



# British Sports Car Centre

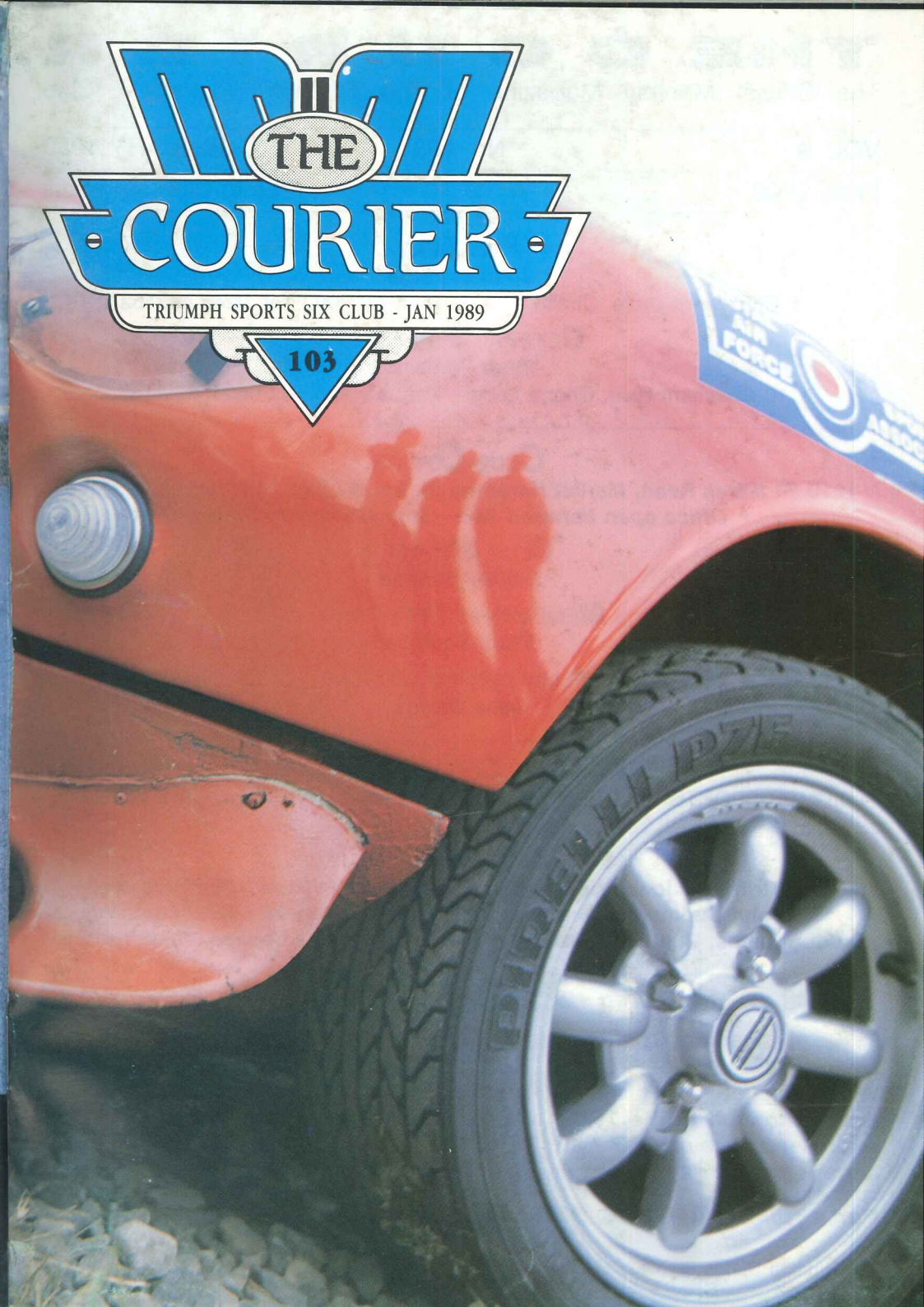
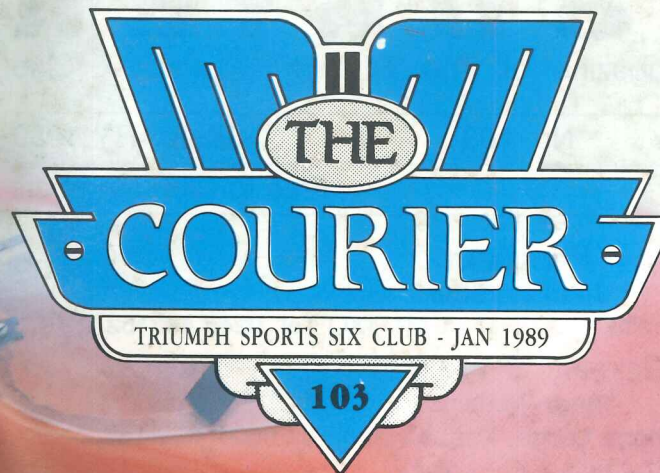
303 Goldhawk Road, London W12 8EZ Telephone 01-741 7075 01-748 7823

