you've got a convertible, make sure the rear windows are still clear. If they are not, you may be committing an offence by failing to maintain your glass - OK I know they're not glass but it still applies. If your windows are frost covered, clean them before you drive off, otherwise you also commit the same offence. A good tip is to start the engine and while it warms up, clean the

COP SHOP

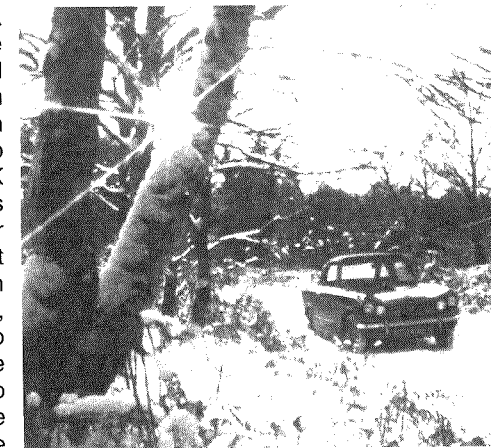
Mike
Crewes



windows. Lubricate the door locks with graphite dust, not oil as oil freezes, graphite doesn't (available from any locksmith shop).

If your lights are faulty, there are three basic offences you may commit: failing to maintain obligatory lights (side, head etc.); failing to maintain brake lights and failing to maintain indicators. There are, of course, other offences but if you properly maintain your lights, you'll be on the right side of the law.

Check your tyres are still good. 1mm of tread is too little; you shouldn't leave your tyres so



late to change them. Change them when there is only 2 or 3mm left. I know this is more expensive but how expensive is your life? When you wash your car, clean the inside of all windows - a damp chamois is all that it requires and it stops them steaming up so quickly.

These are all relatively cheap and simple tips that most sensible people carry out regularly, but you'd be surprised the number that don't. A little advanced preparation can save a lot of trouble, when it really counts.

Lastly, if you are unfortunate enough to break down, push the vehicle out of the way to a safe, non-obstructive place.

Have a safe winter, it'll be spring before you know it.

By the way, I recently had to use the RAC. The service was second to none and thoroughly recommended. Well done, the RAC.

If you have a query on Road Traffic Law, why not write to me: Mike Crewes, 24 Otterburn Gardens, Isleworth, Middx. TW7 5JJ, enclosing an S.A.E please. Remember, help is only 26p away.

COMPETITION NEWS

HILLCLIMB AND SPRINT CHAMPIONSHIP - REGULATIONS 1988

1. Best eight events to count for points.
2. Points scoring as follows:

1st position - 10 points
2nd position - 8 points
3rd position - 6 points
4th position - 4 points
5th position - 2 points

All other positions get 1 point.

3. If less than three cars take part in one class, points will be halved.
4. Roll over bars are compulsory in all classes.
5. Cars will be split into classes as follows:

CLASS (A4) - STANDARD FOUR-CYLINDER CARS:

- a) Cars must be standard except as listed below.
- b) Cars must have full trim.
- c) Cars may be trailered to and from the meetings.
- d) Tyres: 185 maximum width, 70 minimum profile as listed in RAC Blue Book for production sports car racing (List 1).
- e) Wheels: 5½" maximum width, standard diameter.
- f) Electric fan and electronic ignition allowed.
- g) Exhaust manifold standard, system free.
- h) Suspension standard except dampers free.
- j) Brakes standard except servo allowed.
- j) Bodywork standard except for panels prone to rust.
- k) Engine, gearbox and differential standard. Axle ratio must be standard.

CLASS (A6) - STANDARD SIX-CYLINDER CARS: As Class A4

CLASS (B4) - MODIFIED FOUR-CYLINDER CARS:

- a) Cars may be trailered to and from the meetings.
- b) Engine block/head, gearbox and differential casings must be recognised Club units, and be in original positions.
- c) Fuel: petrol only.
- d) Chassis: must be standard.
- e) Tyres: as RAC MSA Blue Book for production sports car racing. (List 1).
- f) Wheels/brakes/exhaust free.
- g) Limited slip differentials allowed.
- h) Trim may be removed.
- i) Bodywork free except basic floor scuttle must remain.
- j) Suspension must retain standard configuration, i.e. front: double wishbone, ear: transverse leaf spring, lower wishbone. Springs/dampers/anti-roll bars free.

CLASS (B6) MODIFIED SIX-CYLINDER CARS: As Class B4.

Note: Classes A4, A6, B4 and B6 must be road legal, taxed, tested and insured at each event.

CLASS (C) - SUPER MODIFIED:

- a) Cars must be registered with the TSSC.
- b) All kit cars will be in this class.
- c) Must have recognised Club chassis, engine or body silhouette.

To be registered for the Championship, fill in the attached form and enclose cheque or postal order for £6 made payable to A.H.N. Davies and send to me at:

21 Friarscroft, Calmore, Totton Hants SO4 2SS

A Restricted Speed Competition Licence costing £11 is the minimum required and is available from:

The RAC Motor Sports Association Ltd.
31 Belgrave Square
London SW1X 8QH

Send for Application Form *now* as they can take five or six weeks.

BARC CHAMPIONSHIP 1988

Members of the TSSC can be registered for the above Championship. Application Forms are available from me. All BARC rounds will count towards the TSSC Championship.

ANYONE WITH ANY QUERIES SHOULD PHONE ME,
HUGH DAVIES ON (0703) 868513.

TSSC HILLCLIMB AND SPRINT CHAMPIONSHIP 1988 REGISTRATION FORM

NAME: MEMBERSHIP NO:

ADDRESS:

TEL:

CLASS TO BE ENTERED:

BARC CHAMPIONSHIP: YES/NO

CAR: REG. NO:

TSSC HILLCLIMB AND SPRINT CHAMPIONSHIP 1988 PROVISIONAL DATES

26 March - Goodwood 10 April - Curborough 24 April - North Weald 6 May - Goodwood 14 May - Lydden Hill 21 May - Harewood 21/22 May - Wiscombe Park 22 May - Goodwood 5 June - Goodwood 12 June - Harewood 19 June - Gurston Down 25 June - Goodwood 17 July - Oulton Park 7 August - Curborough 17 August - Goodwood 21 August - Harewood 28 August - Gurston Down 3 September - Cadwell Park 17 September - Wiscombe Park 18 September - Goodwood 25 September - Gurston Down 1 October - Lydden Hill 16 October - Goodwood

COMPETITION REPORT FROM TONY LINDSEY-DEAN

The fixtures for the 1988 Road Going Sports Car Race Challenge have been finalised. There will be an extra two rounds giving us a total of ten races. Two the races will be on Saturday but to avoid any disadvantage for members being unable to compete on those days, only the best EIGHT rounds will count. I have tried to vary the venues as much as possible and space them evenly throughout the year. Last year the whole Challenge was staged at Lydden Circuit and many members joined in the Lydden Road Going Sports Car Challenge, where the TSSC dominated the event. For those who would like to enter this year, I can supply entry forms and regulations. Fortunately, only two of the eight rounds clash, giving a very reasonable chance of success in the remaining rounds entered. Lydden rounds that are entered other than TSSC rounds will not count in the Club Challenge. Two of the races will be solely for Club cars and if we have good attendances, then it is possible that a further four rounds will be solely Club races. The two organising bodies I must thank are BARC and the 750 MC. for their valuable assistance.

THE TSSC RACE CHALLENGE 1988

Round	Day	Date	Venue	Event
1	Sat	26th March	Oulton Park	750MC R/Sports
2	Sun	22nd May	Mallory	BARC/TSSC
3	Sun	12th June	Snetterton	750MC/TR Dr
4	Sun	7th August	Cadwell	750MC R/Sports
5	Sun	14th August	Snetterton	750MC/TR Dr
6	Sun	29th August	Donnington	750MC R/Sports
7	Sun	4th Sept	Lydden	750MC/TR Dr
8	Sat	24th Sept	Castle Combe	BRSCC R/Sports
9	Sun	2nd Oct	Lydden	BARC/TSSC
10	Sun	16th Oct	Mallory	750MC/TR Dr

Those members who wish to enter the Challenge must register with me so that entry forms can be sent along with race regulations. Write to me at:
42 Gladstone Avenue, Feltham, Middx. TW14 9LL. Tel: (daytime) (01) 570 0389.

CAMBRIDGE TRIUMPH SPARES

SPECIAL OFFERS TSSC MEMBERS FEBRUARY 1988

Spit/GT6 Full Floor (Per Side)	£21.00
Spit/GT6 Front Footwell	£9.50
Spit/GT6 Rear Floor	£15.90
Spit/GT6 Outer Sill (Pattern) Good Quality	£7.90
Spit/GT6 Outer Sill (British Leyland)	£13.00
Spit/GT6 Inner Sill	£5.90
Spit/GT6 Sill Strengtheners	£3.50
<i>All Other Panels In Stock - Please Enquire</i>	
Spitfire I/II/III "OVERDRIVE" Boot Badge	£3.95
Spitfire II/II "SPITFIRE" Scroll Boot Badge	£3.95
Vitesse "2 LT" Wing Badge	£7.50
<i>Other Badges Available - Please Enquire</i>	
All Models - Fan Belt	£1.50
GT6 I/II/III Rear Tailgate Glazing Rubber	£18.00
Spit IV/GT6 III Windscreen Seal	£18.00
Spit I/II/III/GT6 I/II Windscreen Seal	£18.00
Spitfire/Herald Full Clutch Fully Guaranteed From	£25.00
GT6/Vitesse Full Clutch Fully Guaranteed	£29.50
Spitfire MkIV Hardtops Fibreglass/Lined/New	£165.00
Herald/Vitesse Carpet Sets Best Possible Quality	£75.00
Spitfire IV/GT6 III Wiper Arms	£2.50
Spitfire IV/GT6 III Wiper Blades (Complete)	£2.50
Herald/Vitesse Petrol Caps	£2.95
Herald/Spit I/II/III Boot "T" Handles	£8.90
Spit IV/GT6 III Brand New Rear Light Assys.	£9.50
All Models Stanpart Trackrod Ends	£3.95
Spit IV/1500 Inner Choke Cables	£2.50
Herald/Vitesse Rear Light Lens	£3.95
Spit 1500 Seat Covers "Houndstooth" Carpet Set	£45.00
Spit IV/1500 Rear Springs Brand New (Not Recon)	£49.00
All Models New Rear Driveshafts	£45.00
Herald/Vitesse Front Valances Fibreglass	£19.00
Herald/Vitesse Rear Quarter Valances Steel	£12.00
Herald/Vitesse Rear Centre Valances Steel	£16.00
Herald/Vitesse Rear Quarter Valances Fibreglass	£7.50
Herald/Vitesse Rear Centre Valances	£11.00
GT6/Vitesse Genuine BL Rotoflex Couplings Inc. Bolts	£15.50
All Models Speedo Cables	£5.50
All Models Tacho Cables	£7.50
All Models Throttle Cables	£3.85
All Models Pedal Rubbers	£1.50
Spit/GT6 Sunvisors (With Mirrors) L/R	£7.50

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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.

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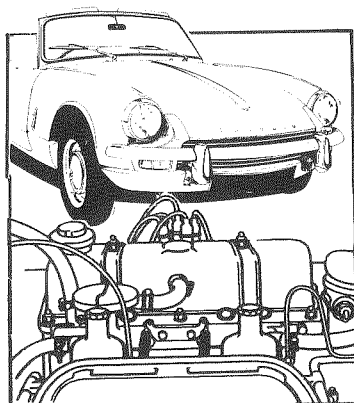
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SPITFIRE I II III REGISTER

GREETINGS SPITFIRE DRIVERS

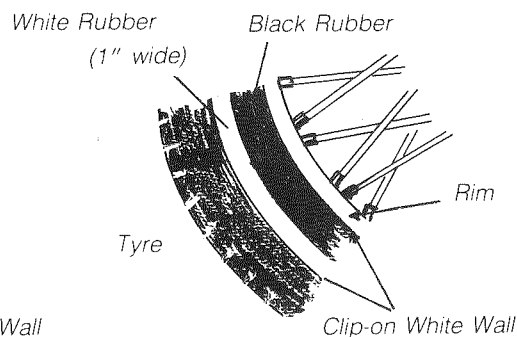
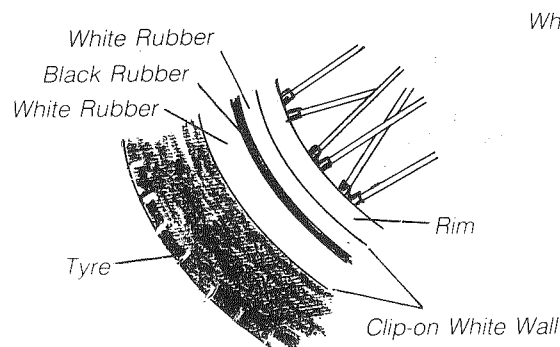


Nick Lord

Sadly my Spitfire wasn't ready for the Triumph Winter Weekend, but 'we're getting there'. Happily, whilst scouring the country for all my new parts over the past months, I have been able to point many members in the right direction to obtain those elusive bits. One thing I have learned is, when confronted with the all too frequent reply: "They don't make that part any more," Don't give up. Keep looking because someone somewhere will have that part. Also, don't leap at the first firm you find. For example, I obtained two sets of Triumph letters at virtually half the price I was first quoted. A quick plug here for John Kipping and Spitfires UK to whom I am much indebted for their help, patience and excellent service. In addition, I cannot praise highly enough Mr E J Ward and son Mick who have undertaken my complete body restoration. Their professionalism, skill and personall service are the best I have ever come across. As they are based in Leicester, it means I can keep popping in as and when I obtain more bits. They have also cured all the engine problems of my brother's GT6, which now runs better than ever.

I am receiving a number of telephone calls about firms that are not 'up to the mark'. These have ranged from downright rude service to escalating prices between ordering and paying. If this type of thing happens to you, write to the TSSC office with *factual* information as I honestly believe there are a number of people or firms who are 'jumping on the Triumph bandwagon' for the purposes of exploitation.

Now, can any of you help me with a problem? I have had a letter from a member in Malta who is hunting for 'clip-on' white walls for his chrome wire wheels. The type he is after clip on between the wheel and the tyre.



If you can help, please write to: **Pierre Farrugia, 13 Kent Street, Sliema, Malta.**

Assuming that we are in, or have just passed, snowy weather, don't forget to get that hose out and get all traces of salt off your cars. If you don't, you could always while away the hours by sitting and watching the holes grow.

To finish, there are many beautiful things to see on a frosty winter's morning, and amongst the long list, I must include the brand-new or nearly-new cars all spluttering, tied together with jump leads, being pushed or surrounded by rescue trucks while the old, sometimes battered Triumphs calmly fire up and drive away!

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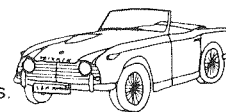
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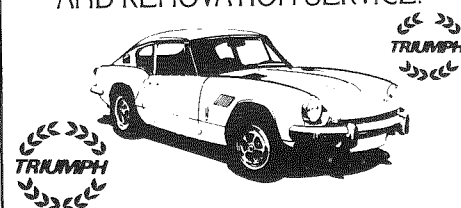
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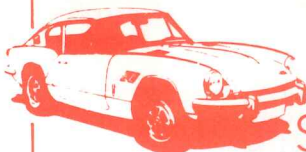
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BRAKE PARTS

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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 16p 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 16p	£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 16p	£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	52.5 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 16p	£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 16p	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 U/J 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
Trunk 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

Castelated 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	£8.00
Rear wheel 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
Anti roll bar end links	£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 (diaphragm) Herald	£24.00
Friction plate (coil spring) Herald	£12.00
Release bearing Herald	£8.25
Pressure plate (diaphragm) Spitfire	£14.00
Friction plate (diaphragm) Spitfire	£12.00
Release bearing Spitfire	£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

COOLING PARTS

Water pump new Herald, Spitfire	£17.50
Water pump new Spitfire 1500 fixed	£17.50
Water pump new Spitfire 1500 viscous	£17.50
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
Radiator top hose all except Vitesse	£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 slim 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	£5.50

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.

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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
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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
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
Spire 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

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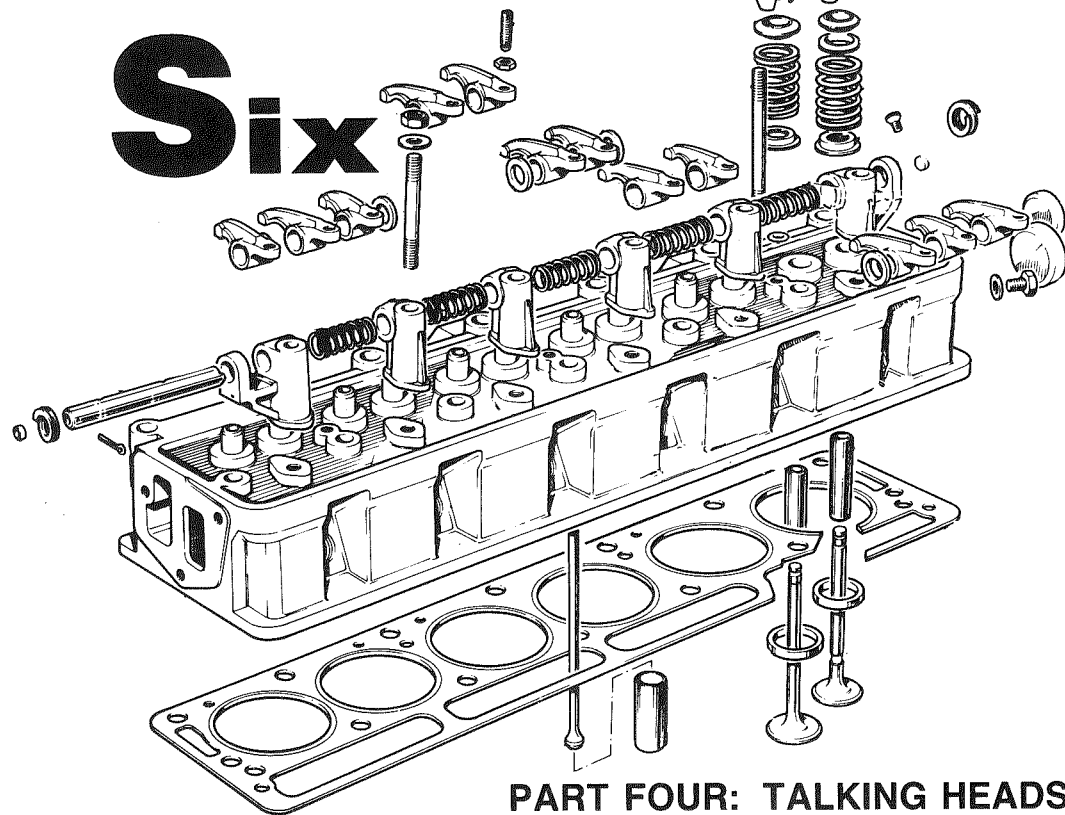
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Access

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The Purrfect Six

MARK ROBINSON



PART FOUR: TALKING HEADS

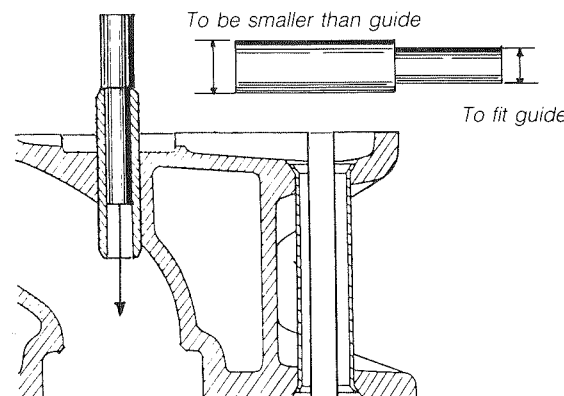
The first thing we have to do with the cylinder head is to check it out. First check to see if it is straight.

With a straight edge carry out the same procedure as before when checking the block, using the engineer's straight edge and feeler gauge. If it is pretty warped, then I'm afraid you will probably need a new head. Next check where the cylinder head gasket sat; on old heads this can leave a step around the combustion chamber. If the surface is pretty bad it will need machining, in fact most of the head work is machining. Crack testing is the next job. The most common area for these is between the valve seats but I have seen fractures elsewhere, i.e. in the water pump stud area, either due to overtightening or using the wrong length stud in the wrong hole, so check the whole casting. If you're not happy doing it by eye, then get your machine shop to do it for you.

We did not need to have our head skimmed, as we found out that the previous owner had already done so. Remember though, skimming changes things, namely the compression ratio - more on this later. We decided to go the whole way with the head as I didn't like the look of the combustion chambers and the casting bumps in the inlet and exhaust ports. The valve guides were really badly worn and the seats definitely needed cutting.

The first big job was to clean the head thoroughly, which took a fair amount of time and sore fingers due to high mileage and a lot of burnt carbon in the ports.

To remove guides



I made up a tool and pushed out the valve guides which, to my surprise, came out fairly easily as this is normally a real pig of a job. Into the machine shop next to have the head brodelled; this is a hand-held tool which allows you to get into those awkward places inside the ports. I feel that the ports are a little bit too big to start with and all that's needed is to clean them up and to remove that horrid bump you will see situated in front of the exhaust port valve guide. I also feel that polishing to a mirror finish is a complete waste of time as this disappears after only a few minutes running the engine. After this I had the machine shop machine the combustion chambers just to alter the profiles and improve the gas flow a bit. Basically, all that is done is to round off any sharp edges and generally smooth out the chamber.