FAX 01-563 0101



Spitfire, GT6, Herald, Vitesse  
Spares Specialists

Magazine Typeset, Produced and Published by Bill & Jo Sunderland  
Printed by Peak Print (Specialist Magazine Printers to Clubs and Societies)  
3 Ise Vale Avenue, Desborough, Kettering, Northants NN14 2PU



# THE COURIER

The Official Monthly Magazine of The Triumph Sports Six Club

VOL. 9

No. 103

JANUARY 1989

Price £1.00

Free to Club Members

## **P**RESIDENT

**John Griffiths**

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

## **G**ENERAL **S**ECRETARY

**Peter Williams**

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

## **C**lub **O**FFICE

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

*Office open between 9am - 5pm Monday to Friday*

## **C**lub **M**ANAGER

**Bill Sunderland**

## **M**EMBERSHIP **S**ECRETARY

**Trudi Squibbs**

## **M**EMBERSHIP **E**XECUTIVE

**Jane Davies**

## **M**AGAZINE **C**ORRESPONDENCE

TRIUMPH SPORTS SIX CLUB - PO Box 28, Market Harborough Leics LE16 7FX

## **C**OMMITTEE **M**EMBERS 1989

**John Griffiths, Jonty Wild, Roland Drew, Brian Waters, Glyn Ridgewell,**

**John Cudmore, Dave Bayliss, Peter Williams, Mike Costigan,**

**Trudi Squibbs, Dennis Benson, Bill Sunderland, Mike Crewes, John Thorpe.**

## *C o v e r   P h o t o g r a p h*

**Racing Spitfire taken at Mallory Park August 1988**

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**

© Triumph Sports Six Club Ltd 1989

# EDITORIAL

## New Wembley Classic Car Show Success

The Christmas gamble of a London Classic Car Show paid off with our stand being packed for the best part of the weekend. On reflection, the show, held on 3/4th December, was possibly the best I have attended.

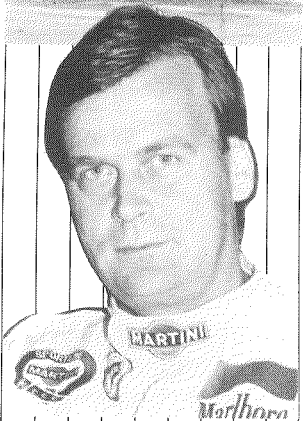
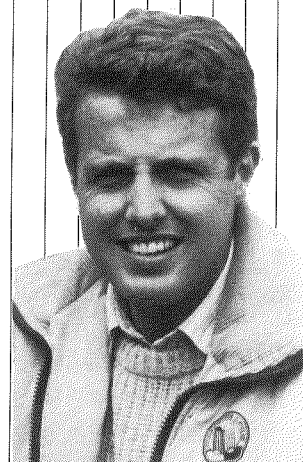
The two hall system seemed to work well, with a very high standard of cars on show and an excellent entry for the Auction (prices, I believe, were still moving upwards). All the club stands were well laid out, many with a Christmas theme. The Zodiac and Zephyr Club justifiably won with a 1960 bombsite scene with all the spiv trimmings, including a speedo and electric drill - offering rewind speedos. The only disappointment at the show was the lack of Autojumble. I fear this is a trend for all indoor shows. It's now quite rare to see Triumph spares sold at these shows.

As we deadlined early this month (due to even tighter print deadlines for Christmas), there is no separate News Review, just a bigger Courier - now 76 pages. This new size magazine will continue throughout 1989, with the separate publication of the 24 page review from February.

## Contents

President's Intro .....	4	Soulfull Herald .....	35
News Review .....	6	Bond 2 Litre Cutaway .....	38
Cop Shop .....	9	North Yorkshire Moors Run .....	40
Club Insurance.....	11	Track On Down .....	48
Technical 6 Cylinder Register ....	14	Spitfire Performance .....	53
Herald Register .....	18	Manx Rally Report .....	57
Special Register .....	21	Pen to Paper .....	62
Vitesse 1600/Mkl Register .....	23	Classified .....	65
Vitesse MkII Register .....	26	Parts Mart .....	68
Spitfire I/II/III Register .....	28	Nationwide .....	71
Race Regulations .....	30	TSSC Officers .....	74

# PRESIDENTS INTRO



John Griffiths

# Lombard RAC Rally

20th-24th November 1988

## "A RALLY TO REMEMBER"

There's no doubt in my mind that this year's Lombard RAC Rally was one of the best for many a long year. A truly "classic" event! The superb weather (sun, snow and ice), no less than 15 A seeded drivers including such names as Blomqvist, Vatanen, Mikkola, Alen, Waldegaard and Kankkunen, and a superb mix of machinery made it a rally to remember.

From the very first day I knew we were in for something special. The Historic Rally Car Register had organised the Mike Spence Historic Rally to take place at Weston Park before the Lombard RAC Rally drivers arrived. Over 40 cars were entered including:

Jaguar XK 120  
Aston Martin DB4  
Austin Healey 3000 (2)  
Alpine Renault  
Mini Cooper S (2)  
Lancia Fulvia  
Lotus Cortina (2)  
Jowett Jupiter  
Porsche 911

Amongst this fine bevy of classics were the following Triumphs:

TR3  
Dolomite Sprint  
2.5 PI MkI  
2.5 PI MkII  
GT6 MkII  
Vitesse 2 litre MkI Saloon



The whole event was great to watch, with the cars being driven with considerable verve and expertise. They took them through the full blown water splash ..... or were they just emptying it before the rally arrived to avoid last year's fiasco?

But it was the actual results that made it so exciting. John and Allison Woolley in their flying Vitesse managed to be quickest overall on 2 out of the 3 legs and took the overall outright prize. What a superb performance which is reflected in the following extracts from the results.

CAR	OVERALL POSITION	TIME
Vitesse	1st	6.35 minutes
Fulvia	2nd	6.43 minutes
Sprite	3rd	6.56 minutes
Dolly	6th	7.01 minutes
2.5 PI	21st	7.24 minutes
TR3	28th	7.44 minutes
GT6	30th	7.50 minutes
2.5 PI	32nd	7.55 minutes

The Lombard RAC Rally itself was also amazingly competitive with Lancia, Mazda and Toyota all taking turns at the lead. Even the last day had three different leaders ..... Kankkunen, then Mikkola and finally Alen. Markku Alen in the all conquering Lancia, finally took his first outright win of the rally after trying for no less than 15 years.

The loss of the fabulous 450 BHP Group B cars from last years rally looked as though the era of spine chilling speed and excitement had gone. In addition Lancia doing what Maclaren had done to the Grand Prix Championship, the prospects on paper did not look that good. But the weather changed all that. The incredibly slippery conditions levelled out any advantage Lancia might have had and turned it into the rally of a hundred spins!

This year my father and I visited stages in Mid and North Wales, Scottish Border Country, Hamsterly forest and Wykeham Yorkshire. In Northumberland the snow was around 6 inches deep and caused all sorts of spectator problems, particularly getting cars into and out of forest stages. It certainly proved to me that front wheel drive cars aren't as good on traction as they are cracked up to be. My rear wheel Carlton on the other hand, did very well indeed.

The spectators made the most of the snow, firing snow balls at press men and in Raw Hill stage made two life size snow persons (well endowed male and female) to greet competing rally drivers as they rounded a left hand bend! It must have been quite a shock for them!

It was nice to see, as usual, a few TSSC members braving the elements (saw a Spitfire in Northumberland pulling out of a service station, Tim).

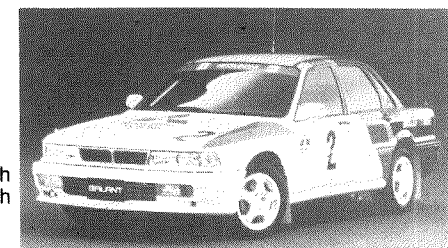
But what of some of the results?