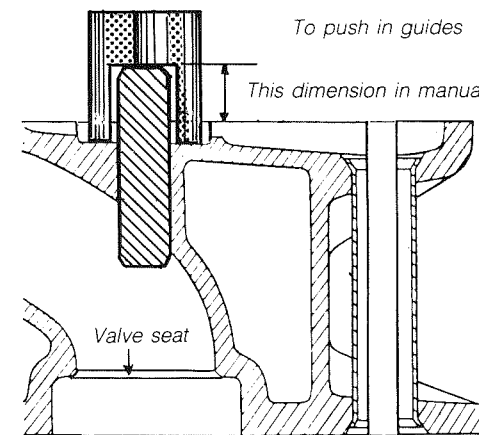
Now we were ready to fit the new valve guides. I measured each guide bore and then the guides which sorted out which guide suited which bore to the best tolerances given in the manual. These were then marked up with a felt-tipped pen.

Back to the lathe. A tool was

each in their relevant bores. This had to be done fairly quickly as the head soon cools down. The head is heated to expand the bores and the guides are frozen to shrink their diameter. With this combination it is easy to push them home with the fly press and the tool ensures they don't go in too far. As the tolerances given are for an interference fit, it would be fairly impossible to do this job any other way accurately, and is again a job for the machine shop.

The machine shop was also

To push in guides

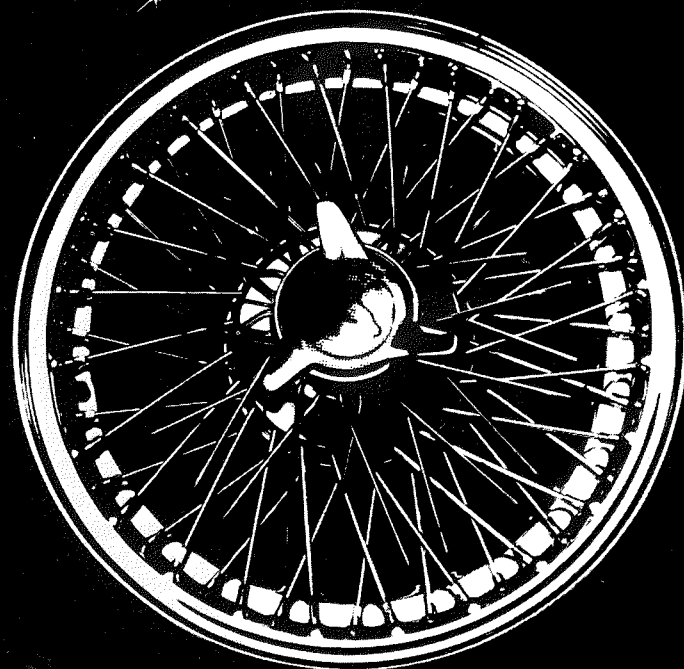


made up to enable me to push the guides back into the head to the correct height above the surface. This dimension is also given in the manual - check you have the right dimensions for your particular engine, MkI, MkII etc.

Once the tools were made up, the head was heated up in an oven and the valve guides were frozen in liquid Nitrogen. Having marked up the guides earlier, I knew which guide suited which bore (don't forget there are two lengths of guide as well). With a little oil in each bore the new guides were pushed home using a fly press and, of course, the guide tool,

needed for our next job. If you have had the guides replaced, you will have to have the valve seats cut to the new guides as a matter of course. The seats will probably have burns, scores and ridges from high mileage etc., so lapping them will be a complete waste of time. I had trouble cutting the seats due to the fact that the centre of the guide did not match the centre of the valve. This was possibly due to mass-production methods of machining where tolerances are somewhat open, so the end results could be a valve seat that's thick on one side and thin on the other. I managed to

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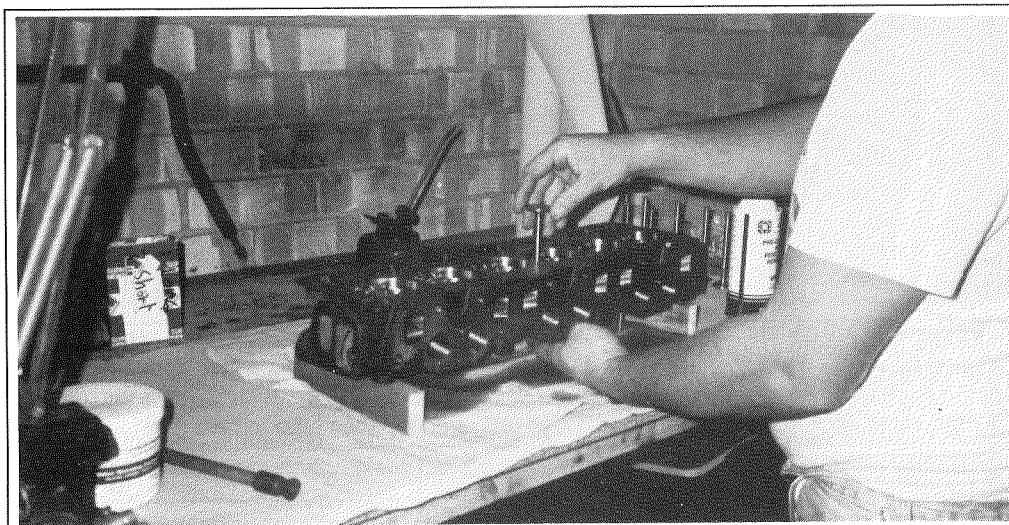
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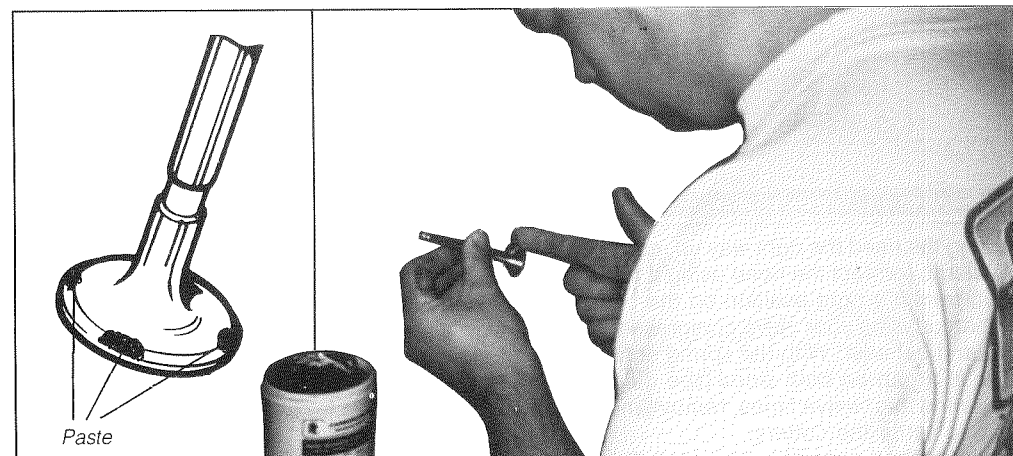
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overcome this with the aid of a computer controlled machine and a man with years of high performance, accurate machining experience - lucky me! So I don't recommend those hand-held cutting tools you can buy and unless you have a lot of experience, leave it to the machine shop.

Now we have a head that's been prepared by the machine shop and they should have also reground your valves as well - unless, of course, they were too worn to use. Using new, they should have 'blued' them into the seats they have just cut which shows if the seat width is right but again, I'm afraid this is out of your hands, hence the importance of a good machine shop. Back at the bench, using our new valves, we started the final lapping-in procedure. First the head was turned upside down and supported on two suitable blocks of wood.



Keeping everything scrupulously clean, begin lapping-in your valves. Don't use too much paste on the valve lip and frequent cleaning off intervals to check how the seat and valve is lapping-in is the order of the day here. The end result should be a fine matt finish without any blemishes or fine shiny lines (due to dirt or too much paste). Also don't forget a drop of oil down the guides for a bit of lubrication.

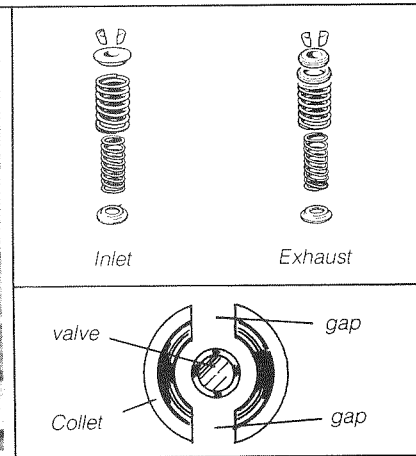
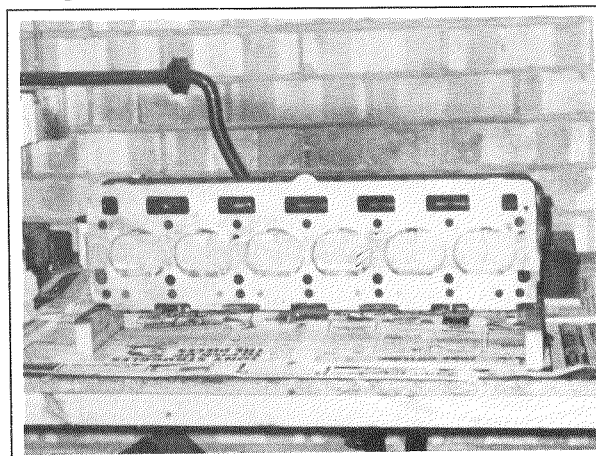


Different seats and valves will lap-in at different speeds to each other; you may find that one will lap-in very quickly and another may take up to twenty minutes. The important thing to remember is not to over do it (hence the frequent cleaning checks), decide when you have achieved the

best result and then stop. To check your work, take some 'engineer's blue', put a fine coating on the valve lip and place the valve onto its seat without turning it. This should leave a fine, blue trace on the seat, any gaps showing means you should continue lapping until the valve is seated and you have achieved a complete seal.



Clean the head thoroughly as you don't want paste down the guides! The head is now ready for valve assembly. This is where the assembly board (sown in Part One) comes into play. After lapping each valve was placed in its relevant position on the board, which ensures that you get the right valve back into the right guide. Once this is done, I use tape to hold them in position.



Turning the head the right way up, carefully hang half the head over the bench and secure using a G-clamp (protect the head using a piece of wood). With the springs (in our case we used new) taken from its right position on the board and placed over the relevant valve, commence refitting utilising your valve compressor. Check the retainers as they differ from each other on inlet and exhaust. With the spring compressed, replace the cotter being careful to ensure that there is a gap on both sides (see diagram), then carefully release the compressor. Repeating this twelve times, remove the tape and with a soft blow from a plastic mallet, tap each valve to settle the cotters.

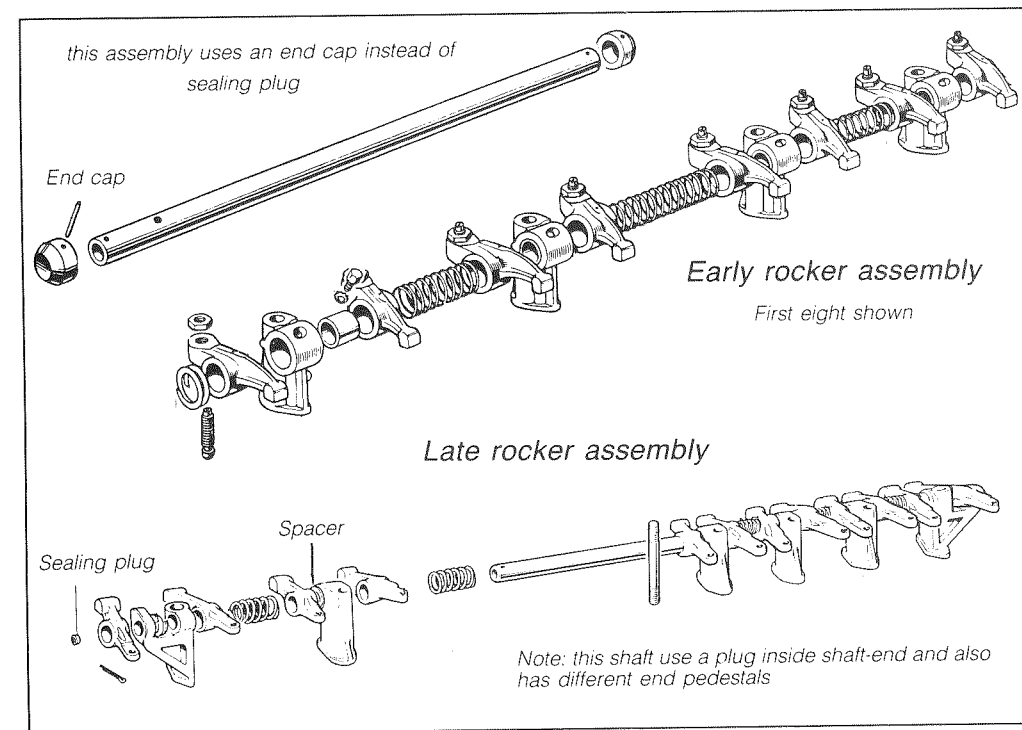
Rocker shaft assembly was next. On dismantling the old one, we again decided to use new as high mileage had taken a heavy toll and the scoring on the shaft had to be seen to be believed. Bernard found it was still possible to order most of the parts required from B.L. but as usual, fell back on John Kipping's for those he couldn't. He also asked me to point out that it is possible



to obtain these elsewhere without their sealing plugs which, of course, renders them useless. Don't forget, shafts and pedestals etc., differ from model to model as well. On the MkII there are spacer washers as well so careful use of the Parts Catalogue was needed. Even using this as an assembly

guide wasn't entirely successful as on placing the assembled shaft in position it became obvious that we had to swap the position of the spacers to bring the rocker arms exactly into position over the centre of the valve stem. After assembly is complete, place the shaft to one side, oil

ed and carefully wrapped up; one tip here is to use the anti-scuffing paste mentioned in previous articles, whilst assembling the pedestals onto the shaft and, of course, make sure ALL the oilways are clear, both in the shaft and in the rockers (use a needle or pin).



Finally, if the head has been skimmed this will alter the compression ratio, as the combustion chamber cc will be smaller. This results in a higher comp. ratio. I also changed the chamber shape; combine this with the earlier head skim brings the final ratio up to 9.8 to 1, which is a little higher than the standard 9.25 to 1 but I'm sure Bernard won't mind the extra power this gives. The equation needed to work this out is as follows:-

C.R = Compression Ratio

$$C.R = \frac{V + C}{C}$$

V = Swept Volume of Cylinder in C.C

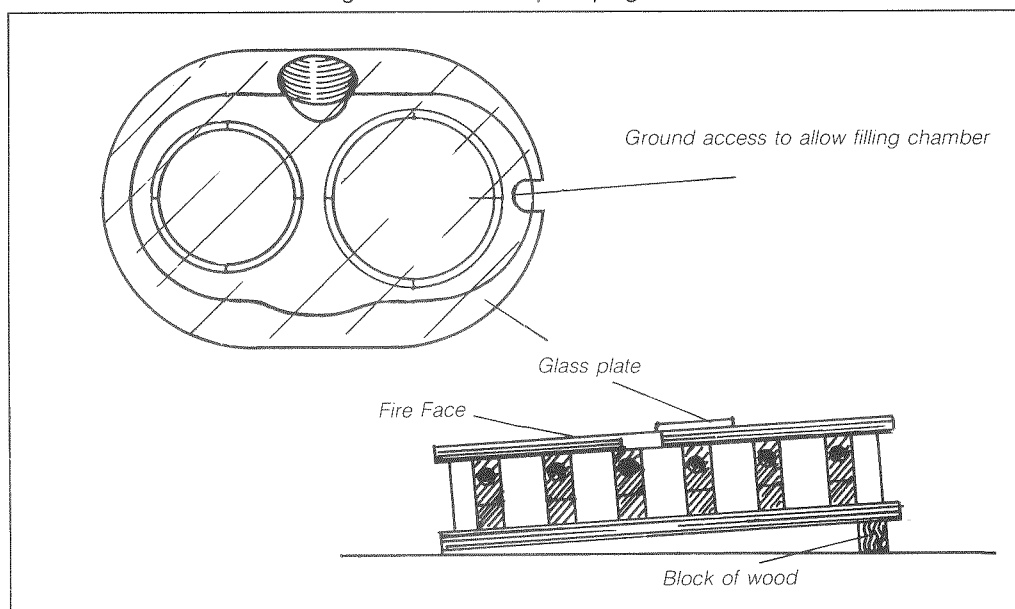
C = Total Chamber Volume in C.C

For example : 1600 engine

$$V = \frac{1600}{6} = 266 \text{ cc}$$

$$\text{Therefore C.R} = \frac{266 + C}{C}$$

These figures are only examples so don't quote me on them and also with the head fitted and the piston at top dead centre, the gasket thickness adds approximately 4.5 cc, so take this into account as well. To obtain the chamber volume, you need a burette and some paraffin plus a glass plate. With the valve fitted, seal the glass plate to the head with a small amount of grease, the chamber can now be filled through the ground access slot with the paraffin to obtain the cc from the burette - don't forget to insert the spark plug.



The head should be at an angle to allow all the air to escape from the chamber. Once you have the chamber cc figure, you can then work out the compression ratio. Although again, without this equipment, you can't check the machine shop work but please take it easy when having those heads machined as you only really need to take off enough to clean it up.

Next Month: Head Fitting plus Camshaft/Distributor Drive Timing

BOND EQUIPE REGISTER

Peter Jacklin

Hello there! Let me introduce myself. I am Peter Jacklin, the new Bond Register Secretary and I hope to continue the good work started by my predecessor, Dennis Watson. I own several Club cars but Number 1 is a 1965 Equipe GT4S, which is at present undergoing a 'running restoration'. I would be most pleased to hear from any Bond owners with details of their cars, restorations or problems. Please don't scrap an Equipe unless it is a total write-off. Obviously no new Bond manufactured parts are available so anything salvageable must be saved to help keep the remaining cars on the road. After the preaching, next the history lesson



The first Equipe model was produced in 1963 by Sharpes Commercials at Preston (to become Bond Cars in 1966); this was the GT2+2. The car was constructed from a slightly modified Herald chassis, bulkhead, doors and part of the floor pan, a Spitfire engine was fitted and the remaining coupe bodywork was produced in G.R.P. The first revision came in 1964 when the GT4S was introduced, this boasted more rear headroom, a separate boot and twin headlamps. This model was produced until 1967 when the MkIII Spitfire engine was fitted and the designation changed to GT1300. Production ceased in 1970.

Also in 1967 a brand new model was introduced, the GT2-litre coupe, based on the Vitesse chassis plus bulkhead but fitted with a raked-back windscreen and a twin-carb 1998cc engine. This model was updated in 1968 as the MkII with modified rear suspension and in two bodystyles: the coupe plus the only Equipe convertible.

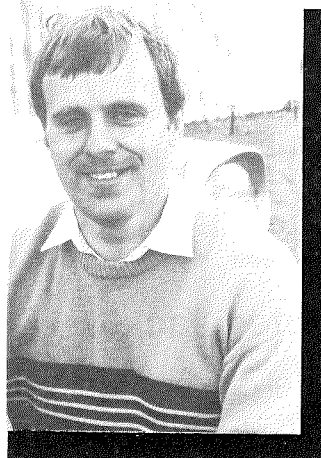
All production ceased when Reliant took over Bond in 1970 and closed the Preston factory, where almost 4,500 Equipes had been produced in the eight year run.

Well, that's a little information for you to be going on with. I look forward to hearing from fellow enthusiasts in the months to come.

HERALD REGISTER

Chris Longhurst

REGISTER UPDATE (TABLE 1)

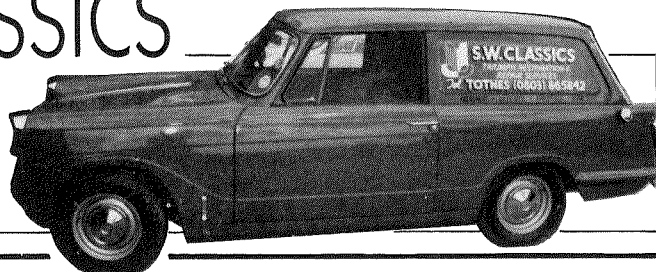


The Herald Register now contains nearly 4,000 vehicles, an increase of nearly 200 since the update of 1 January 1987. The increase from 1987 to 1988 is, on average, 12.4%; 948cc cars show a lower increase (7.5%) and it may be that the majority of these very early cars have already been secured for the TSSC Register - time will tell!

The largest Herald type on the Register is still the 13/60 with well over 50% of the Register. Of these 13/60s the convertible version is still dominant at 31.4% of the TSSC Herald Register. It is noticeable that 13/60 convertibles are the only marque which are being re-registered to a significant extent by new members. Nearly 40 13/60 convertibles on 1987 IVRs were already on my Register.