- Well good old Skoda who seem to be the brunt of endless jokes these days, certainly had the last word on this rally. They took their 16th class win, finished 16th overall and finished nearly 20 mins. ahead of Harry Hockly's Vauxhall Nova!
- The 47 year old, good humoured, Derek Bell, who is definitely more at home in a Le Mans racer, managed to complete the rally in his Vauxhall Astra, on only his second attempt, finishing 29th.
- The German Champion, Armin Schwarz in a privately entered Audi 200 Quattro, did amazingly well to finish 5th.
- The interesting Mitsubishi Galant driven by Ari Vatanen never really got it's act together. This 4 wheel drive, 4 wheel steer car, produced 290 PS but had problem after problem and finally went out with engine failure. The driveshafts on it are made from a new material known as CFRP which is plastic reinforced with glass fibre!
- Per Eklund literally buzzed along in the little Nissan March Turbo. With less than 1000cc he still managed to finish 21st.
- The star of the rally was Alen, who pushed his Lancia to the limit, right up until the end. Even on the last stage when he had a very comfortable lead, he still took fastest time. For such a spirited drive, he deserved to win.

### TOP TEN POSITIONS:

1	Alen	Lancia Delta
2	Salonen	Mazda 323
3	Waldegard	Toyota Celica
4	Airikkala	Lancia Delta
5	Schwarz	Audi 200 Quattro
6	Blomqvist	Ford Sierra RS Cosworth
7	Sainz	Ford Sierra RS Cosworth
8	Walfridson	Audi 80 Quattro
9	Jonsson	Opel Kadett GSi
10	Grundel	Peugeot 309 GTi

P.S. Well done to the BBC for such good TV coverage.



Roll on next year!

### VITESSE MAKES PROGRESS

My Vitesse, DVT 784J, is making real progress. The first weekend in December I paid a visit to SW Classics, Totnes, to see how the repair/restoration work was progressing. Stan has finished the chassis and has made real headway with the body panels. The chassis and suspension look superb and are a real credit to all the staff. By the time you read this, it will probably be finished and back home! I can't wait.

A very Happy New Year to you all.

# NEWS REVIEW



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

## AGM 1989

Further to my note concerning the 1989 AGM, could everyone please note that the AGM is to be held in March rather than February as previously stated. Members interested in submitting applications to become Club Officers or items for the Agenda have, therefore, a few more weeks to do so. Full details in February's Courier.

## NEW FACES

Following on from November's Courier, I'm pleased to announce that the Club has now filled the positions of 6-Cylinder Technical Secretary and Vitesse 1600/2-Litre Register Secretary. Best wishes to Peter and John whose addresses for correspondence are given in the usual place at the end of The Courier.

At the same time, I have to report that, due to ever reducing free time, Barry Thurgood, our GT6 Register Secretary, is having to stand down so if anyone is interested in this important post, I'd be happy for you to contact me. On behalf of everyone, I'd like to thank Barry for his hard work as GT6 Register Secretary, including his often very entertaining columns and comments produced in The Courier over a number of years.

Best Regards and a Happy New Year

Peter Williams  
General Secretary

## CHILDREN IN NEED

Would all members and Areas please note that the final date for acceptance of donations into the TSSC account is JANUARY 31ST, 1989. We will be presenting the proceeds to the BBC in early February.

Sadly, it seems that we are going to fall well

short of our target of £5,000 - at present £2,000 looks like a more realistic figure. The response from individual members has been especially disappointing, remembering that a mere 50p from each member would have easily reached our target. However, there are still a few weeks left to send in your donation to push us nearer our target. Remember that some of our rival clubs have gained much valuable publicity and new members from their charity 'bashes'.

I would like to thank ALL members and groups who have put much time and effort into raising money for the appeal - to single out one would be unfair to the others. Organising the appeal has been a mammoth task; the first steps were taken at the end of January 1988 and I will not be able to take this on again in 1989. However, if any individuals or Areas wish to repeat the appeal this year, I have all the necessary details and contacts to hand. Please write to me ENCLOSING AN SAE.

Once again, many thanks to those who have helped with the appeal.

STEVE ASH - 40 HOWARD ROAD  
PLYMSTOCK PLYMOUTH PL9 7DT

## TSSC REGALIA/SPECIAL OFFERS

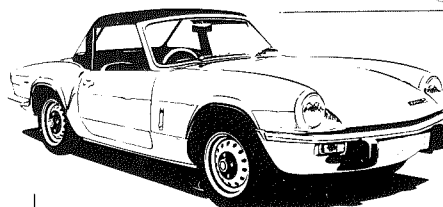
There is no TSSC offer in this months Courier or details of Club Regalia - Please use the Brochure which was sent out with your November Courier.