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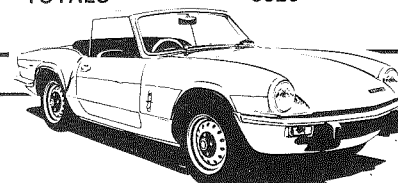
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**TABLE 1
HERALD REGISTER (1 January, 1988)**

	UK	OS	TOTAL TOTAL	GROUP SEQUENCE	COMMISSION
948					
Saloon	56	8	64		G-
T C Saloon	17	-	17	GY-	
'S' Saloon	14	-	14	160	G-SP
Convertible	15	4	19		Y-CV
Coupe	32	14	46		Y-
1200 Mkl					(GA1-80,000)
Saloon	68	8	76		GA-DL
Convertible	24	6	30		GA-CV
Coupe	26	2	28	158	GA-CP
Estate	5	-	5		GA-SC
Van	13	6	19		GA-V
1200 MkII					(GA-80,001 +)
Saloon	540	6	546		GA-DL
Convertible	360	8	368		GA-CV
Coupe	22	3	25	1061	GA-CP
Estate	90	-	90		GA-SC
Van	25	7	32		GA-V
1200 Export					
Saloon	9	34	43		GB-DL
Convertible	10	14	24	69	GB-CV
Coupe	-	1	1		GB-CP
Estate	-	1	1		
12/50					
Saloon	248	6	254		GD-RS
Coupe (Aus)	-	1	1	257	(GB-CP)
Sedan (Aus)	-	2	2		(GB-DL)
13/60					
Saloon	752	23*	775		GE-DL
Convertible	1234	15	1249	2293	GE-CV
Estate	266	3	269		GE-SC
TOTALS	3826	172		3998	

*Includes one Belgian car GK-DL

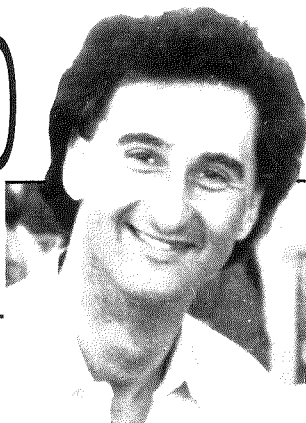


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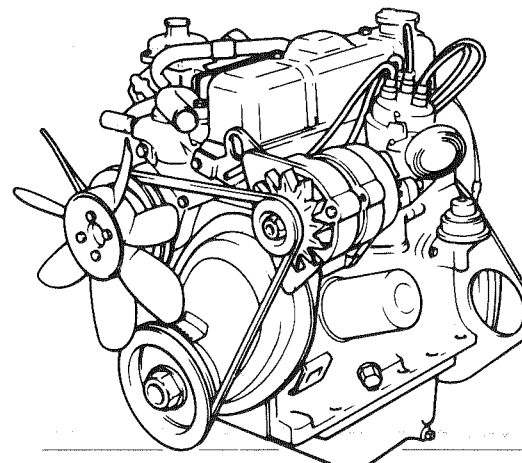
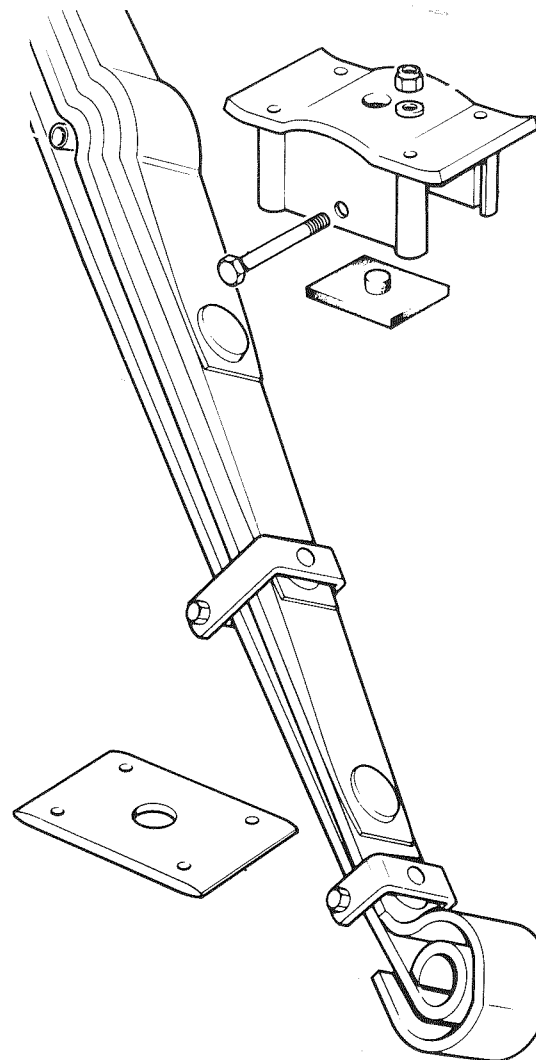
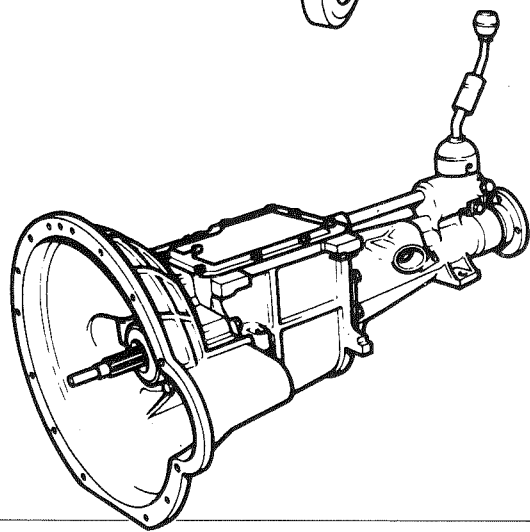
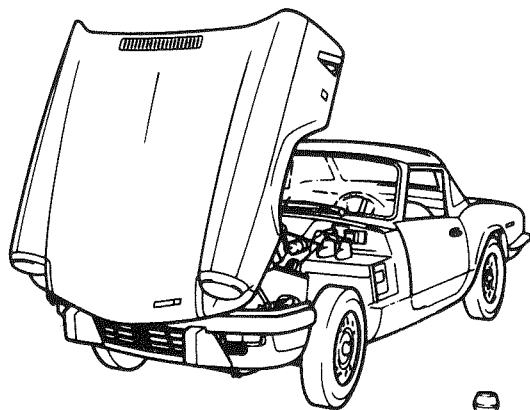
SPITFIRE IV 1500 REGISTER

Sheridan Earl Russell



A belated Happy New Year to all of you. As you're possibly still suffering from the after effects of the festive season, I thought I'd keep this article quite general, so as not to tax your mechanical brains too much. The following are 13 trivial, odd facts about Spitfires, ideal as ice-breakers at a party, by going up to someone and posing the question thus, "Did you know that?"!!

1. All Spitfires, from the first in 1962, to the last in 1980, share a wheelbase measurement of 83 ins.
2. The engine and gearbox used, was originally designed for the 'new' Standard Small Car, the Standard Eight, with 803 cc in 1953. Obviously, the increases in capacity went 948, 1147, 1296 and finally 1493 cc. The straight sixes, of 1596, 1998 and 2498 cc were achieved, quite simply by putting another two cylinders in the middle.
3. There was no synchromesh on first gear, until the MkIV was introduced in 1970.
4. The Spitfire's pre-production code name at the factory was "Bomb".
5. One of the original 948 cc Heralds which was sent out to Michelotti in Italy, to be carved about as a proving vehicle for the chassis and mechanics of the Spitfire, carried, after conversion, the chassis number X659.
6. On announcement, the basic British price of the Spitfire was £530, total with tax, £730. However, a reduction



in Purchase Tax very soon after, almost immediately took the price down to £641.

7. The angular hardtop for the MkIV and 1500 was entirely styled in Coventry, and owed nothing to Michelotti, who, of course, had styled the rest of the car.
8. The Triumph Rally Team had been using, on Spitfires, the higher 3.89:1 rear axle ratio, fitted as standard on the MkIV introduced in 1970, as opposed to the 4.11:1 ratio used on all previous marques of Spitfires, as long before as 1964.
9. *Autocar* stated that, (referring to the latest swing-spring rear suspension fitted as standard to the MkIV):
"This transforms the Spitfire's handling One of the most impressive things about the latest Spitfire is to be able to hurl it into a corner, lift off, and find the car still pointing where the driver aimed it. It seems impossible now to get the back wheels to tuck under, and flick the car into a potentially frightening oversteer situation."
Even *Motor* thought the MkIV's cornering behaviour was "Safe and predictable".
10. Although MkIII Spitfires gave 75 bhp from their 1296cc engine, with almost the same engine the MkIV was de-tuned to give 63 bhp. However, at it's worst period in the USA, it was further de-toxed, through exhaust emission regulations, to give 48 bhp (net).
11. Standard equipment on MkIV Spitfires was the use of 145/13 in Radial tyres.
12. The rear track increase of 2 in, (i.e. long shaft), occurred mid-way in MkIV production, at chassis no. 50,001. This was also teamed with the use of wood for the dash panel, instead of black plastic, which had been used before for this marque. There were also other changes, i.e. reclining seats with headrests.
13. The new capacity of 1493 cc, for the 1500, as opposed to 1296 cc for the 1300, was brought about by only altering the stroke (87.5 mm as against 76 mm). However, the capacity could have been increased to 1621 cc with ease, by keeping the same length of crankshaft throw as on the new TR5 engine of 2.5 litres, i.e. an increase over the normal crank throw by 9.5 mm, thus making the new stroke 19 mm longer than the previous 76 mm (1998 cc to 2498 cc). Instead, the new crank throw was kept to a 5.75 mm increase, making the new stroke 11.5 mm longer. The bore of the in-line four engines remained at 73.7 mm and for the in-line six's at 74.7 mm.

There you are then. I hope that lot hasn't fried your brain too badly! More normal information next month.

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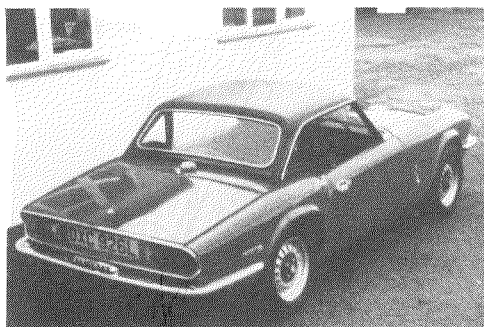
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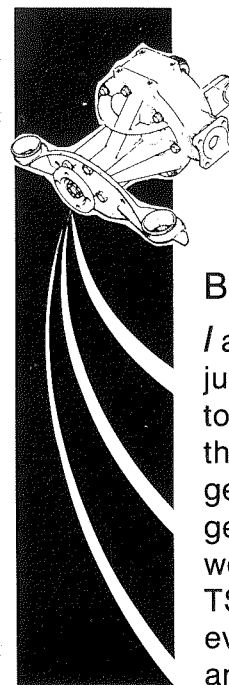
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POWER CURVES AND DIFFERENTIAL MATCHING

By C H Eickoff - Sweden

I am restoring my Vitesse 1600 and have been considering just what I might be able to do in order to modify the car to suit the way in which I think the car should function. Are there, within the original component designs for instance, gear ratios available to match the roads and speeds I generally use? As I also have a 2-litre engine, I thought it worth an analysis and this is described below. Maybe other TSSC members have had the same thoughts. Hopefully, even the non-technical will be able to follow my description and gain a useful insight into this interesting field.

Power is determined as work done in a set time and, as is well known, the power generated by a car engine is dependent on how fast it's turning i.e. on its revolutions per minute. When a car is travelling along, a certain amount of force is needed to keep the car going at a certain constant speed in order to overcome road and air frictional forces. As the road speed increases, these frictional forces also increase and hence so does the required driving force. A transmission system of gearbox and back axle is provided to make best use of the power developed in the engine in order to meet different road conditions.

Let us see how matching the available power to the gearing can be calculated. In order to keep a vehicle moving, we need to apply a force equivalent to the rolling resistance generated between

the tyre on the road and, added to that, a force to overcome the active air resistance. If it is dead calm, the road horizontal and the speed is kept constant, the above two forces are the only two that we need to consider.

The rolling resistance is calculated by first knowing the force of gravity acting on the car. Force is given by the product of mass times acceleration usually written as 'mg'. Here 'm' equals the mass of the car in kilograms and the 'g' the acceleration due to gravity (9.8 metres per second). The resultant force, given the units 'Newtons', should then be multiplied by a factor 'f' which is dependent on the length that the contact area of the tyre has ahead of the vertical of the wheel axle, and then divided by the wheel radius 'R'. 'f' can be found from practical propulsion tests.

As an example, four stan

dard tyres 165 x 13 filled at 29 psi pressure, on asphalt and having a load of 1200g Newtons cause a low speed rolling resistance of 146 Newtons. Due to the tyre reaction, the resistance increases with speed. Further examples at different road speeds up to 180 km/h are given in table 1.

The dynamic air resistance R_d is given by the following relation:

$$R = A \times d \times v^2 \times C_w$$

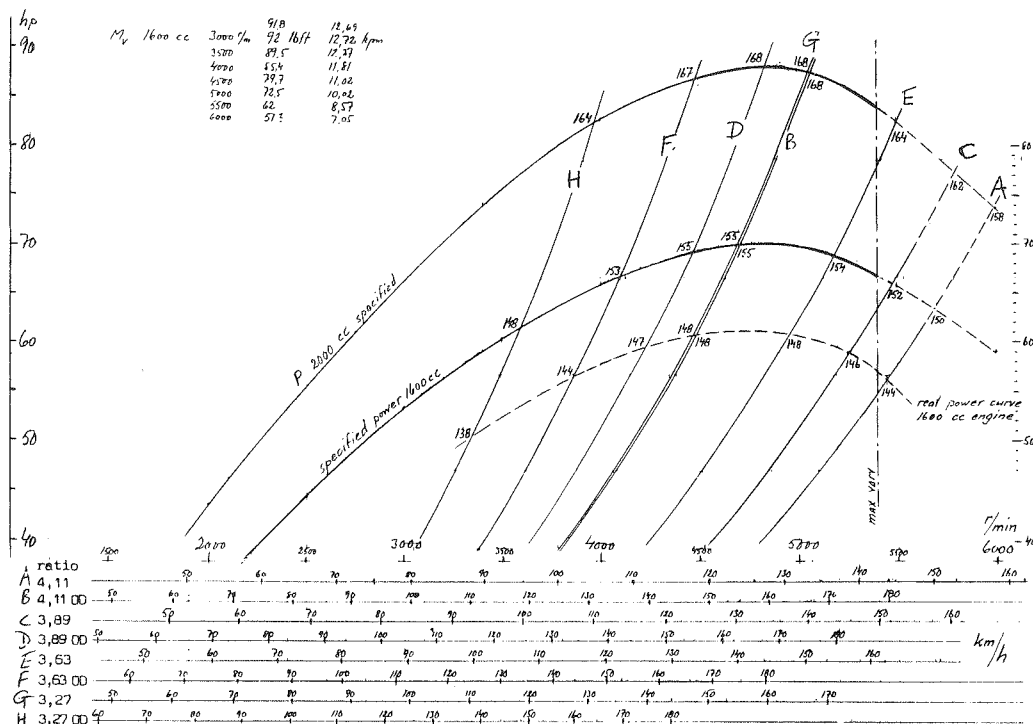
where: A is the cross sectional area of the car (m^2)

d is half of the air density (kg/m^3)

V is the car's velocity squared (m^2/s^2)

and C_w is a factor depending on air turbulence

The last coefficient C_w is estimated from car bodies



Power need at 25^{m/s} 16.4 hp, 30^{m/s} 26 hp, 35^{m/s} 39.2 hp, 40^{m/s} 56.6 hp, 45^{m/s} 78.7 hp
 Max Speed 1600cc 86.8 mph (139.7 km/h) 2000cc 16.2 kpm / 2900 1/1m 90 hp at 4800 1/1m

TABLE 1

Triumph Vitesse Saloon

Needs of power to overcome rolling resistance and air turbulence

Calculated for: mass 1200 kg, tire pressure 3 bar, g 9.81 m/s²,
 crossarea 1.85 m² and c_w 0.415 or 1.6 m² and
 c_w 0.48 - air density 1.29 kg/m³

Velocity mph	22,4	33,6	44,7	55,9	67,1	78,3	89,5	100,7	111,9
m/sec	10	15	20	25	30	35	40	45	50
f coeff/radius	.012	.013	.0136	.0147	.0163	.0183	.021	.024	.0277
F roll Newton	146	153	160	173	192	216	247	283	326
F air Newton	49	111	198	310	446	607	793	1003	1238
(F _r +F _a).v.10 ⁻³ kw	1,96	3,96	7,16	12,07	19,14	28,79	41,58	57,85	78,22
horsepower	2,7	5,4	9,7	16,4	26,0	39,2	56,6	78,7	106,4

TABLE 2

Triumph Vitesse Saloon		1600 cc engine		2000 cc engine		Acceleration from 90 to 100 km/h in the gear		1600 cc engine		2000 cc engine	
Rev. at 90 km/h	by power	Rev. at 90 km/h	by power	Rev. at 90 km/h	by power	ave. pow. accell.	time dist.	ave. pow. accell.	time dist.	ave. pow. accell.	time dist.
ratio	hp	ratio	hp	ratio	hp	hp mv m/s ²	sec m	hp mv m/s ²	sec m	hp mv m/s ²	sec m
4,11	3405	149	5650*	62,2	155	5870*	68,5	42,4	0,92	3,0	80
0,8x4,11	2725	154	4670	68,3	166	5040	84,3	31,6	0,69	3,9	105
3,33	3224	152	5450	65,8	153	5690*	73,3	39,8	0,87	3,1	84
0,8x3,33	2579	154	4440	68,3	167	4810	85,8	29,2	0,64	4,2	114
3,63	3017	153	5130	67,0	162	5415	78,7	36,5	0,80	3,4	92
0,8x3,63	2413	150	4030	63,4	165	4425	82,8	26,0	0,58	4,7	127
3,27	2717	155	4700	69,5	166	5040	84,3	31,6	0,69	3,9	105
0,8x3,27	2174	147	3560	59,9	162	3900	78,7	21,4	0,46	5,9	158

** wheel radius 0,287 meter

* Over Revving

mass 1200 kg
 J at engineshaft 0,3 kgm²
 J at wheelaxles 2,6 kgm²

having a similar shape. For the Vitesse, I have calculated the area from the drawing in the Workshop Manual to be 1.85 m² with an imagined front spoiler, or 160 m² in the original version. 'C_w' coefficients are 0.42 and 0.48 respectively, in which case the area times C_w product is the same for each. The calculated drags 'F_{air}' are also shown in table 1.

Force, multiplied by the distance that the car moves in a second, is equal to the work done in the same time, and, as the time is just a second, that is also equal to the power as measured in Watts. If you prefer to have it in horsepower, just multiply the power in Watts by 0.00136.

Now we'll consider how to best transmit the engine's power to the road. Looking at the main figure, we can see that the engine's power varies with its rotational speed given in revolutions per minute. The specified curves come from the manufacturer (which perhaps we'll not trust too much), and for simplicity, the losses to the transmission system are neglected for comparison, a third real power curve as measured for a Vitesse 1600 engine is given. The more vertical lines on the figure have been generated by considering the amount of power required to keep the car going at different speeds, as described above, set against different rear axle/overdrive combinations.

Tyre radius for all the figures has been derived from 165 x 13 sized tyres. A tyre with a smaller rolling radius moves the power need line proportionally to the right and vice versa to a lower revolution range. The figure may look a little complicated but it is actually quite straightforward, so have

a look at it a second time and I'm sure that all will become clear.

So what may you ask can we gather from all this? Considering the aims outlined in the first paragraph, I would say that without an overdrive, the 1600 engine would be well suited to a 3.63:1 differential. With overdrive, the resources are perhaps better suited to a rear axle ratio of 3.89:1. With the 2-litre engine, the same top speed is reached either if the car is fitted with a rear axle ratio of 3.63:1 used in overdrive (165 km/h) or with a 3.27 ratio used in standard top gear (166 km/h). The great gain by using a smaller back axle ratio to that originally fitted to the Vitesse will be a more pleasant run and less fuel consumption because of reduced wasted energy.

So why didn't the manufacturer select a lower ratio (meaning less input turns relative to output turns) to begin with? The answer might be: as a compromise against those drivers not utilising the gearbox.

Available power for accelerating is represented on the main figure as the vertical distance between the required power line and the engine power curve. For example, third gear is always at hand to be used with only a 4 to 5 step, but as soon as the engine does more than 5250 revs/min in third, you actually end up with less available power for accelerating compared with using fourth gear at 4200 revs/min starting from the same velocity. Further examples of this are given in table 2, where I've calculated the time and distance you need to speed up to 100 km/h for a starting velocity of 90 km/h while keeping in the same gear.

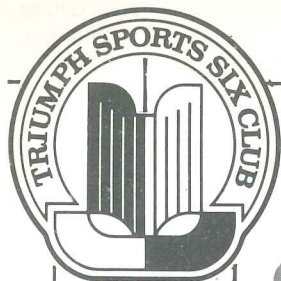
According to the theoretical data, my Vitesse should have

obtained 154 km/h in overdrive and the engine should have been over-revved in fourth gear. In reality, it doesn't achieve more than about 146 km/h and in fourth gear it was at the height of its capacity at 140 km/h, i.e. just the speed that the manufacturer had stated as a limit (86.8 mph). When I later tested the engine on a brake equaliser, the highest available power was less than 60 bhp and the decrease in torque above 4500 rev/min was striking. Is less torque than promised symptomatic of all standard 6-cylinder engines? I would very much like to know. If this is the case, it must be taken into account if you change to a lower ratio.

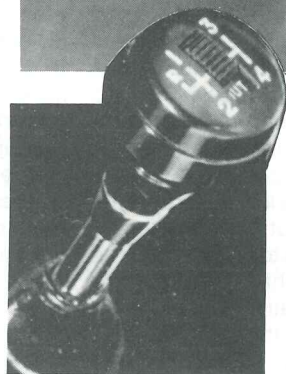
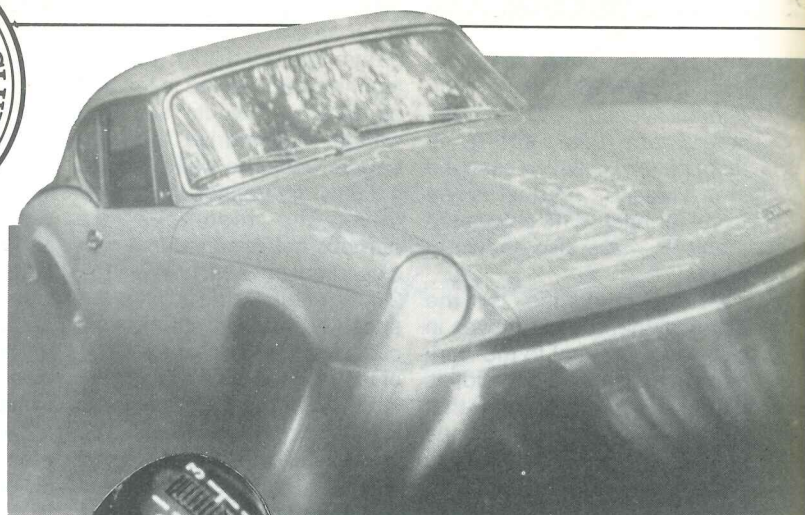
Along with these calculations I was interested in the influence of tyre pressures. An increase of pressure from 26 to 33 psi reduces the engine power requirement at 90 km/h by 1 hp and if your engine has an efficiency of 25%, which is higher than I believe, then it means a saving of 0.037 litres of petrol over a ten kilometer distance. A saving of 6%. The higher the road speed, the greater the saving. For example, the reduced rolling resistance achieved by employing the higher pressure given should save 1.65 hp at a speed of 126 km/h and 3.5 hp at 162 km/h. For the latter, a saving of 3.5 hp can lead to a 2.3 km/h increase in top speed (one drawback to higher pressures can be reduced grip - SUB ED).

When I refer to the torque braking of my 1600 cc engine and all other observations, theory in my figures and reality agreed. I think that's good.

Finally, I hope there are differentials with 3.63 and 3.27 ratios left for me to buy when I come to England next time. May I ask Mr John Kipping to set aside two excellent units for me?



FOOTFILL



AREA NEWS REVIEW

EVENTS 1988

Jonty Wild - Events Co-ordinator

The Events Calendar for 1988 is due to be published *VERY* shortly and it will feature *ALL* the Triumph Sports Six Club organised events of a national or regional status, events organised by other Clubs or bodies in which the TSSC will be participating, all shows both national and local at which the TSSC will be present and overseas events, to which we have been invited.

So if you are organising one of these types of events and haven't notified me, you **MUST DO SO NOW!**

IF YOU DON'T, THEN YOUR EVENT WILL NOT:

- be advertised in *The Courier* - appear in the Events Calendar
- be eligible for Club financial assistance - receive Club equipment

And remember, event dates are only accepted on a first come, first served basis, except under exceptional circumstances.

Also the 'What's On Next' section of *The Courier* will appear regularly during 1988 and will **ONLY** feature 'official' TSSC events.

The following events are those to which the TSSC has been invited but, as yet, we are not participating. If any member or Area is interested in organising TSSC participation, please contact me at the address below, as soon as possible.

Jonty Wild, 13 Common Rise, Hitchin, Herts SG4 0HN Tel: 0462-56315

- | | |
|-------------|---|
| April 16-17 | The Great North West Supreme Classic Car Show, Bolton. |
| May 1-2 | The 1988 Essex Motorshow, Essex Showground. |
| May 15 | Colchester Classic Car Show, Colchester. |
| May 22 | Historic Transport Pageant Vehicle Parade, Abbey Park, Leicester. |
| June 25 | South of England Motor Show, Goodwood Circuit, Sussex. |
| July 17 | Uxbridge Autoshow, Uxbridge. |
| August 14 | British Sports Car Show, Paddock Wood, Kent. |
| August 21 | Bognor Regis Rotary Motor Gala, Bognor Regis. |



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AREA NEWS

REVIEW

Anglia...Avon...Canterbury...Cleveland...Cornwall...Coventry...Derwent Valley

Anglia

Sorry no news last month but, obviously, the Christmas post delayed everything.

The January Treasure Hunt was, I hope, enjoyed by all with nearly everyone getting nine out of ten; as all the questions got answered by someone, I think it was alright. If you see a Triumph driven by someone with a squint, you'll know they tried to read the map in the near pitch dark.

February's meeting will feature the Triumph Trivia Quiz set by Neil Oakmsn. His only tip is to read every Courier for the past two years, then take your car to pieces and memorise each part and you stand a fair chance. Also at this meeting will (I hope) be the first news of the 'Anglia Event' - this year's version of the Area Barbecue. If you want to be involved in any way in this ever-successful event, please come along and volunteer.

I still have not been inundated with ideas for summer events - in fact I have none - so if you have any idea, whatever it is, please tell me about it.

In mid-March I will be organising another meeting in the south of the region (somewhere like Bishops Stortford), for those who can't make it for Thursday in Cambridge. So if anyone in the Area knows a suitable venue, please give me a ring. If you would like to muck into the organising of anything but can't make it, PLEASE RING ME.

Gary Morton

Avon

The year started off well with good attendance at our first meeting of the year. It's good to see some new faces as well as the regulars. Let's hope the year continues the way it started.

We are currently organising a Skittles Match with the TR Owners Club. More information at future meetings. The spares book seemed to create some interest with more people wanting to buy spares than to sell them. So come along and make some pennies and do some good at the same time, by selling those unwanted

items to those who need them.

Future Meetings: Monday 1st February - film show at The Traveller's Rest, Filton, 8.30 pm start; Wednesday 17th February at The Talbot, Keynsham and Monday 7th March at The Traveller's Rest, Filton.

John Lippiatt

Canterbury

Here we are striding into 1988 and what have we got to show for it so far? Yet more new faces is the answer. Nigel (nice, blue MkIV) and his friend (MkIV wreck in boy-racer accessories, soon to be removed we are informed) and Julian in his TR5 powered Herald /MkII Vitesse. All three gentlemen come from the Ashford direction.

My contact in The Stag Owners Club has reported that a second round of Bat & Trap has been arranged. I cannot confirm this rumour but I am likely to accept, on your behalf, any challenge that is laid down.

Gerald is still battling with his Vitesse rebuild but what of Dave Jarman's MkII Spitfire we all ask?

We shall carry on with our Tuesday/Sunday meetings but if the times/dates/venues are inconvenient, tell me and we can work something out.

DIARY DATES:

**Tuesday 9th - Abbots Barton, 8pm.
Sunday 21st - Slippery Sams, Stone Street for a baked potato lunch.**

Andrew Mason

Cleveland

Our meeting this month is at The Ladle on February 24th. An important date for your diaries this year is the Third North Yorkshire Triumph Weekend, held at Runswick Bay, near Whitby. The dates are Friday 27th May - Monday 30th May inclusive. All types of Triumph cars will be invited. There will be a convoy run, beach barbecue, informal concour and plenty of interesting things to do!

Kathy

Cornwall

An excellent Xmas lunch was had by all on Sunday 20th December at the Rosslyn Hotel. Many thanks to Roy and Sheila for looking after us again. It was nice to see some new faces at the lunch; thanks for attending, we hope that you may join us again during 1988.

This month we shall be meeting on Friday 26th February at the Grenville Arms, Nanpean again. Please come along for news of the rest of the years' events.

Dave Buxton

Coventry

A bit late for Merry Christmas and Happy New Year but at least we have made The Courier this month. Only four survived the Christmas Binge right to the end but the first 1988 meet saw a stronger turnout.

We hope to get a monthly news sheet going, so if you have anything to contribute, let us know. A core of regulars seems to be forming, so let's have some ideas for events.

I remember seeing in one of the back issues, interest expressed in a trip to Le Mans for the 24 Hour Race. Well, some of us would like to go, so whoever you are please get in touch.

Finally, back to our Area. The venue is now The Standard Triumph Club, Tile Hill Lane. Look forward to seeing you.

Karen

Derwent Valley

For those of you who are reading this, who did not come to our Christmas Dinner, you missed a very good meal and a most enjoyable evening. I hope 1988 sees you all fit and well and ready for a packed year of events.

Greg and myself have put together some ideas for events etc., which we hope to implement throughout the coming year. A Photo Competition will be held at February's meeting. Please bring along any of your own photos which have a connection with Club

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AREA NEWS REVIEW

Devon...Hants & Berks...Hants & Surrey...East Berks...N. Herts/S. Beds...Hull...Ipswich

cars - there will be a prize for the best entry.

John Eade

Devon

By the time you read this report, we will have held our AGM and elected a new Area Committee. Details of the new Committee will be published in the March Courier. Alternatively, you can come along to one of our February meetings and find out for yourselves!

The meetings for the next couple of months are as follows:-

Sunday 14th February - meeting at The Stable Club.

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

Sunday 13th March - meeting at The Stable Club.

Sunday 27th March - meeting at The Dart Bridge Inn.

Don't forget that at The Stable Club meeting you can use the indoor, heated swimming pool, so don't forget your cossies!

Gareth Beeching

Hants & Berks

Sorry no Area News in January. I was away for most of December and then moved house just before Xmas, leaving no time to even attend the meetings, let alone write a report!

Dave tells me that the meetings continue to be reasonably well supported, although not many Club cars seem to be out and about now. Remember that even if your car is laid-up for the winter, your company at meetings is still much appreciated. To this end, the following events are being organised for your entertainment:

Thursday 18th Feb - a light-hearted quiz at The Round Oak (try to remember to bring a pencil).

Tuesday 1st March - meeting at The Hatch, on the A30 about 2 miles east of Basingstoke. NO MEETING AT THE ROUND OAK THAT NIGHT.

Thursday 31st March - Skittles Match. Venue and opponents to be announced.

Sunday 18th September (provisional date) - Hants & Berks Auto Jumble. A repeat of last years successful event.

Graham Sturgess

Hants & Surrey

STOP PRESS! Orbital Meet, 14th February. Convoy leaves from Royal Oak, Pirbright. Meet 10.30 am.

Beer & Skittles: First week in March (one evening), venue to be advised, opposition Hants & Berks. For more information contact Mark (0252) 547823.

Great to see you all at the January meeting - keep it up! All the best in 1988.

Maxine

East Berks

Sorry that I missed the deadline for January's Courier - I did warn you all that I wasn't reliable. Our meeting day falls too late this month to wait for results of our Quiz - you'll just have to turn up to the meetings to find out what's happening in the Area.

A belated thanks to W. Middx. for joining us at Christmas and winning all the raffle prizes. We'll return the favour one day. The Autodarts Champion was Neil Howarth for Spitfires - congratulations.

FORTHCOMING EVENTS:

February 14th - M25 Orbital Meet. Convoy will leave from outside Save Centre in Reesling at 11.30 and from Seven Stars at 12 noon.

April 24th - the first of this years Treasure Hunts with Area Trophy awarded to winning TSSC team.

May 22nd - M40 Meet to which you are all expected to come - or else!

Otherwise meetings continue to be on the 2nd Tuesday of each month at the Seven Stars. Next meeting Tuesday February 9th.

Anne Haymes

N. Herts/S. Beds

We apologise for the recent lack of news reports from this Area - however this is a New Year's Resolution

A belated welcome goes to Dave Beardsley who has joined us from another Area. He has also joined our Committee since our AGM - the other members are the same as previously.

Thank you to Steve for organising the Slot Car Racing Meeting, and to Pete for his TV Trivia Quiz - both held towards the end of '87.

FUTURE EVENTS:

Wednesday 3rd February - Video Evening at The Eagle & Child, Whitwell.

Saturday 6th February - Very late Christmas Party at The King's Head, Lower Caldecote (on the A1). Set meal and disco. If you haven't already paid your £3/head deposit, see Irene at the next meeting to book your place and discuss details. Maps will be provided.

Tuesday 16th February - meeting at The Bird In Hand, Henlow.

And finally, sorry about the maps, Donna!

Irene Fussell

Hull

A Happy New Year to TSSC members everywhere from the Hull Area. Our first meeting of '88 went well with a reasonable turnout of 14 including some new members, whom I hope we will see again. We shall, at our next meeting on the 9th February, be discussing events for the summer. Hope the rise in toll charges on the Humber Bridge does not put off too many North Bank members from crossing.

Dave Binnington

Ipswich

First off is a big thank you to Mike and Wendy and their staff for a grand Christmas Dinner at The Claydon Crown on 18th December, where a good time was had by all. Thank you also to 22 members and friends who

AREA NEWS REVIEW

Leicester...Manchester...Northamptonshire...

made it such a good night.

Now, can we please have an all out effort for the meeting at The Claydon Crown on March 9th, so that we can sort out our summer events. It won't be long now before the days start to lengthen and things start to happen in the Ipswich Area.

If any of our neighbouring Areas have any events they would like us to attend, or maybe even help with, could you please let us know as soon as possible and we will see what we can do. Either drop me a line or give me a ring. Bill Yates: 15 Station Road, Claydon, Ipswich IP6 0HS, Suffolk. Tel: (0473) 830437. **Next meeting: Claydon Crown, 10th February, 8 pm.**

Bill Yates

Leicester

As nothing much happened in the latter days of November and what was about to take place in December would appear in print too late, I decided to give January's Area News a miss and leave the extra space available for the more active Areas to use.

December's Sunday lunch meet was very poorly attended. Thanks for coming Mick - you saved me from talking to myself. The Xmas Dinner in the New Spa Restaurant at the Bath Hotel was well attended and enjoyed by all. To all those of you who were unable to come, I trust you had a Merry Christmas and I take this belated opportunity to wish you a Happy New Year.

New Years resolution for all Leicester Area members "I will attend at least two Area Meets during 1988". Mary and I went to Trent for their January meeting on the first Thursday in Newark and attended Mike's "Surprise" Birthday Dinner at The Traveller's Rest. 17 of us sat down for roast beef, followed by Black Forest gateaux. Well done Isabel, it was a very pleasant evening.

As soon as I have finished writing this report, I shall be packing my case ready for the National Winter Weekend at The Fosse Manor Hotel, Stow on the Wold. There are at least

four cars going from the Leicester Area and I understand the hotel is to be fully booked, with the overflow in B&B accommodation nearby. Just goes to prove how popular this event is, even in mid-winter, it's a sell-out.

January at The Gate Hangs Well was much better attended and we were pleased to welcome new members Richard and his young lady, Emma and Simon in their respective Heralds. One of our member's Heralds has gone missing: a dark blue 13/60 saloon, reg. no. YBC 588J. This car has grey seats and trim which is unusual, it also has a bonnet top in grey primer with the chrome strip missing. Any information to Mr A Smith, (0533) 881540. I understand that a reward is being offered.

Leicester Area is planning two big events during 1988. The first on Sunday May 22nd will be participation in the 'Historic Transport Pageant and Vehicle Parade' at Abbey Park, Leicester, sponsored by the Leicester Mercury evening newspaper. We are looking for pre 1968 cars to participate and other Club cars and members to help man a Club stand.

The second event will be our 6th National Event at Stanford Hall on Sunday, August 7th. This will take a somewhat different format this year and is to be preceded by a MIDLANDS MEGA-MEET at The Bath Hotel, Shearsby with FREE CAMPING, LATE NIGHT BAR EXTENSION, BAR MEAL OR FULL RESTAURANT FACILITIES, ON SATURDAY, AUGUST 6TH. There will be a convoy to Stanford Hall the next morning.

In order for these events to be successful, I need the help and support of as many members as possible. Any members new or old wishing to participate or help in either on or both of these events please attend our **February meeting at The Bath Hotel on Thursday 25th**, when I shall be giving full details and accepting offers of ideas and help.

Don't forget Leicester Area has not ONE but TWO regular monthly meetings. See back page of this 'Yellow Peril' section for details.

John Thorpe

Manchester

Plenty to report this month, so eyes down and off we go! First off is a rearrangement of the Area meetings, starting with the South Manchester meeting held at The Nag. The February meeting remains as normal but from March onwards it will have moved to the SECOND Thursday keeping the time of 8.30 pm.

Secondly, the new North Manchester meeting will move the the FIRST Thursday at 8.30 pm from its normal place on the second, also starting from March. For the benefit of anyone who doesn't yet know about the North meeting, it is held at The Woodthorpe, which can be found at the junction of Sheepfoot Lane and Bury Old Road in Prestwich. Ring me if you need directions.

At last I have details of some events coming soon in the Area. Details have yet to be finalised on some but I shall be recruiting people and cars to take part very soon (watch out!).

EVENTS:

March 20th - Treasure Hunt organised by our very own Chris Hewitt!

16/17th April - North Western Supreme Classic Car Show, Bolton.

15th May - Autojumble at Bowlers in Trafford Park.

4/5th June - Tatton Park Classic Car Spectacular - a huge success last year!

If you have any questions regarding the above, or anything else you feel important, don't hesitate to call me on 061 790 8991 in the evening. See you all soon!

Paul Howarth

Northamptonshire

The December meet has passed and the Northants Area can be said to be off the ground with the attendance well up into double figures again, after a dip into the doldrums whilst there was no Area Organiser. Yet more spares were exchanged, swaps arranged and still members hunt on



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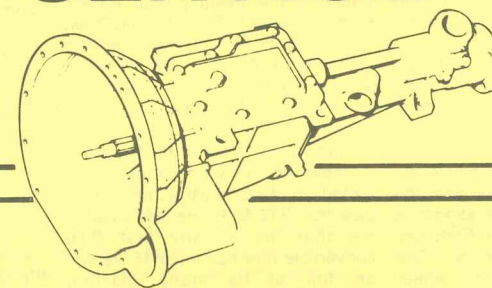
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AREA NEWS REVIEW

North East...N. Midlands...Northern Ireland...Nottingham...Peterborough

the trail of the 'Elusive Mk1 Herald Chassis'.

By the time you read this the Grand Prix Night will have finished and the chequered flag will have fallen for the last time this month. Report in next months Courier Area News.

This months meet on 17th February will be an ALPINE RALLY NIGHT with two Club videos of four films of the 1959, 1962, 1963 and 1964 Alpine Rallies. So be there in your rallying kit and race through the evening. Don't forget to bring along your Pound coin to swap for one of Norbet's special suppers.

Alan Window

North East

Sorry there hasn't been a newsletter from the N.E. Area for a while. I'll try my hardest to see you have something to read every month from now on.

Our Xmas Dinner went well with Lloyd and Marrie Therese winning the Xmas cake. Many thanks to Mary and Brian for donating it. Just about everyone left with something.

At the moment we are sorting out the events calendar for 1988, so if you have any ideas please let me know. The most important event for us this year is our second Camping Weekend, to be held on July 23rd - 24th at Witton Castle. Last year this was a huge success and is going to be even bigger and better with Concours, Motor Gym, Treasure Hunt, Time Speeds on changing the wheel, Barbecue, Disco, Pie & Peas, Children's Treasure Hunt and much, much more, so don't pencil it in your diary, ink it in coz it's not to be missed.

We have now started to do our monthly quiz again so don't forget your 20 ps.

Judith Atkinson

North Midlands

Last months report did not appear because I missed the deadline, so to refresh your memories, there were the winners of the 'Econoron', who just happened to be my wife and I. I was very disappointed as to the turnout

(only two teams), as the event took a lot of time and planning, and considerable thanks must go to Ian Pettifor for organising the run.

Not wishing to dwell on past disappointments, the Sunday meetings are becoming quite popular, with the only problem being two hours opening time (I seem to be missing the Thursday night meets due to N.H.S. demands).

To the future: we have once again 'The Collectors Car Spectacular' and this year it will be spectacular for the Club, as I have entered 10 cars for the event. Don't forget the dates: 9th and 10th April.

Alan Mosedale

Northern Ireland

One of my New Years resolutions is to write reports far more often and how better to start than with a report on the January Area meeting.

An interesting and most welcome visitor to the meeting was Patrick Kells, who lives in Berlin but had been visiting friends etc. in Dublin where he comes from. Patrick called in on his way back to Berlin in his 1200 Herald which has done some very impressive journeys.

Also back from his frequent journeys abroad was Norman, who turned up in his latest acquisition, a pale blue GT6 MkIII. He also assures me that his already fast GT6 convertible now has triple 45 webers on top of its many existing modifications!

Pete Waller is getting on well with his Burlington and has got to the 'never again' stage. Mind you, the last I saw of it, Pete had done a very good job - it should be exceptional when finished.

1988 looks like being a good year for the Northern Ireland Area (as well as the Club as a whole) and I will keep you informed of our progress.

Paul Robinson

Nottingham

Happy New Year everyone! 27 members came along for the pre-

Christmas Buffet Supper and Merriment. The 'feely bag' and 'items on a tray' games became very competitive and a lot of people took away prizes from the raffle as well, so a good time was had by all.

Hopefully, 1988 will see members supporting their local Areas and we will make the room bulge at the seams at The Dog & Duck. Meeting dates for the next two months are: **Wednesday 10th February** and **Wednesday 19th March** - so put them in your diaries and remember to come along.

Several things are being considered for entertainment in addition to our normal video and barbecue, such as a boat trip, a talk on The Institute of Advanced Motorists, a technical chat, darts match, quizzes and a treasure hunt.

John Eade, Geoff Fletcher and myself have also been discussing an inter-Area competition. One suggestion is a picnic and concours competition followed by a drive through the Derbyshire Dales one Sunday afternoon - date to be fixed.

So to everyone out there, come along and find out what we do in the Nottingham Area and give YOUR Club YOUR support - wives and girlfriends as well, it's not all cars. Everyone is made very welcome.

David

Peterborough

January's meeting was quite well attended with the usual regular faces. We had a general discussion on what shows we are going to attend this year and they are basically the Springfields Show in July and Boston Classic Car Rally in September; I have still to be notified on the dates.

We have sent away for two of the Club's videos to be show at the April meeting when, hopefully, attendance will be up slightly. February and March's meetings are basically Noggin & Natter nights as only the hardy seem to turn out.

We have said goodbye to Robert and Elly (blue MkII GT6), who have been regulars at our meetings and supported all the shows we have attended. They have sold up and gone

AREA NEWS REVIEW

Scotland Tayside...Central Somerset...Sussex...E. Sussex

Central Somerset

to live in Spain - taking the GT6 with them! We wish them all the best and they will be sadly missed.

A big thank you to Phil for organising the superb 2-Ton Trolley Jack Offer for £22.00. These made lovely Christmas presents and just goes to show how by buying in bulk, we can all benefit.

Paul has been involved in establishing another series of meetings at our Deeping St Nicholas venue for any member of a recognised "Triumph Club". Briefly, the philosophy behind this is that there may be a small number of members in a particular Club in a relatively large geographical area. In normal circumstances, there may be too few members of any one Club to form their own area. However, if members from each Club get together, then there is a basis for an "Area". To date there have been two meetings and a third is scheduled for February. These meetings are not intended as an alternative to our regular, TSSC meetings, but an addition to them. If any TSSC member requires any further information regarding these extra meetings, please contact either Paul or myself.