## TSSC COURIER BACK ISSUES

Please find enclosed in this issue of the Courier a double sided leaflet listing all available Courier and Turning Circle back copies - added to our normal information we have include a brief index of the contents of each magazine. As some back copies are of limited quantity orders are on a first come first served basis.

## TSSC 1989 HANDBOOK

February/March publication.



# WE MAIL FAST!!

All orders over £60 POST FREE except where asterisked. For orders under £60 add £1.65 postage or £5.20 Securicor.

Ask to go on our FREE MAILING LIST. Add 15% VAT to total order.

NOTE ONE SECURICOR CHARGE COVERS ORDERS UP TO 25KG

<b>Engine Components</b>		<b>Water Pumps</b>		<b>Suspension Parts</b>		<b>Electrical</b>		<b>Filters (Oil)</b>	
High Performance Camshafts	£37.34	Spitfire 1500 Fixed Fan	£19.94	Spitfire, GT6 Suspension	£29.32	Exchange Wiper Motors	£25.90	Spitfire	£22.20
Stage 1	23.00	Rebuild Kit, front	£37.34	GT6, Spitfire Upper Ball Joint	£15.13	Most models	£10.00	GT6/Vitesse	£22.25
Stage 2	25.00	GT6	£19.95	GT6, Spitfire Track Rod Ends	£3.49	Starter Motors*	£9.64	Spitfire 62-74	£2.78
Stage 3	28.00	Fan Belts		GT6, Spitfire U.I. all models	£4.25	Spitfire/GT6	£10.00	Spitfire 74-82	£2.50
Exchange Deposit	4.00	Brake Parts				Exchange Deposit		GT6 66-74	£2.58
4 Cyl	10.00	Pads & Shoes set of 4	£3.79	<b>Steering Racks*</b>		<b>Alternators*</b>		<b>Filters Petrol</b>	
6 Cyl	10.00	Spitfire II, IV 67-80	£5.75	Spitfire 7180	£25.22	Spitfire 7180	£17.50	In Line Petrol Filter	86p
Cam Lube	2.50	GT6 MkII, III 66-72	£5.75	GT6	£25.22	Spitfire 7180	£17.50	Door skin MkII (handed)	£3.33
Cam Followers Each	£1.50	Vitesse MkI + II 66-71	£6.10	Exchange Deposit	£10.00	GT6 69-74	£17.50	Door Skin MkIV	£13.84
Rockers Shafts		Brake Discs Per Pair	£21.32	<b>Wheel Bearing Kits</b>		Spitfire 70-74	£33.50	Motolite Steering Wheels	£36.26
Spitfire Early	£16.15	GT6 all models	£26.80	Spitfire 66-80	£9.39	Spitfire with Tacho Drive	£36.50	MkII Woodruff Flat or dish	£36.45
Spitfire Late	£21.64	<b>Brake Drums Each</b>		GT6 66-74	£7.98	Exchange Deposit	£10.00	MkII Leather flat or dish	£36.45
6 Cyl Early	£21.64	Spitfire all models	£15.00	GT6 66-74 Inner and outer	£11.93	<b>Dynamos*</b>		Box lids for above most models	£12.50
6 Cyl Late	£21.64	Spitfire all models	£15.00	GT6 66-74 Inner and outer	£11.93	Spitfire 62-70	£9.50	Please supply full details of car when ordering	
<b>Oil Pumps</b>		Spitfire all models	£15.00	<b>Shock Absorbers SPAX*</b>		GT6 67-68	£17.50	<b>Steel Body Panels*</b>	
Spitfire 1/2/3	£21.18	Spitfire all models	£15.00	GT6	£12.52	Exchange Deposit	£10.00	A' post lower handed to use when fitting	
MkIII 1500	£26.50	Spitfire all models	£15.00	<b>SPAX Adjustable*</b>		<b>Ignition Coils</b>		Outer all	£3.33
GT6	£26.50	Spitfire all models	£15.00	Spitfire, GT6 Front	£28.68	Spitfire 70-74	£33.50	Door skin MkII (handed)	£3.33
Most Models		Spitfire all models	£15.00	New Giring	£23.90	Spitfire 70-74	£33.50	Door Skin MkIV	£13.84