I hope to see a few more faces at the next meeting on **8th February** at **The Three Horseshoes, Yaxley**.

Sharon Espin

Scotland Tayside

Ian Wheater has given up the post as Area Organiser (due to pressure of work etc.). I have taken over as A.O. for the time being.

The next meeting will be at The Golf Tavern, South Road, Curpar at 7.30 pm on February 10th. It would be good to see a bigger turnout at this meeting so as we can arrange events etc. Also, to see what YOUR ideas are for the Area. You don't have to turn up in a Club car (mine isn't at the moment).

I would like to take this opportunity to thank Ian for all his efforts in the post as A.O. See you all at the next meeting.

Andrew Thompson

meeting.

Rod Warren

Sussex

Firstly, some important news about the monthly meetings. The Crech Castle will be closed until the middle of March for refurbishment and so we have had to relocate the February and March meetings. **Please therefore note that the meetings in February and March will be held at THE BATHPOOL INN, BATHPOOL, and NOT at the Crech Castle.** The Bathpool Inn is only about a quarter of a mile from the Crech Castle on the A38 towards Bridgwater and the meetings will be held in the lounge bar on the last Thursday of the month.

When the Crech Castle have reopened after refurbishment, we will have to decide whether to return there for our monthly meetings or whether to remain at the Bathpool Inn. Space was becoming a problem at the Crech Castle because of the Darts League on a Thursday night, but of course this may change after refurbishment. I would appreciate members' comments as to which venue they consider to be the best nearer the time. Please see future news reports in The Courier for final details.

Steve Love and I have provisionally decided a date for this year's Beach Party, which will again be held at Unity Farm, Brean. We plan to hold this event at the end of June and I will let you know actual dates when these have been decided. The event proved to be very popular last year with nothing but good comments from all those who attended. We hope to make this year's Beach Party even bigger and better, and so your support would be very much appreciated.

We will of course be organising a stand again at the Yeovil Festival of Transport which takes place at the beginning of August. See events calendar for actual dates in future Couriers.

Finally, many thanks to Andy Topp and the Dorset Area for inviting us to their Christmas meal. I am sure everyone had a good time and I hope that Steve and Jackie enjoyed the moon show on the journey home!

Hope to see you all at the next

A good start to 1988 with five new members, namely Ken, Graham, John, Paul and Adrian attending our first Wednesday meeting of the year. Let's keep it up by having another five at February's meeting, especially as, sadly, some of you will already know, we have to say goodbye to two of our more enthusiastic Area members in Steve and Paul, along with their respective partners. But I know you will all like to wish them the best of luck in their new jobs with 'Uncle Sam'.

Unfortunately, the Bowling Match against 'Gatwick' had to be postponed due to the lanes being fully booked. A provisional date of Sunday 24th April has now been set.

Anyone interested in attending the second London Orbital Meet let me know, so that, hopefully, we could have a convoy to the event.

DIARY DATES:

Wednesday 3rd February - Quiz Night, 'Five Bells', Chailey.

Sunday 14th February (lunch) - London Orbital Meet, Old Windsor.

Sunday 21st February (lunch) - 'Abergavenny' Arms, Rodmell, Nr. Lewes.

Wednesday 2nd March - 'Five Bells', Chailey.

Nigel Wilce

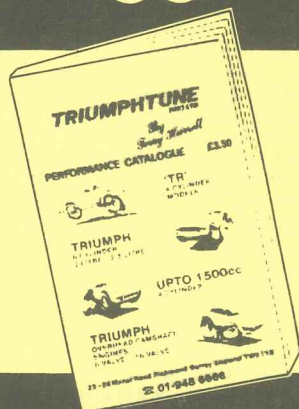
East Sussex

Hi fellow members! Hope everybody is fit and well after the festivities. The 4th January saw a reasonable turnout at our venue The Wheatshaf, Little Common. Whatever happened to the December meet? Only a handful of attendants. Allowing for those under the weather so to speak, where were all our stalwart members - tut, tut!

It is with great relief that I can report a good January meeting. Hello to new faces Michael and Susan Addy and Mark Bergin. For those members consulting the Area guide, please note



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AREA NEWS REVIEW

Swindown...W. Sussex...S. E. Wales...W. Midlands...Wolverhampton

the Club meeting dates are still incorrect. We are still meeting as we have been for a few months now on the first Monday of each month. If anybody from our Area is interested in attending the second 'London Orbital Meet', please contact Len Bosshard, tel: Ninfield 892483 for details of proposed convoy starting at our local meeting venue.

Diary Dates: February 1st and March 7th at The Wheatsheaf, Little Common at 7.30 pm.

Sue & Karen Voller

Swindon

Sorry there was no Area News in January but, no excuses, I forgot! Anyway, Happy New Year to you all and successful Triumph motoring.

Decembers meet was successful and a few of us enjoyed the evening at the Patriots, which ended in community carol singing. My thanks to John Cudmore and the Oxford Area who made Denise and myself very welcome at their Christmas Dinner again. They don't know what they started in 1986!

The January meet was well attended, with new faces joining the regulars. Hope we had snow for the snow convoy. A warm welcome is always on hand for new members or visitors.

The next Area Newsletter will be available at the February meet, so come along to collect your free copy.

In '88 the Area is going to host a competition made up of four events over the year, with a cup for the best total scores, so give it a try. Visitors welcome.

Another enterprize in the Area is the fixing of photos to plates, mugs or plaques from £5.99. Details from me or Brad, Swindon 481420.

I hope to see many more old and new faces at meets and events as the year progresses. Your Area needs your support. It's your Club, so make the most of your membership.

Feb 1st - meet at White Hart for a Quiz.

Feb 14th - convoy to Orbital Meet, leaving White Hart 10.30 am.

March 7th - meet at White Hart.

March 20th - 1st event of Area Championship. Treasure Hunt leaving White Hart 10.30 am.

Please Note: April and May meets are on the 2nd Monday of the month because of Bank Holidays.

Ivan Kirk

West Sussex

It's been quite a turn around this month. I am now the Area Organiser and we had a successful meeting at the Coach & Horses, when over 18 members turned up.

This month I've had an enquiry from the organisers of the South of England Motor Show asking whether we would like a stand for our cars, so if you have an immaculate or not so immaculate car, contact me so I can have an idea of the places etc.

If you have any spares you wish to sell, I'm trying to compile a section spares list.

This months meeting will be at the same place on Thursday 4th February at 7.30 pm. This month we shall sort out some events for the year. Finally, thanks go to Pete Reed for his help and organisation over the last year.

DATES TO REMEMBER:

Next Meetings: 4th Feb at The Coach & Horses, 7.30 pm and lunchtime meet on 21st February at The Sussex Pad, Lancing, nr. Shoreham Airport. They serve food and have a large car park, so hope to see you there.

If you have any enquiries (regarding direction, spares, Motor Show etc.) 'phone Worthing (0903) 203959 in the evenings.

Mark Bickerdike

South East Wales

The Wentloog did us proud at our January meeting and provided an excellent, cold buffet. As usual, there were a few gluttons who had second helpings. I'm glad that the buffet did not include any turkey!

I am in the process of compiling a list of local garages who have provided good services to Club members. This list will be included in future, monthly newsletters. If any member who was not present at our January meeting, can recommend any garages, please let me know.

Our versatile John Reese acted as DJ at the South Wales Lotus Owners Club New Years Eve Party. On the following day, he and Rachel attended the Vintage Sports Car Club meeting at The Verzons Hotel near Ledbury, where they had to dodge flour-bombs dropped by some mad Bugatti owner flying a Tiger Moth bi-plane! I don't suppose anyone will flour-bomb TSSC meetings in a Supermarine Spitfire!

Forthcoming Events:

I am trying to organise a visit to the Police Skid Pan at Bridgend which should be fun. Watch this space for details. **Next Meeting Wednesday 3rd February. See you there!**

Harry Kuehling

West Midlands

All is quiet in the West Midlands at the moment. Any ideas for future Area events will be gratefully received. I'll cut it short now at the risk of getting too boring! **Next Meeting: Tuesday 9th February and Sunday lunchtime 28th February.**

Tony Spicer

Wolverhampton

January's meeting was well attended. New comers included Phil (Spitfire MkIII), Andy (Spitfire MkIV), Ashley and Tina (Vitesse MkII) and Carl with a Dolomite. For Sale & Wanted must have been quite slack as it was over by the time we got there! Still, we did manage to buy a new, chrome petrol cap for our Spitfire 1500 later on in the evening, along with some more technical parts.

Tony gave an excellent talk on tyres. He told us about their construction, history and gave recommendations and alternatives for most of the Club cars. He must have fascinated the

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 Overdrive 66-74 £3.13
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 GT6 MKIII 70-73 POA
CHOKE CABLES £1.90
BRAKE CABLES
 Spit MKIII/IV 62-74 £1.40
 1500 74-80 £1.40
 GT6 66-73 £1.40
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 Spitfire 67 on £34.24
 IV 1500 72 on £79.67
 GT6 70-72 £25.64
 72-73 £28.98
BRAKE CALIPERS
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 GT6 70-72 £67.15
REAR WHEEL CYLINDERS
 Spitfire 67-70 £6.68
 IV 1500 70 on £77.77
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 Rear 67-74 £4.83
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 GT6 Front 66-74 £5.77
 £4.57 Rear 72-74 £5.77
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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
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 Rear Inner £7.31
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 GT6 66-74 Wheel Bearing Front £6.50
 66-68 Rear Outer £7.31
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 68-74 Rear £9.70

GT6 Spit Upper all Joints per pair £12.61
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 GT6 Spit All Models Prop UJ £3.27
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AREA NEWS

REVIEW

Worcester West...North Yorkshire...South Yorkshire

audience as a large percentage sat with empty glasses while he talked. We learned that there are seven different rubber compounds in a tyre and how to tell good ones from bad and what sort of tyre is suited to our own driving for safety.

The Christmas Meal (ages ago!) was proclaimed by one and all to have been a resounding success - thanks Ray and Vi (and The Talbot, Stourbridge). **Next meeting 8th February, Merry Hill pub.**

Chris & Sarah Whitley

Worcester West

A great start to the New Year: 30 members were present with everyone showing a keen interest in the suggested trips for 1988. So far we shall be having a day out at the Black Country Museum, a river boat shuffle, a weekend at Angley camping, another beach party at Breen Sands (this was very successful), WAC will be in September and, of course, our annual Fancy Dress Disco, all of which have dates to be arranged. There will be some lunchtime noggins as soon as the weather improves - any suggestions for venues would be welcome.

The quiz which was set by Bill and myself was won by Chris and the booby prize went to Rachel. For all of those who didn't know the, Area number for Worcs West is 60. If any members have any more ideas for forthcoming events, bring them to the next meeting which will be Feb 1st at The Anchor Inn, Kempsey, Worcs. on the A38.

Chris Chauvo

North Yorkshire

The January meeting saw an excellent turnout of 27 members and guests - it must have been the lure of Pete's prize. The result was a close one but congratulations go to John Kirkwood for winning the quiz with his clever tie-breaker - A Triumph owner's favourite pass-time is "Heralding in the New Year!". Well, if you could have done better, where were you?

We were pleased to welcome Will Shaw from Leeds and Tony Mayo from Malton - hope you're back on the road Tony!

Because of the vast Area which our section covers, it has been suggested that we try a second meeting in the month at a different site. After much discussion, it was decided that the meeting will be held on the third Tuesday of the month at Spacey Houses, Pannal near Harrogate from 8.30 pm. Plenty of regular members will be attending, so if it's closer to your home, why not go along to this new meeting on 16th February at the new venue. The next regular

meeting will be on the 3rd February at Deighton.

Judy Teesdale

South Yorks

As there has been no December Thursday meeting and no January Committee Meeting, there is little news to add to what appeared in the January Courier.

January's Sunday meeting was small but lively. Where were you. The February Thursday meeting will be at The Sitwell Arms, Whiston.

Colin Troise

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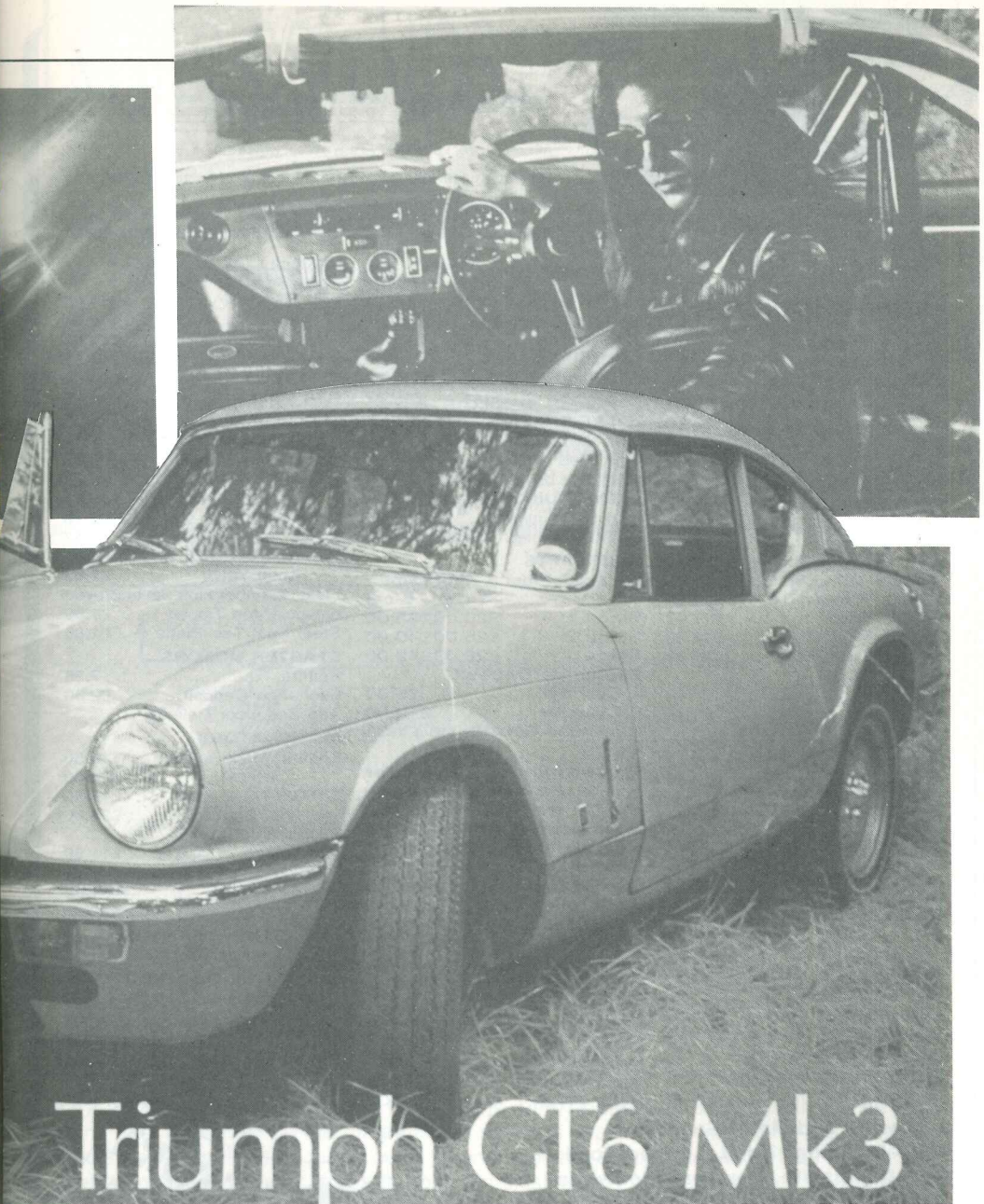
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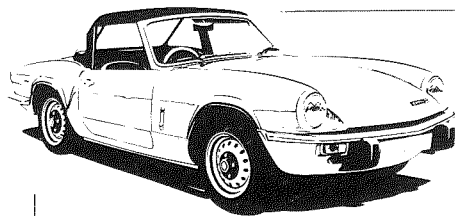


Triumph GT6 Mk3

AREA DIRECTORY • • • 1988

AREA	AREA ORGANISER(S)	TEL. NO.	VENUE	TOWN	MEETING DAY
01 ANGIA	Gary Morton	0739-27455	The Coach & Horses	TRUMPINGTON, CAMBS.	1st Thursday
02 AYON	John Lippell	0272-857594	Travellers Rest/The Talbot	PILTON / KENTONSHAM	1st Mon/3rd Wed
03 AYLESBURY VALE	N/A	N/A	The Cow Roast	BERKHAMPTSTEAD (A41)	1st Mon
04 BRIDGEND	John Lippell	0227-792462	Abbots Barton Hotel	CANTERBURY	1st Tue
05 BRIDGEND	Andrew Mason	0642-590798	Contract Area Organiser	LUDGATE LANE, M. BORO	2nd Tuesday - 8pm
06 CLEVEDON	David Buxton	0726-424083	The Lapple	HEATH VILLAGE	Last Wednesday
07 CONVENTRY	N/A	N/A	Standard Triumph Club	CLYST ST MARY / BUCKFASTLEIGH	Last Friday 7.45pm
08 DERBY JUNCTION 29	Geoff Fletcher	0602-726147	The Elm Tree	TILE HILL LANE, COVENTRY	1st Tuesday
09 DERWENT VALLEY	John Eade	0332-881094	The Railway	COWERS LANE, NR. SHOTTLIE	3rd Wednesday 7.30 pm
10 DORSET	N/A	N/A	London & Manchester Social Club/Dart Bridge Hotel	CLYST ST MARY / BUCKFASTLEIGH	2nd Sun / Last Sun 8pm
11 EAST BERKS	N/A	N/A	The Anlelope	SHERBORNE	Last Wednesday
12 ESSEX	Andrew Elliott	0734-412666	The Seven Stars	KNOWLE HILL, NR. MAIDENHEAD	2nd Tuesday 8pm
13 GLoucester / Hereford	David Bird	0245-441819	The White Bear	SELWICK, NR. ROSS	1st & 3rd Mon 8pm
14 HANTS & BERKS	Chris Childs	01-330-1389	The Fox Revived	PADWORTH COMMON	1st Sun. Lunch
15 HANTS & SURREY	N/A	N/A	The Loughpool	WHITWELL / HENLOW CAMP	2nd Tuesday 8pm
16 EAST SUSSEX	Dave Hearden	0256-464428	The Hatch/The Round Oak	BARTON UPON HUMBER	1st Tues/3rd Thurs 8pm
17 HERTS NORTH & SOUTH BEDS	Maxine Waits	0483-224350	The Royal Oak	PIREBRIGHT	1st Monday
18 HULL	Steve Bedford	0923-223549	Eagle & Child / Bird in Hand	WHITWELL / HENLOW CAMP	3rd Wed / 3rd Tues 8.30pm
19 IPSWICH	Sheridan Earl Russell	01-205 6397	The Coach & Horses	NEWGATE ST. VILLAGE	2nd Tuesday 8pm
20 EAST KENT	G. Curtis / D. Birmingham	0469-73074	Humber Bridge Hotel	BARTON UPON HUMBER	2nd Wed 7.30pm
21 WEST KENT	Clive Coddwell	0474-359974	The Crown	IPSWICH	1st & 3rd Wed 8.30pm
22 CLACKS EAST LONDON	Richard Francis	01-32-660039	The Woodlands Hotel	GRANDE AND A227	1st & 3rd Wednesday 8pm
23 MANCHESTER	John Thorpe	0535-28374	The Bath Hotel / Gate Hange Well	SHERBORNE	Last Thurs 8pm/2nd Sun lun
24 MERSEY	Paul Howarth	061-790-8981	The George	GLENGALL GROVE E14	2nd Thurs 9pm
25 MILLTON KEYNES	N/A	N/A	The Woodthorpe/Nag's Head	PRESTWICH/BOWDEN	2nd Thurs 8.30pm
26 NORFOLK	N/A	N/A	Ring O' Bells	FARNWORTH VILLAGE, WINDNES	3rd Wednesday
27 NORTHANTS	N/A	N/A	The Suffolk Punch	HELANDS, M. KENNES	3rd Wednesday
28 NORTH EAST	N/A	N/A	The Firs	CROMER RD., NORWICH	1st Mon 8.30pm
29 NORTH LONDON	Alan Window	0536-761329	The Slag's Head	MADWELL	3rd Wednesday 8pm
30 NORTH MIDLANDS	Graham Mountford	01-952 1755	The Rose & Crown	WINLATON	1st Monday 7.30pm
31 NORTHERN IRELAND	Alan Mosedale	0782-394301	Old Hall Tavern / Rising Sun	CHINGFORD / ARKLEY	2nd Mon / Last Mon 8.30pm
32 NOTTINGHAM	Paul Robinson	0232-621388	The Three Crows	STONE	1st Sun lun 12pm, 3rd Thur 8pm
33 OXFORD	David Manning	05097-4450	Glenavon Hotel	NEWTONABBEY	1st Sunday 2pm
34 PETERBOROUGH	John Cudmore	099-389555	The Dog & Duck	SHARPOLOW	2nd Wednesday
35 RIBBLE	Sharon Espin	0775-88335	The Grapes	VAXLEY / DING ST NICH.	2nd Wednesday 7.30pm
36 RUGBY	Peter O'Brien	0952-4417	Three Horseshoes / The Plough	KIRKHAM/WHITWELL	Alternate months 2nd Mon
37 SALISBURY	Bill Molland	0722-26649	The Black Horse/Hoghton Arms	CLAY COTTON/BUBBENHALL	2nd Mon 8pm/last Sun lun
38 SCOTLAND FORTH	Andrew Thomson	0592-772515	The Fox & Hounds/Three Horseshoes	WADON	1st Tues 8.30pm
39 SCOTLAND WEST	Marin Williamson	031-612816	The Golf Tavern	COPIAL	2nd Wednesday 7.30pm
40 SCOTLAND WEST	Alex Back	0224-582291	Farmile Inn	SEABRIDGE	2nd Sun 12.30pm
41 SOMERSET	John Malcolm	0224-582291	Palm Court Hotel	SEABRIDGE	2nd Mon 8pm
42 SURREY	John Warren	0278-26224	Eden Hotel	SEABRIDGE	2nd Monday, 8pm
43 SWINDON	Neil Wain	0278-26224	The Five Bells/Various	SEABRIDGE	Last Thurs 8pm
44 THAMES	Ivan Kirk	0273-674248	The White Hart	SEABRIDGE	1st Tues / 3rd Sunday 8.30pm
45 THAMES	Mark Bickerdike	0793-20948	The Coach & Horses	SEABRIDGE	1st Mon / 3rd Sunday lunch
46 TRENT	N/A	N/A	The New Inn	SEABRIDGE	1st Thurs 7.30pm/3rd Sun 12
47 WALES NORTH	Patrick Faleur	0244-316750	The Travellers Rest	SEABRIDGE	1st Thurs 8pm
48 WALES SOUTH EAST	Harry Kuehling	0222-752484	The Golden Lion	SEABRIDGE	1st Tues 8pm
49 WEST MIDDLESEX	Jonathan Longhurst	0202-433148	Wenlog Castle Hotel	SEABRIDGE	2nd Tues 8pm
50 WEST MIDLANDS	Bob Rowland	01-561 0671	The Skiffers	SEABRIDGE	2nd Tues 8pm
51 WOLVERHAMPTON	T & J Spicer	021-3539961	The Royal Oak	SEABRIDGE	2nd Tues 8pm
52 WORCESTER EAST	N/A	N/A	Moxhall Hall	SEABRIDGE	2nd Tues 8pm
53 WORCESTER WEST	N/A	N/A	The Merryhill	SEABRIDGE	2nd Tues 8pm
54 YORKS NORTH	Bill & Bev Dixon	0905-358781	Norton Grange Hotel	SEABRIDGE	2nd Tues 8pm
55 YORKS SOUTH	Peter Johnstone	0757-618787	The Anchor Inn	SEABRIDGE	2nd Tues 8pm
56 YORKS WEST	Colin Troise	0742-307584	White Swan Inn/Spacey Houses	SEABRIDGE	2nd Tues 8pm
57 YORKS WEST	N/A	N/A	Norfolk Arms / Stwell Arms	SEABRIDGE	2nd Tues 8pm
58 YORKS WEST	N/A	N/A	The White Bear	SEABRIDGE	2nd Tues 8pm

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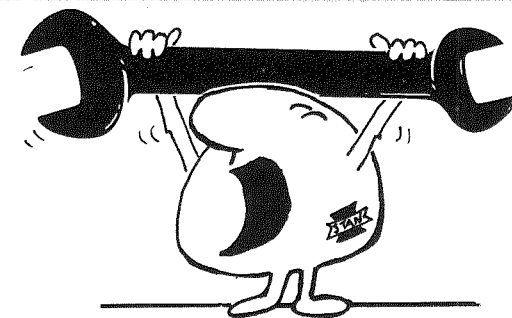
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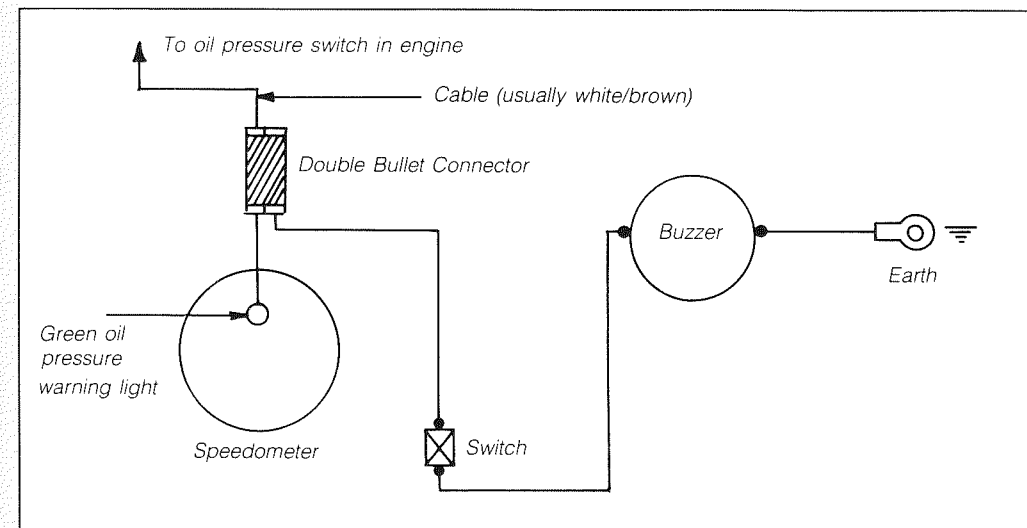


Audible Oil Pressure Warning:

John Dann of Craven Arms, Shropshire.

Shell lubrication engineers say that the optimum oil temperature can reach 120°C and, under these conditions where a 50% increase over the optimum value occurs, an oil cooler is a desirable addition.

If oil temperature and pressure gauges are fitted, together with the cooler and an in-line thermostat, twelve external connections in the oil system are necessary. Failure of any one of these connections at a pressure of 50/60 lbs p.s.i. would mean almost immediate total loss of engine lubricant which, if not noticed at once from the visual indications of oil pressure gauge or green warning light, would cause a complete engine break-up. These visual warning indicators can easily be missed when concentration is directed on driving and for peace of mind, a buzzer can be fitted as an audible warning.



A 12 V DC buzzer can be easily fitted (using 14/012 cable) in parallel with the oil pressure warning light as shown on the diagram and space is available for mounting the buzzer under the facia (with a bracket on to the outer steering column support panel). A lead from one of the buzzer terminals is taken to an earth point (an existing bolt onto the cleaned bare metal of the facia frame is suitable) and the other terminal joined with a Lucas double bullet connection, to the oil pressure switch cable (usually white/brown) leading to the green oil pressure warning light behind the speedometer. The buzzer will be activated by switching on the ignition and to cut out the sound of the buzzer at this stage, a switch control can be inserted into this cable and switched on after the oil pressure reaches normal.

Such an alarm buzzer would not conflict with the audible warning reminder to switch off the lights as suggested by K L Martin in his article in 'The Courier', no. 89.

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The cover will be secure as would any loose articles that might blow away from under the cover if it were lifted when travelling at speed. Items blown away would be difficult to recover on normal roads but if on the motorway, recovery would obviously be too dangerous to attempt.

THE KNOCK

By Robert Stevens - Birmingham

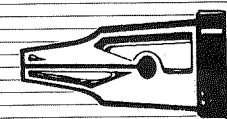
Yes, I know this is one more tale of a Herald knock. But this one is *different* if only that it defied detection for two years.

1. **ENTER THE KNOCK:** Faint, regular and particularly audible on slowing down.
 2. **CHANGE BOTH DRIVESHAFT UNIVERSAL JOINTS:** Still knocking!
 3. **CHANGE BOTH PROPSHAFT UJs:** Still knocking only *louder*.
 4. **UNBOLT YOKE AND REFIT 180° ROUND:** Knock now back to "normal".
 5. **WIFE SUGGESTS "TAKE TO GARAGE":** Garage diagnoses left rear wheel bearing worn. Changes same and relieves me of £42. Unfortunately, they say, they have to charge me because they have done the work. The knock? "Oh yes, I am afraid it is still there sir".
 6. **BACK TO THE REAL WORLD — CHANGE DIFF:** Still knocking.
 7. **READ ARTICLE IN TSSC MAG. IT'S THE TRUNNIONS! CHANGE THE REAR TRUNNIONS BOTH SIDES!** Still knocking.
- By the way, I have forgotten to mention that before changing any item *each* UJ was checked for play.
8. **CHANGE OFF—SIDE REAR DRIVESHAFT, COMPLETE WITH HUB AND BACKPLATE:** Resign self to live with knock until something falls off.
- Put up with knock for further eight months. Debate throwing chassis away and remounting body on spare rolling chassis. Contemplate suicide. **Still knocking!** slightly louder now. My God, so it should be after nearly 10,000 miles!
9. **REXAMINE DRIVESHAFT JOINTS:** Still no detectable wear, or is there? Wait a minute, what's this? The cups on either side of one leg of the spider appear to be revolving below the circlips in the yoke.
 10. **REMOVE DRIVESHAFT ASSEMBLY:** Which, by now, is like Maccano with polished threads on both. Wash off with petrol and YES, THEY REVOLVE! Can this really be IT? Renew yoke, UJ and reassemble. Road test for millionth time. NO KNOCK.
 11. **IT'S 2,000 MILES NOW AND I CAN'T STAND THE TENSION MUCH LONGER. WHERE THE HELL IS THAT KNOCK?**

SUMMARY:

A worn yoke allowed minimal movement between UJ cup and yoke. Don't be fooled by the fact that the spider has been pressed in. It still had to be pressed out!

Pen to paper



WHAT POWER!

I note with interest Nick Lord's article on Spitfire engine power and see that he has quoted the usual fallacy: **Spitfire IVs do not necessarily have lower power outputs than MkIIIs.**

The initial series of MkIV (up to engine 25,000) produced exactly the same power as the MkIII, as they retained the MkIII camshaft, valves, compression ratios etc. The only difference is the bigger journal crank. The apparent difference of 7 BHP comes from the change to measuring BHP in DIN (the German standards).

After engine 25,000, the camshaft was changed to one which had the same valve timing as the 13/60 Herald; the carbs were changed to emission controlled and the valve springs were doubled (even these modifications only result in a power loss of approximately 3 BHP). Contrary to popular opinion, the compression ratio does not normally drop from 9.0:1 to 8.5:1.

Any of the 1300/1500 cylinder heads can be checked for compression ratio with a micrometer because the heads were originally made from the same castings but planed down further to give the higher compression ratios. Simply measure the distance between the cylinder head gasket face and the rocker cover face, and compare with the table below.

Distance	Compression Ratio	
2.960	9.0:1	} 1300cc
2.995	8.5:1	
3.010	8.5:1	1500cc

Incidentally, many of the MkIVs have vastly superior cylinder heads to MkIIIs because of the valve sizes, some of the inlets being $\frac{1}{8}$ " bigger than the earlier cars.

So cheer up all you MkIV owners, all is not as bad as Mr Lord would have you believe. I hope this sets the record straight.

Kevin Atkinson - Cheadle, Cheshire

WARNING LIGHTS

I was very pleased to see that Trevor Colett (December Courier) has also found a lights-on warning device useful. In terms of both cash savings and avoiding inconvenience, I always feel that one is as essential as any of the other warning indicators or lights that are fitted as standard to club cars.

Can I emphasize that doing it my way leads to no alarm sounding, either when passengers leave or when the interior light is switched on. It functions only when the lights are left on and the driver's door is opened - and at no other times. It is possible to complicate the design as in Trevor Colett's letter so that the device will also only function when the ignition is off. You can then allow passengers to leave from the driver's door without the alarm functioning by leaving the ignition switched on, but this leads to three problems: (1) if the ignition only is switched on, you will damage the coil; (2) if the engine is switched on and you do this on a public road, you are breaking the law; (3) the whole package becomes more difficult to build and expensive.

My modular design in November's Courier can be used in cars in other applications than just a lights-on warning device. Owners of Spitfire 1500's will know that one piece of Leylandizing of the Spitfire was to couple the oil pressure and brake failure warning lights in such a way that you can't see the oil pressure light glowing during daylight. Editor of The Courier permitting, I hope to produce a follow-up article in a few months on how to fit the module on the oil warning light so that if you are unlucky enough to lose oil pressure at any time, an alarm buzzer immediately sounds.

Kevin Martin - Meppershall, Beds.

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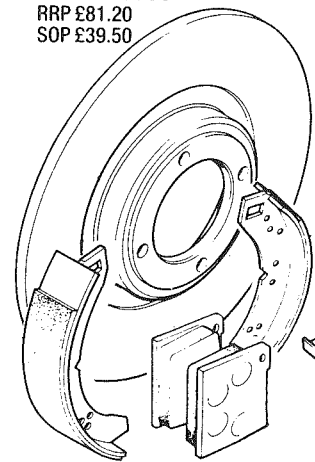
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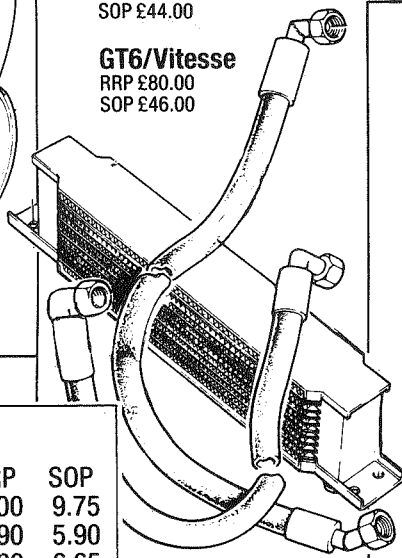


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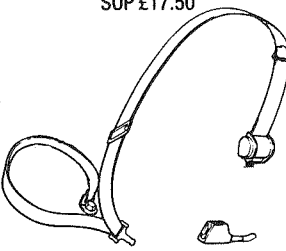
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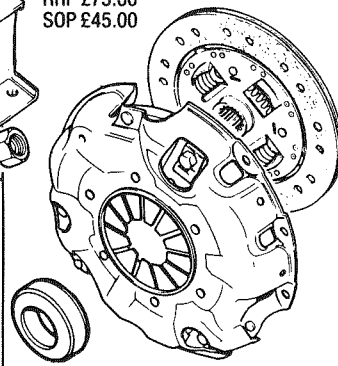
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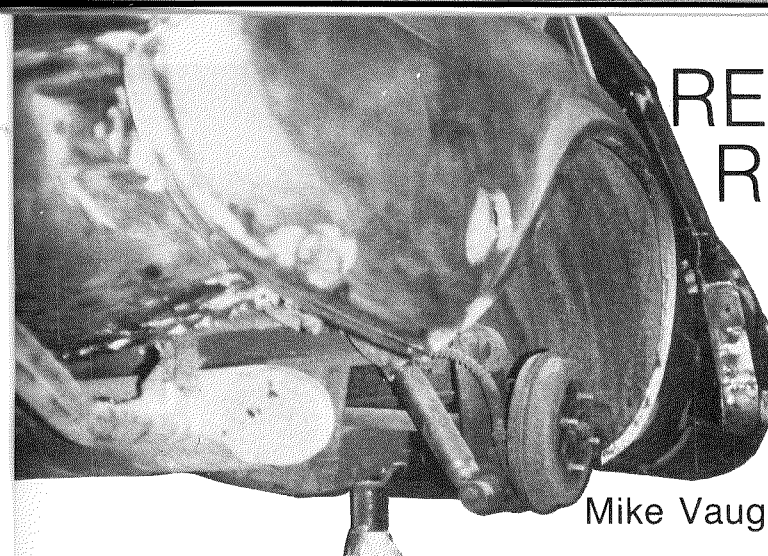
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RE-UNITED RENOVAT ED AND RECON DITION ED

Mike Vaughan, Birmingham

I had to smile as my

Spitfire 1500 did a very passable impression of Skippy, as it kangarooed across the car park in the hands of its new owner. It reminded me of the day I bought the car (from new) back in October, 1981. I had also found that the feel of the clutch was somewhat different from the average, box-on-four-wheels saloon. Apart from that wry smile though, I have to admit feeling a certain sense of loss as the gleaming, white Spitfire bounced out of sight. It had given me four years of excellent, open-topped, fun motoring. Not as long as many of you will have lovingly cherished your club cars, no doubt, but long enough to have formed a definite attachment.

So why sell? Well, I was about to leave the country to work in New Zealand for a year. I considered other arrangements but regrettably it seemed the best thing to do. But in case you are becoming depressed and emotional at this stage of my tale - fear not! there is a happy ending. I returned to the UK at the beginning of the year and bought the car back again!

Fortunately, it was not hard to track down as I'd sold it to my boss! The car looked well, shall we say, it needed some attention to it's important little places. I'm sure (says he, hopefully!) she wouldn't mind me saying that! The AA Inspection bloke described my beloved Spitfire as 'sound but tatty'. Something had to be done about that, for sure!

With the help of my pal, Mark Pettitt (of R & D Motors, Northfield, Birmingham), I treated the Spitfire to a reconditioned gearbox, replaced the rear shocks and fitted a stainless steel exhaust (supplied by Rimmer Bros., Lincoln). I've also had a Serck Oil Cooler and Kenlowe Fan fitted (both TSSC offers, folks!) and moved the front number plate down in order to allow much increased airflow throughout the radiator grill. It's difficult to assess the relative merits of oil cooler, Kenlowe fan and moving the number plate - I'm just delighted in the net result! Moving the plate costs nothing, of course, so I would echo other Spitfire 1500 owners who have written to The Courier about the benefits of this small alteration.

Having got the major mechanical jobs done, it was high time to improve that 'sound but tatty' image. After gathering numerous quotations and with my ears singing with

different claims for the best etching primers, stone-chip treatments, anti-rust chemical paints etc., I finally decided to give the job to Major Bodies of Alcester Street, Birmingham. They took some rather nice pictures of the various processes involved in rectifying all rusting or damaged bodywork, including the floor and bulkhead, prior to treating, priming and respraying.

I thought that it would be good to share these pictures with other Club members, together with a brief description of each stage of the job - you never know when you may want to give your pride and joy a little extra sparkle! I'm not suggesting that this is in any way a definitive example of how car bodywork should be carried out, far be it from me! I can only say that I was impressed by the thoroughness of the work and delighted by the end result. So, enter one 'sound but tatty' Spitfire into the Major Bodies workshop!

Stage One:

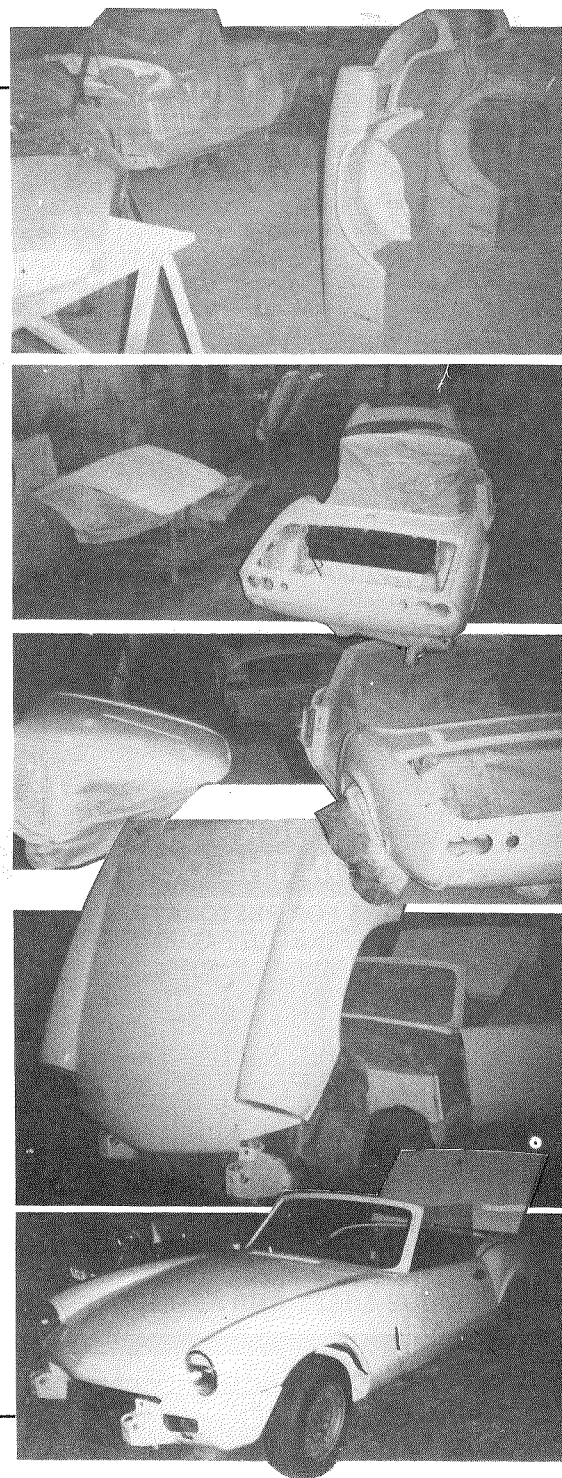
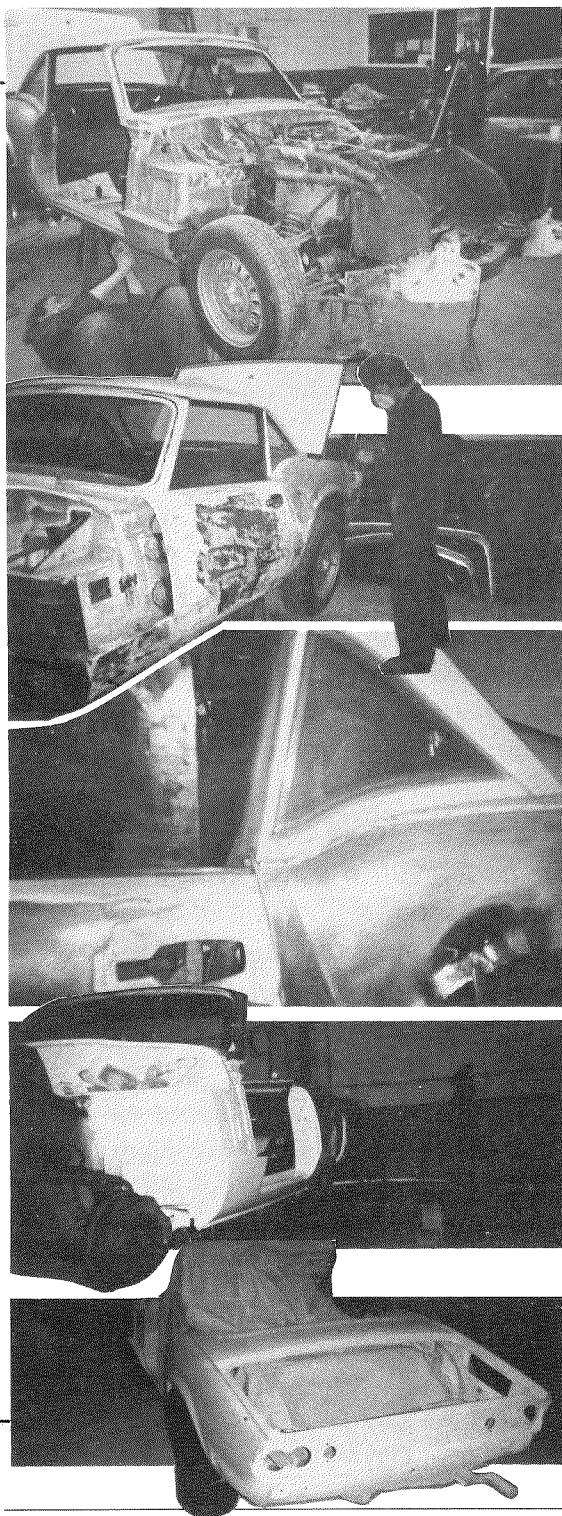
Off came the doors, bumpers, bonnet, wheels etc. The bulkhead was stripped of all parts. The car was then stripped down to bare metal and repairs, shot-blasting etc. carried out. This included lead-loading, a rear quarter-panel and welding small cracks in the floor at the site of the seat bolts.

Stage Two:

The next job was to give a Hamerite covering to the bottom half of the car and the door shuts.

Stage Three:

The whole car was then etch-primed. Apparently, the etch-primer 'eats' into the metal to give an excellent anti-rust cover.



Stage Four

The bottom half of the car was then give a covering of special, resilient, anti-stone chip paint. This means that only the top coats should be displaced by any stone chips, rather than any bare metal being exposed, which can lead to rusting.

Stage Five:

Now it starts to look like it's old self again! The car is given it's covering of two-pack primer.

Stage Six:

Next comes the painting of the car so that the panels can be fitted, i.e. the bonnet, boot lid, doors etc.

Stage Seven:

I couldn't believe the number of stages that had to be gone through! By now I was bursting to get the car on the road again! Stage seven consisted of flattening the car in preparation for the top coats.

Stage Eight:

With the painting completed, it was time to finish off with the fitting of all parts, trimming etc.

So there you go! The whole job took around twelve weeks to complete. I'd agreed with Roy and Lewis at Major Bodies that I would leave the car with them for this period of time if they would keep the cost down! I reckon I got good value at £850. I supplied a new bonnet and quarter valances and re-couped some of the cost from Andy at Midland Spitfires who swooped in for my old bonnet. I've still got the quarter valances if anyone is interested. The car was, of course, liberally Waxoyled and they also blacked visible parts of the chassis to tidy things up nicely. I suspect that many of

SPITFIRES (U.K.)

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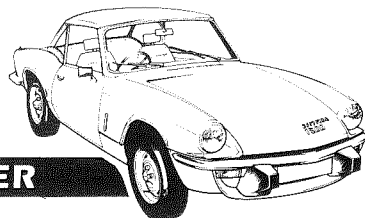
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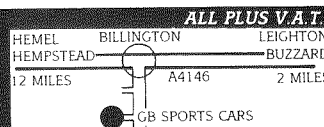
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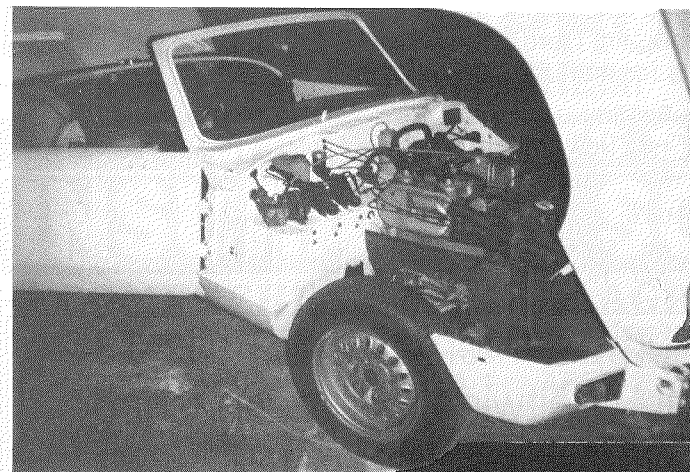
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the details which were attended to would have been beyond the call of duty for most body shops.

If you are about to embark upon a similar mission, I would strongly advise you to replace any trim, headlight bezels etc. that are less than pristine. They might look okay on your car when you take it in, but anything slightly tatty will detract from the finished article. It means a fair amount of chasing around but I got everything I needed in the end apart from an engine Valance (which Major Bodies made up for me). These are now available at Midland Spitfires, by the way. Other dealers who helped me out with 'fixtures and fittings' were Cambridge Triumph Spares, Jim Hawkins Trimming, Spitbits Ltd. and John Kippings (many thanks to Loony Pillock and her assistant Little Pillock at Kippings!). You'll find all their phone numbers in The Courier, which has proved invaluable this year! Let's hear it for The Courier, folks!



I haven't forgotten that I promised a happy ending. Apart from returning my Spitfire to its former glory, I'm returning to the beautiful land of New Zealand in January 1988. You should see the views with the hood dropped and the sun shining. Only this time, I'm taking my Spitfire with me! And I've a feeling that it'll be with me now wherever I may go!

The TSSC were proud to participate, once again, in this most important event in the Triumph calendar. True to the late John Davy's ideal of maintaining links between all the Standard and Triumph car clubs in the UK and USA, the event was primarily successful in the unique atmosphere of camaraderie it always generates when all the clubs get together and talk the same language.

The biggest change in the make-up of the event this year, was the expansion of the Triumph 2000 Owners Club, this fine model now with more enthusiastic members in its' club than ever before.

All the other clubs had much to display of interest to every true Standard-Triumph enthusiast. A big thank you is due to Dennis and Vicky Benson, who put so much effort into organising the TSSC stand so capably, the day after having driven back up from the TSSC meet at Killiow Park, nr. Truro, an exhausting schedule, believe me!

On to the concours results for the TSSC:

Herald:

1st OHR 309M - Jim Carter
2nd MJU 51F - Dave Cox

Spitfire:

1st UCK 420 - P. Newnham
2nd HOH 306D - ?

STIR Choice:

KOV 577F Spitfire MkIII - Bill and Bev Dixon

Vitesse:

1st VHV 814G - Sid Jensen
2nd TPL 50F - Tony Gomez

GT6:

1st MYA 29L - Phil Hartley
2nd RLA 295L - ? Rotherham

Standard Triumph International Rally 12
Hanbury Hall, Droitwich, Worcestershire
Sunday 20th September 1987
Reported by Leon F Guyot



Surprise of the event was the two matching black and white Herald coupes that turned up from different directions and parked beside each other, only to find that they had consecutive chassis numbers - their first meeting since leaving Standard-Triumph some 27 years earlier!

So, now you know what you missed, make sure you try to get to STIR 13 in America 1988 or if your budget won't stretch that far, STIR 14 in 1989, somewhere in Europe.



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We run the risk of deluding ourselves badly. The Triumph range of small saloons and sports cars were never anything more than solid, honest little cars with reasonable performance for their time. The temptation to call these cars 'classics' (in my view) should be resisted to avoid being pretentious, being laughed at by 'real' classic car clubs and debasing the meaning of the word (compare with the use of the word 'executive').

We are egged on by the 'Classic' magazines with their natural interest in selling copies to as many people as possible; which widens the scope of the word 'classic' to such as Imps, Metropolitans and MkII Cortinas. We may sneer at the proud owner of a Marina Coupe: yet who is to know what the owner of a 4½ litre Bentley, a DB5 Aston Martin or a Testarossa Ferrari thinks of our little cars?

THE 'CLASSICS': A CRY AGAINST PRETENSION

'Classic: of the first class, of allowed excellence ' (COD)

Jeremy White - Shillington, Beds

If we widen the strict meaning of 'classic' to cover the motoring field, does it not imply:

- a high quality of construction or engineering skill (not necessarily automatically together, as any owner of a rusty Ferrari will eventually admit)? Do vehicles with cast-iron, OHV four-cylinder engines and suspension systems designed with economy foremost fit that bill?
- some historical significance for vehicles engineering? I would put the Mini high up there, with the Morris Minor, the Beetle, the Land-Rover and the MkI Cortina as post-war setters of new directions in vehicle engineering or social trends.
- a quantity of production, perhaps: often tied to the above.
- performance. Contemporaries were the E-Type Jaguar, the Lotus Elan, Triumph's lovely grown-up sports cars and latterly, the XR3 and all its spawn. Ugh! We can't claim a lot there, unless one wants to glory in a higher top speed than the Morris Minor-engined Midget, which went better round corners anyway.
- looks. Ah, now I think there is something there. Spitfires were arguably the prettiest small sports cars and their curves still cock a deserved snook at today's wind-tunnel designed anonymobiles (which of course use a lot less petrol, go faster and better round corners, etc. as a result).

Society at the moment revels in elevating the mediocre: so we have shops selling old mass-produced furniture as 'antiques'; no film or book, car or hairspray can be introduced as less than 'spectacular'; no revelation in the sadder press is less than 'astonishing'. So too, any product over a few years old becomes the object of instant nostalgia and probably, elevation to classic status. Old age is not, however, synonymous with quality

As well as our much-loved '76 1500 Spitfire (96,000+ miles), we have a '57 AJS 350 motorcycle and a '75 Rover 3500S (2000 shape, 140,000+ miles). Do any TSSC members regard these obsolete engineering products as classics? Their respective owners' clubs do!

"Who's side is he on, anyway?"

Why the Triumphs are good, without being classics:

- ★ They are fun. ★ They are simple.
- ★ They are tough.
- They are pretty (except for Vitesse which are lovely in a chunky way).
- ★ They are cheap (but note how once a vehicle is a 'classic', people can charge silly prices).
- ★ They are, in today's traffic, different and therefore individual in a way than no amount of special option unmatchable paint, transfers and colour-coded seat piping can make your Astra (so, however, are Beetles and 2CV's).

These six reasons are why the Club exists, and they are reasons enough. Let's not make ourselves look silly by pretending that we represent anything more in motoring history. It always strikes me that the people who write so vividly of their travels to interesting places in their TSSC cars (or even not) have got it right: and those who spend hours painting their differential housings to show with the aid of a mirror, haven't. The cars are for using. They aren't rarities or motoring milestones and they don't do the essential job (transporting people) as well as any modern, efficient, safe, ABS-braked, computer-controlled small Ford (I agree, I wouldn't be seen dead driving one either). Mind you, I do wonder what the people who put away their Triumphs for the winter drive in their place

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SPECIALS REGISTER

MOSS

Trevor Collett

Hello, I'm Trevor Collett, your other joint Specials Register Secretary. I hope over the following months, with the help of Dennis Graves, to bring you a few interesting and informative words on the drivers group of cars known to us as Herald-based Specials.

Before I get into Register business (sounds a bit formal) just a few words of my own motoring background. Don't stop reading - I'll keep it brief. I bought my first car, a Herald 1200 estate, in 1978 and since then I have covered 55,000 miles virtually trouble-free - sounds corny but it's true. Most of the mechanical parts have been changed over the years, but I have always managed to catch them before ultimate failure. With the notable exception of the front suspension uprights, both of which have sheared just above the trunnion at different times over the past year. Luckily both times we were close to home and a roadside swap saw the car mobile again. I am not a metallurgist but I could find no reason for their failure, perhaps 100,000 miles is the limit for these components.

This car is still in regular use, lately with 1296 cc under its bonnet. The body is showing signs of its 20 years plus but as we all know, especially we kit-car builders, the Herald body is purely cosmetic (and it helps to keep the pilot dry, most of the time).



That leads me nicely to my Moss (I am enjoying talking about my cars, I hope you're not too bored). Some years ago I saw a picture of an old-fashioned sports car purporting to be built from a Triumph Herald. I thought the car looked good but assumed it must have been built back in the sixties in a factory somewhere. A while later I found out that this car was the RMB Gentry, that is was still available and it could, supposedly, be built by your average DIY mechanic. I sent for details and liked what I saw, but I thought I should check out some competition, so I wrote to Moss Motors in Sheffield.

Building a kit-car appealed to me for several reasons: 1) I'd get the chance to take a Herald to bits and find out how they work, 2) I could bolt the bits back together without worrying about the rusty body, not being a welder and 3) I'd end up with a car that was a bit different and might turn the odd head (pose, pose).

Although I slightly preferred the looks of the Gentry, I plumped for the Moss Malvern because of its 2+2 body (I've never fitted the rear seat but there's more room for my briefcase) and I got the impression that it would be easier and cheaper to build. From my experience of Moss and

from what I've heard about Gentrys, I think it was probably right on the last point. Perhaps the relative "buildability" of various kits is something some of you have more knowledge about; let me know so I can pass on your opinions for the benefit of prospective kit builders.

Another aspect where the pooled experience of those who have done it already might be useful to those who haven't is the built time. It is very difficult to get a realistic idea of this before you start; manufacturers' blurb "a few weekends!", to man loaded down with concours awards "three and a half years mate!". There are obviously a lot of variables so it is perhaps not surprising to see a large range of times. In my case the pertinent dates are; collection of kit from Moss January 7th 1984, car MOT'd July 20th 1984. This isn't the full story, though, as I started to dismantle the donor Herald sometime in the Autumn of 1983 and it's not really finished yet! So, let's have a brief timetable from other builders and maybe we can work some sort of average build time for the different kits.

My Moss was not intended to be a show car and since July 1984 it has been used constantly, covering 23,000 miles to date. I have been very pleased with it but there are one or two things I would have done differently and in the future I'll give you more details of the build and the car which might be of some help in your kit-car project.

I have the Vehicle Register Forms of the current and past Special owners in the Club passed on from Dave Bayliss and am sorting through them. From the forms it seems we have about 150 Special owners currently members but I suspect there may be more and somehow their forms haven't reached me - I have not, for example, got one for my co-Secretary Dennis Graves. When I have things more organised, I will let you have a breakdown of the different kits and Specials we have on our books. At first glance there certainly are some interesting cars; cars which I and other members would be very interested to read about, so send me your story. Be warned, if I don't get any response soon, I will be picking on individuals individually!! so get your biros out now.

Finally, if anyone has tried to phone me, for whatever reason, give me a call on 0372-376661. P.S. I have just learnt of the second Sports and Kit Car Show at Bingley Hall, near Stafford on Saturday and Sunday 12th and 13th March. We may have an official Club stand. Please will anyone who is likely to attend this event contact me or Alan Mosedale, the Area Organiser for North Midlands and the man on the spot.

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Triumph Herald convertible 1966 1200cc: MOT til Feb, v.g. engine, runs beautifully, needs door, hood, respray. £500. Contact: Sarah, tel: Surrey (01) 330 6622 day or (01) 337 7262 - non-member.

Vitesse MkII, 1968: in Wedgewood Blue. Rotoflex suspension. 48,000 miles. Sunroof. In good cond. £950. Contact: Dinsdale, tel: Norwich (0603) 748525 - non-member.

Triumph herald 1962: sound condition, full MOT, 73,000 miles, reg. NTS 810 worth £500. Offers over £800. Contact: Brian, tel: Wylam 3566 - non-member.

Triumph GT6 MkIII 1973: red, O/D, superb cond. MOT. New diff, complete rear end suspension rebuild plus full 9 coat respray 6 months ago. Alloy wheels. Beautiful car. House purchase forces v. reluctant sale. £1750 o.n.o. Contact: Mr Nalborczyk, tel: Cheltenham (0242) 513578 - 87/18955.

Triumph Herald estate 1972: MOT March, 4 new tyres, new clutch, possible collectors item. Offers. Contact: Anthony, tel: Letchworth 685900 - non-member.

Herald 12/50 1967: white, red interior, sunroof. Needs some welding, engine work. Contact: Rollason, tel: Stratford (0789) 205566 - 87/17748.

Spitfire MkIV 1973: hard and soft tops. Many new parts. £850 o.n.o. 5 months Tax and MOT. Contact: David, tel: Cambridge 316486.

Herald 13/60: good cond. MOT failure on front suspension. Will consider breaking. Has v.g.c. MkIII Spitfire engine and g/box and full length sunroof. £200 o.n.o. Contact: Barrett, tel: Kent (0634) 361003 - 87/18889.

GT6 MkII + 2 1971: red, O/D, 10 months MOT. Many new parts. TSSC valuation £2,100. £1,650 o.n.o. Contact: David for further details, tel: Swindon (0793) 828555 - 86/15876.

Triumph Spitfire MkIII: white, needs respray, interior and hood, also some work for MOT. Solid, no rot, v.g. engine, chassis, brakes. Wire wheels, tonneau. Just needs little time and money. £295. Contact: David, tel: B'ham (021) 445 2529 - 87/18093.

Vitesse MkI saloon 1968: Valencia Blue, good cond. Hamerited, Waxoyled, solid chassis. Taxed. MOT. Good runner. £550. Contact: Barbara, tel: N4 (01) 802 0491 eves only - 87/18785.

Herald 1200 convertible: much money spent, excellent mechanics. £600. Contact: Philip, tel: Herts (058283) 2304 - 85/10097.

Vitesse style Herald economy: 1600 Vit saloon with 13/60 power. Excellent, original cond. Immaculate interior, rebuild suspension/steering. Includes parts (some new) to restore to '6' spec. Price negotiable. Contact: Richard for further details, tel: Bristol (0272) 422180 - 81/2266.

1969 GT6 MkII: bodywork excellent. Needs some mechanical work. Has been stored for over 10 years. Offers. Contact: Tony, tel: B'ham (021) 783 2552 after 7pm.

Vitesse 2L MkII with O/D: good cond., resprayed original colour, re-built g/box, new tyres, excellent runner, long MOT and Tax. Genuine reason for sale, offers over £1,200. Contact: Steve, tel: Warley (021) 422 5964 after 6pm or weekends - non-member.

Herald 13/60 for sale: F reg., good runner. Needs attn. Ideal for restoration or spares. £100 o.n.o. Contact: Edwards, tel: Brighton (0273) 680553 - non-member.

Convertible Vitesse 2L: O/D, roll bar, MOT. £600. Contact: Tim, tel: (01) 888 3275 day or Edmonton (01) 803 0723 eves - 84/8903.

Spitfire 1300 J reg MkIV: red with GT6 bonnet. Hard and soft tops. MOT. Body immaculate. Recently o/hauled. Interior needs slight attention. £1,350 o.n.o. Contact: Stevenson, tel: Stevenage (0438) 358737 - non-member.

1500 Spitfire V reg: red, genuine 52,000 miles, 2 owners, full history, O/D, H/S tops, rust proof. Excellent cond. £2,600. Contact: Hewitt, tel: Gosport (0705) 584438 - 83/5673.

Spitfire MkII: twin exhaust, new rear spring and shox, new rad, J/A roll over bar. Lots of chrome, all new. Looks original. Saffron. Tax just run out. MOT due. £750 o.n.o. inc. spares, soft top. Contact: Keith, tel: Peterborough (0733) 234794 - 85/12698.

GT6 MkIII: 10 months MOT, recon. g/box, new exhaust, 2 new tyres, new sills, floor pans. Good body, needs new carpet to finish. £895, part exchange considered. Contact: Paul, tel: Coventry (0203) 616952.

Herald 13/60 convertible 1970: J, 73,000 miles, 3rd owner, full history,

excellent runner (Berlin last summer!). No MOT as much rust. Needs to be rebuilt but I have no time. £250 o.n.o. to a caring home. Contact: Ted, tel: SE27 (01) 670 5683 - 87/19638.

GT6 MkIII 1973: O/D, M reg., red, 52,000 miles, Taxed Aug, MOT Oct 88. Regularly used but now needs enthusiasts restorative attention. Tel: Devoran, Cornwall (0872) 865982 eves - 87/6884.

Herald 1200 saloon 1962: Reg. TFX 681, MOT until Feb 88, good bodywork and interior, engine needs attn. £200. Contact: Mr R J Wall, tel: Swindon (0793) 722630 - non-member.

Spitfire 1500 S reg: 78,000, yellow, structurally sound, regularly Waxoyled, 1 yrs. MOT, paintwork in need of some attn. and noisy rear axle, hence £850 o.n.o. Contact: David, tel: Kettering (0536) 523535 w/ends or w/day eves after 7.30 - 84/8796.

Triumph Vitesse 1600 1965: white, taxed and MOT. Good cond. £700 o.n.o. Tel: Oxford 721525 after 7pm - non-member.

1500 Spitfire S reg: rebuild 3½ years ago incl. new hot dip galvanised chassis, s/top, new brakes (copper/nickle pipes), shell stripped, painted, Waxoyled etc., etc. Recent engine. Superb condition. £1399. Contact: Powell, tel: Telford 42781 - 86/13699.

Triumph Herald 1200, C reg: genuine 47,000 miles, 2 lady owners, one gentleman owner from new. Service history. Nice cond. Short MOT. Taxed 6 months. £350 o.n.o. Contact: Kingdon, tel: Tasmine (0424) 439248 - 87/18615.

1969 Herald 13/60 estate: Midnight Blue, 42,000 miles and only two careful owners. Utterly reliable. £650 o.n.o. Tel: Rickmansworth (0923) 773477.

Spitfire MkIV M Reg: yellow both body and 1500cc engine in v.g.c. Taxed and MOT, hard/soft tops. Excellent all round sports car. £1495. Contact: Simon Hemingway, tel: Leeds 582680 - 87/20159.

Spitfire 1500 1980: V reg., v.g.c., 6 months T&T, blue H/S/tops, history, 60,000 miles, roll bar, spax shocks, radio etc. £2075 o.n.o. Contact: Nigel, tel: Leamington (0926) 882673 - 87/18521.

Spitfire 1971 semi-finished project: had body off, now needs sills, wings etc. fitted. Got most parts. Business for sale

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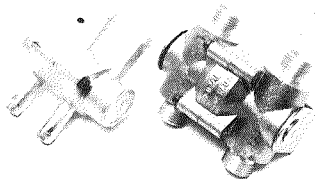
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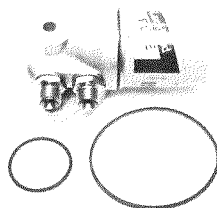
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sale. Come and give me an offer. Has recon. engine, g/box etc. S/S exhaust. Contact: Oakley, tel: E. Sussex (0435) 882331 - 85/10895.

Herald 1200 1962: Complete car for restoration or spares. No MOT, 4 good tyres, offers. Contact: D R Darby, tel: Yatton (0934) 838537 - non-member.

1970 Triumph Herald 13/60: excellent condition throughout. Reconditioned engine, g/box, respray. £1100 o.n.o. **Also Herald 12/50** for restoration. £100. Many other spares including chassis with reg. document. Contact: Bergot, tel: Crawley (0923) 882361 - 85/12957.

Herald 1200 coupe 1963: good interior and mechanics. £400. Contact: Tom, tel: Caterham (0883) 852482 - 85/10560.

Spitfire MkIV 1300cc: Green, tuned, O/D, MOT, Tax, v.g.c. throughout. Offers. Tel: Horsham (0403) 50679 eves - 83/6056.

Vitesse MkII saloon 1970: Signal Red, £1600 spent on complete renovation. Every body panel brand new. Been on road 2 years. TSSC value £2500. Will accept £1650. Contact: Steve, tel: Derby (0332) 679583 - 85/10095.

13/60 estate: G reg, white with sunroof, Taxed and MOT'd, new clutch, engine sound, bodywork needs slight attention. £375. Contact: Paul, tel: Honiton (0404) 3634 - 87/20083.

1964 Triumph Herald: MOT failure, suitable for spares. Offers. Contact: Keeling, tel: Kettering 726504 - non-member.

Triumph Herald 948cc saloon 1960: sound condition but requires minor attn. Original engine, recon 30,000 miles, excellent cond. MOT Oct '88. Suitable restoration project. Triumph 'Globe' hub caps, many separate. £300 o.n.o. Contact: Field, tel: Bristol 394031 - non-member.

Sept 1963 Triumph Vitesse saloon 1600cc: colour green/Cacti. V.g.c. Offers. Owner deceased. Contact: Mrs Bewes, tel: Devon (03955) 4988 office hours - non-member.

GT6 MkIII: Magenta, O/D, good running order, tidy body. £700 o.n.o. Contact: Gibbons, tel: Hunton, Suffolk (044086) 321 - non-member.

Convertible Herald: blue, J reg, 78,000 miles, 2 lady owners. Needs 2 UJs, a little welding and tender loving care. Offers. Tel: Wargrave, Reading (073522) 2614 - non-member.

Triumph GT6 MkIII 1973 O/D: Dark Blue, Sundym glass, MOT Dec 88, 46,000 miles only. Immaculate, one owner from new. £3800. Contact: Alexander, tel: Guisborough (0287) 32231 - 87/18116.

Herald 1200 1960 saloon: 32,000 original miles. Excellent cond. throughout. Best Herald winner North Yorks Concours before restoration for originality alone! Spitty rebuild forces sale. Signal Red/white. £850 o.n.o. Contact: Phil, tel: Lancs (0257) 483431 eves - 87/17621.

Herald 12/50 1967: basically sound. No Tax or MOT. Suit easy restoration. Reluctant sale. Best offer secures. Contact: Steve, tel: Stoke on Trent (0782) 312011 - 87/18089.

TR6 PI 1972: French Blue, black interior, chrome wires, O/D, T&T, full professional rebuild. Truly outstanding cond. throughout. £4,900. Contact: Lawrence, tel: Maidstone (0622) 43860 - 87/19606.

Herald 1200 saloon: with 13/60 engine fitted, new exhaust, new outriggers, new UJs, lots of work done, plus bills, long MOT, good cond. £450. Contact: John, tel: SW15 (01) 789 2421 - 85/10947.

Vitesse MkII 2L: O/D, convertible, 1970, dark blue. One lady owner from new. Garaged most winters hence 47,000 miles. V.g.c. Tax, MOT until August. £2,500. Tel: Frensham (025125) 3727 or Hindhead 5512 - non-member.

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SPITFIRE MkII/I & III rear panels (each)	£19.95 + VAT	3.00

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Herald 12/50 1966: nearly new Dunlops, new carpets, 1296 with twin SUs, 20,000 miles since recon. Toledo all synchro g/box. Suit restoration, minor work for MOT. Present owner six years. Space required. £135 o.n.o. Contact: Newell, tel: Pontypool (04955) 58257 - 85/11502.

Herald 13/60 convertible: reg. XYO 732H. MOT Sept 88. Recon. engine 27,000 miles. Good hood, tyres etc. New bonnet, paintwork needs attn. £900. Contact: Dennis, tel: W. Mids. (0527) 77059 - 85/9801.

GT6 MkII 1972 O/D: Tax and MOT, numerous new parts over recent years. Bodywork tatty, hence £600. Contact: Steve, tel: Southampton (0703) 449676 - 87/17934.

Vitesse MkII convertible: MOT, abandoned project, 500 miles since complete engine o/haul. Lumenition, new O/D. Sharp rad/cass. good hood. Spares incl. seats, door, bonnet, 1600 engine. £1500 spent. £800 o.n.o. Contact: Mike, tel: Southend (0702) 614154 - 87/18139.

Triumph Spitfire MkIV L reg: 61,000 miles, refurbished, Taxed. MOT. £1,225 o.n.o. Contact: Avery, tel: Ottery-St Mary 2142 - non-member.

1969 Bond Equipe: 2L, O/D convertible in red. Good hood, tyres. Full MOT. 6 months Tax. £1275 o.n.o. Contact: Philip, tel: Halifax (0422) 823128 - non-member.

Bargain 1965 Triumph Herald 1200cc: genuine mileage 40,800. Tax, MOT June. Cherry/white. Good bodywork, only attn. to door bottoms. Outriggers require some welding. Good interior. 3 lady owners. Reliable, drives well. £425 o.n.o. Contact: Hurley, tel: Plymouth 366404 - non-member.

GT6 MkIII 1973: green, mechanically sound, bodywork professionally restored, complete new floorpan, new outriggers, new sills, new exhaust, good tyres. 10 months MOT. £1,800 o.n.o. Contact: Royce, tel: Chester 679827 - non-member.

Spitfire MkIII 1970: v. sound, excellent runner, hardtop, Mk4 suspension, needs respray. Spares available. £500 **Also Bond Equipe 2 + 2 Jan '64:** Conifer Green, good cond. £550 or offers. Both must go to please residents and Police etc. Contact: Chris, tel: Woodford Green (01) 504 6015 - 86/14248.

GT6 late MkIII: Old Englis White, 51,000 miles, O/D, cloth seats, much time and money spent. V.g.c. Good home wanted - only true enthusiasts need apply. £1875 o.n.o. Contact: T Oliver, tel: (0732) 364422 (day) or Kent (058080) 382 (eves) - 87/19289.

Triumph Vitesse MkII convertible: good restoration project. £250. Also Reliant Scimitar GTE Y reg. All extras. Excellent cond. Contact: Davies, tel: Gwent (0685) 840607 - 86/15584.

Herald 13/60 convertible 1971: Saffron, good engine, bodywork needs tidying. V. reliable family car since '78. Many new parts incl. clutch, hood, rad, brake calipers etc. £800. Contact: Alan, tel: Crawley (0293) 882960 - 85/11154.

Spitfire MkIV 1973 O/D: new steel bonnet, complete respray red. Black H/S tops. Recond. wire wheels. New tyres, carpets. U/sealed. Waxoyled. Excellent example. £1,500. Contact: Allum, tel: Sevenoaks (0322) 522025 - 86/14722.

Spitfire 1500 N reg: 82,000 miles, O/D, H/S tops, MOT/Tax Mar/Apr. may require sills, service history from new, red, many new parts. £800 o.n.o. Contact: Kevin, tel: Chelmsford (0245) 442941 - 86/15184.

Spitfire 1500 1979 T reg: 58,000 miles. MOT and Taxed. A lovely example. £1895 o.n.o. Please arrange to come and see it after 7th Feb. Contact: Daniels, tel: Chelmsford (0245) 325592 - 87/8339.

Vitesse MkII saloon: sunroof, O/D, servo, excellent cond. Professional respray. Long MOT. Tax. **Vitesse MkI 2L saloon:** v. original. S/S exhaust. 2 careful owners. Quick sales needed

so first sensible offers. Worth travelling for. Contact: Andy, tel: Aberystwyth (0970) 84526 - 83/5269.

1963 Herald 12/60 saloon: 51,000 miles, superb throughout, Primrose/white, black interior. Near concours cond. Must sell. Offers over £1,000. Contact: Gates, tel: Hastings 751674 - non-member.

Herald 13/60: complete chassis-up restoration by present owner. V.g.c. throughout. V. reliable. Regrettable sale. 12 months MOT. Many spares if required. £875 offers. Contact: Philip, tel: Topsham, nr. Exeter 4858 - 83/6781.

Herald 13/60 saloon 1971: 1300 engine, green, excellent cond and good runner. History known. In same family for last 11 years. Well maintained. £600 or good offer. Contact: Dee Lowe, tel: Guisborough (0287) 32262 afternoons, eves or wends - non-member.

Vitesse MkI saloon: long MOT, v.g.c. **2 Herald 12/50's:** both prefix numbers. **Spitfire MkIII** complete stripdown restoration, spent well over £1000. Offers please. Genuine enthusiasts. Attempting to purchase house. Contact: Paul, tel: nr. Chippenham (066 641) 312 - 86/14594.

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Triumphs wanted: I will buy your good, bad or ugly Spitfire, GT6, Vitesse, Herald or Bond. Even non-runners and left hand drive models. Collection arranged. Contact: Terry, tel: Chelmsford (0245) 257739 or 71883 - 86/13828 TRADE

Wanted 13/60 Herald convertible: good, original cond. Late version if possible. Must be worth £1,000. Contact: Bev Warren, tel: Bedford (0234) 45617 work - 79/00854.

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Witter towing bracket: brand new, still in box £20. Other new parts for Herald 13/60. Contact: Sheila, tel: Cheshire (061) 368 3623 - 87/518729.

Weber carbs: 2 unused, suit MkIII Spitfire. £100 with inlets. Contact: Dodds, tel: Bournemouth (0202) 530006 - 84/08258.

Spitfire MkIII for spares: not run for 2 years. £100 o.n.o. Contact: Dodds, tel: Bournemouth (0202) 530006 - 84/08258.

Steel hardtop: yellow, 1979, v.g.c. £125. Contact: Stephen Bruce, tel: (01) 927 8280 work or SE25 (01) 653 7219 home - 87/17842.

February Sale: Herald exhaust downpipe £2.50, seat cradles £4.00 the pair, anti-roll bar £2, front spring and shock assemb. £5 the pair, Spax adjust. rear shocks £2 each, standard rear shocks £1. Also for sale: 948 engine and gearbox £100, Vitesse MkI engine £10, Herald 1200 diff £5, rear spring 5 prop £5, MkIII Spitfire new Kenlowe boxed £25, S/H Kenlowe £5, GT6 standard gearbox £5. Contact: Tim, tel: NW5 (01) 485 0092 - 85/11044.

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Vitesse MkII convertible: 2 excellent back ends, chassis, engine, g/box, diff, complete rotolux, suspension, spring, front suspension, full black interior, hood frame, bootlid, dash, oval wheels and tyres, chromework, f/glass hardtop. All in v.g.c. Also doors, bonnets, tank. Contact: Jon, tel: nr. Plymouth (03647) 2711 after 6pm - 84/7602.

Spitfire MkIV/1500 used parts: 1 pair black vinyl recliner/headrest seats, Spit cushions, frames good £30 each. Twin SU 1 1/4" carbs £20, stainless steel oversills £20, also Bond 2L w/screen £35. Contact: S E Russell, tel: NW9 (01) 205 6397 - 82/4538.

Spitfire MkIV 1973 breaking for spares: factory hardtop £125, engine, gearbox, instruments, seats, panels. Most

parts available. Contact: Robert, tel: Essex (0279) 870704 after 6pm - 86/13337.

Spitfire MkIV 1300 engine and g/box, diff, drive shafts and hubs, w/screen, bonnet and doors (need attention), chassis needs slight welding on front. Blue hardtop. No reasonable offer refused. Contact: Gary, tel: Elstree (01) 953 9909 eves - 86/15356.

Breaking Spitfires, GT6s, Vitesse, Heralds, Dolomites, Sprints all parts removed. Some new parts available. Postal deliveries arranged. Triumphs and spares purchased. Contact: Terry Murphy, tel: Chelmsford (0245) 257739 or 71883 - 86/13828 (TRADE).

GT6 MkI bonnet basically sound £45. Excellent MkII chassis £45. Sills £8 ea. Engine MkI £30. Interior + seats £25. G/box £15. Rack £5. Vit 6 g/box (believed good) £25. Excellent engine 13/60 £40. Heaters £2. Vit door cappings £8. 13/60 bonnet, solid but some rust £50 o.v.n.o. Tons more Her/Vit spares. Contact: Chris Hewitt, tel: Manchester (051) 427 2403 - 82/3877.

New J-type O/D with solenoid £195 o.n.o. New GT6 I/II/III BL front carpet. New Her 948 diff £140. Ne Vit MkII, GT6 II original carbs. Vit S/H bumpers. Vit/Her trim, rubbers etc. Loads more. All club cars. Contact: Bill, tel: Twickenham (01) 995 0218 eves - 86/14330.

Herald and Spitfire spares: DCD weber on manifold for Triumph 1147cc engine £70. Spit I/II/III hardtop, needs attn. £10. Plus gauges, heaters, springs, wishbones. O/D Spitfire prop., Herald prop, diff, 1/2 shafts. Contact: Chris, tel: Woodford Green (01) 504 6015 - 86/14248.

Breaking accident damaged Herald 1200: engine and gearbox v.g.c., 67,000 miles only. All glass, roof and bonnet OK, or sell complete £150 o.v.n.o. P/lex considered. Contact: Mike, tel: Market Harborough (0858) 62445 - non-member.

New, unused chassis frame for GT6 MkII: bought years ago from Lambs of Woodford Standard Triumph dealers. Why repair a rotted frame? £100. Contact: Colin, tel: Ilford (01) 500 4039 - non-member.

Spitfire MkIV padded roll bar £40, chassis with steering, suspension, diff £40. Also 2 MkIV bodysells, tatty but might be useful for someone. Contact: Chris, tel: Kidlington 5603 - 86/16252.

Triumph Spitfire 1500 soft top and

frame. £75. Contact: Robert, tel: Earls Shilton (0455) 48499 - 87/19391.

Spitfire MkIV breaking: all parts available inc. engine, g/box (O/D), p/shaft, diff v.g.c., carbs, manifolds, exhaust v.g.c., front and rear hubs, suspension, breaks etc., bumpers v.g.c., lights, boot lid v.g.c., various trim, electrics. V. reasonable prices. Contact: John, tel: Godalming (0252) 703069 - non-member.

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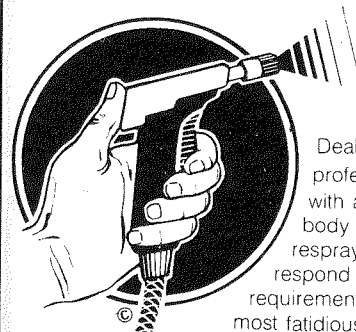
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Abandoned rebuild Bond GT4S: bodysell, chassis, running gear, dual hole wheels, 1500 new block with crank, pistons, MkIV O/D gearbox, props, 1200 engine complete and lots more bits. Details contact: Boardman, tel: Warks (0926) 657647 - non-member.

Spitfire IV engine 1300 inc. carbs £70, prop., dashboard with instruments, petrol tank, front suspension, heater, wiring loom, h/light cowl l/hand, front valance with s/lights f/glass, seat belt anchors. All parts cheap. Contact: Dick, tel: Farnborough (0276) 35230 - 87/17980.

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Hardtop Spitfire MkIII: red, f/glass. Buyer collects £30 o.n.o. Contact: Charles, tel: Basingstoke (0256) 29830 - non-member.

MkIII Spitfire rolling chassis c/w engine, gearbox, O/D, prop, diff, windscreen, p/tank, heater, dash, windows, lights, etc. and all parts stripped for kit build. Also 4 wire wheels c/w adaptors and eared spinners. Contact: Andy, tel: B'ham (021) 327 1000 - 78/00589.

Various Spitfire: chassis £10, estate tailgate complete £10, Herald seats £2 each, dashboards with looms £5, door Harald £5, Spitfire £7, heater £1, Her/Vit roof with factory sunroof £15. Contact: Stuart, tel: B'ham (021) 561 3498 - 84/7209.

Herald 13/60 breaking: almost complete car for sale (preferable) but prepared to split. Good engine, g/box, transmission, interior, lights. Towable. Contact: Tim, tel: Teddington (01) 977 5927 - 87/18575.

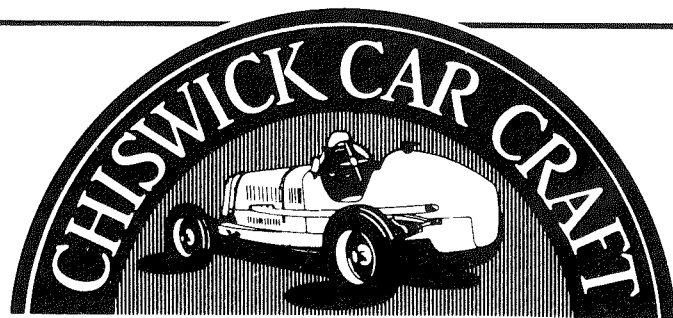
Spitfire MkIII 1968 hardtop, breaking for spares: most parts available except g/box and engine. Contact: Mike, tel: nr. Wigan (0744) 892990 - 87/17233.

Spitfire 1500 panels: rear lamp panel £50; RH front bulkhead panel £10; front crossmember £5, GT6 MkII: Inlet manifold £25, Vitesse MkII: parts catalogue £10. All parts original and brand new. Contact: Butler, tel: Norfolk (0485) 601033 - 79/00883.

Spitfire MkIV f/glass hardtop, offers invited. Tonneau (headrests) £10, hood bag £5. Contact: Julia, tel: Henley in Arden 05642 3194 - 87/19953.

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Vitesse/Herald hardtop, £125. Vitesse 1600 front seats, red, excellent, £20; bonnet £15. Tons of front/rear suspension. Masses of S/H and new spares for Vitesse/Herald and GT6 - all must go. Contact: Dennis Benson, tel: W. Mids (0527) 77059 - 85/9801.



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Breaking 1964 Spitfire 4 O/D: all parts available, or complete car (less engine) £75. Also available MkIII boot £20, door £15, windscreen £20, gearbox £15, MkIV tonneau cover £10. Lots of other bits. Contact: Tim, tel: Essex (0277) 821987 - **1500 engine recently rebuilt from Dolomite 1500TC:** complete with carbs and manifolds, £50. Herald 1200 most parts cheap. 5-litre Triumph Signal Red paint (Valentine) £30. Contact: Mike, Hitchin (0462) 79505 - 82/4207.

Triumph Spitfire L reg. MkIV being broken: many parts incl. chassis, bonnet, doors, trim, suspension, steering, transmission, electrical parts, interior and many more. All good prices. Contact: Matthew, tel: (01) 622 5291 or Redhill (0737) 765789 - non-member.

Vitesse MkII engine less distributor with carbs £30, gearbox low mileage £30, various Herald wheels and tyres. Offers. Contact: Jonathan, tel: Hampton (01) 979 3973 - 80/01330.

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Spitfire 1500 hard top FG in excellent cond., £100. Hounds tooth seat covers, car set BL brand new £45. Pair of inner wheelarches £35. Spitfire MkIII bootlid £20, O/S wings £25. Front seat £15. Contact: John, tel: B'ham (0527) 71186 or (021) 453 9838 - 85/10271

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Wanted wire wheels and/or adaptors for Spitfire 1500. Contact: Pat, tel: Co. Derry (0648) 31850 after 6pm - 86/16414.

Wanted good Spitfire MkIII engine and MkIV g/box. Write to Mr Coates, 10 Broadwater Road, Worthing, Sussex - 86/16174.

GT6 MkIII require the following: good front and rear bumpers, 2 wheels, set of wheel centres, trims. Contact: John, tel: Derby (0332) 760475 before 6.30 pm, 679092 after 7.30 pm - 85/12909.

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Wanted GT6 MkIII petrol tank, tailgate, gearbox, complete with O/D. Plus any other parts. All must be in mint cond. Contact: Wolverhampton (0902) 332734 - 86/15480.

Twin Weber 40 DCOE carbs wanted, also manifolds to fit GT6 III. Contact: Scott, tel: West Midlands (0922) 400522 - 83/5333.

Wanted MkII Spitfire '65 L/H and R/H door. Must have good frame. Will reskin if required. Also bootlid required. Contact: Martin tel: Ipswich 727697 - 85/12330.

Wanted 6-2-1 exhaust manifold for GT6 MkIII. Also any other tuning parts. Contact: Ian, tel: Cambridge (0223) 860970 - **Four 5 x 13" chrome wire wheels for Vitesse** + 6 into 3 into 1 manifold for MkI Vitesse. Money waiting. Ask for Junior, tel: 01-471 8596 5-6pm or 9-10pm weekdays.

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