<b>Beatings STD</b>		Spitfire all models	£15.00	<b>Koni Adjustable*</b>		Spitfire with Tacho Drive	£36.50	Stainless Steel Overall	£16.36
1147cc Engines	£7.57	Spitfire all models	£15.00	Spitfire, GT6 Front	£34.37	Exchange Deposit	£10.00	Sill Clamping Plate	£22.23
1296 1/2 on	£7.57	Spitfire all models	£15.00	GT6	£12.52	<b>Silicone Ignition Lead Sets</b>		Full Outer Sill	£10.46
1296 1/2 on	£7.57	Spitfire all models	£15.00	<b>SPAX Adjustable*</b>		4 Cyl	£5.92	Inner Sill	£3.82
1482cc 70 on	£8.85	Spitfire all models	£15.00	Spitfire, GT6 Front	£34.37	6 Cyl	£8.77	Inner Sill Reinforcement	£7.22
GT6/Vitesse to 67	£24.61	Spitfire all models	£15.00	New Giring	£23.90	<b>Ignition Coils</b>		Inner Sill Threshold Plate	£4.53
GT6/Vitesse 67 on	£38.95	Spitfire all models	£15.00	<b>Koni Adjustable*</b>		Sports Coil	£8.82	Rear 1/4 sill panel	£4.99
*Only available in overseas 10-30		Spitfire all models	£15.00	Spitfire, GT6 Front	£34.37	Spitfire 70-74	£33.50	Rear 1/4 bumper	£5.27
<b>Exchange Camshafts*</b>		Spitfire all models	£15.00	GT6	£12.52	Spitfire 70-74	£33.50	Complete Floor front and rear	£25.92
4 Cyl	£50.00	Spitfire all models	£15.00	<b>Rotoflex Coupling</b>		Spitfire 70-74	£33.50	one side	£25.92
6 Cyl	£85.00	Spitfire all models	£15.00	GT6	£12.52	Spitfire 70-74	£33.50	Front Footwell repair	£19.93
Exchange Deposit	£35.00	Spitfire all models	£15.00	<b>Exhaust Systems*</b>		Spitfire 70-74	£33.50	Rear Floor repair	£19.93
<b>Short Engines*</b>		Spitfire all models	£15.00	GT6	£12.52	Spitfire 70-74	£33.50	Stainless Steel Overall	£16.36
Fitted new pistons, new oil pump		Spitfire all models	£15.00	<b>Peco Performance Rear*</b>		Spitfire 70-74	£33.50	Full Outer Sill	£10.46
Reground crank, Reprofiled Cam 4 cyl		Spitfire all models	£15.00	Silencer Boxes	£31.17	Spitfire 70-74	£33.50	Inner Sill	£3.82
6 cyl		Spitfire all models	£15.00	Spitfire IV - 1500	£28.73	Spitfire 70-74	£33.50	Inner Sill Reinforcement	£7.22
<b>Full Engine*</b>		Spitfire all models	£15.00	GT6 MkII, Spitfire III	£28.73	Spitfire 70-74	£33.50	Stainless Threshold Plate	£4.53
As short engine plus head, Rocker assembly		Spitfire all models	£15.00	<b>Alloy Rocker Covers</b>		Spitfire 70-74	£33.50	Rear 1/4 sill panel	£4.99
New followers etc 4 cyl	£350.00	Spitfire all models	£15.00	GT6	£12.52	Spitfire 70-74	£33.50	Rear 1/4 bumper	£5.27
6 cyl		Spitfire all models	£15.00	<b>Clutch Parts</b>		Spitfire 70-74	£33.50	Complete Floor front and rear	£25.92
<b>Exchange Heads*</b>		Spitfire all models	£15.00	Complete Clutch Borg & Beck	£63.17	Spitfire 70-74	£33.50	one side	£25.92
Standard Reconditioned 4 cyl	£90.00	Spitfire all models	£15.00	Plate, Cover and Bearing	£55.66	Spitfire 70-74	£33.50	Front Footwell repair	£19.93
6 cyl		Spitfire all models	£15.00	Spitfire 1500 74 407 7 1/4	£41.07	Spitfire 70-74	£33.50	Rear Floor repair	£19.93
Performance tuned, Gas fitted		Spitfire all models	£15.00	IV 71-74 6 1/2	£41.07	Spitfire 70-74	£33.50	Stainless Steel Overall	£16.36
Flow Tested Polished 4 cyl	£121.30	Spitfire all models	£15.00	III 66-70 1/2	£41.07	Spitfire 70-74	£33.50	Full Outer Sill	£10.46
Note: All heads are 6 cyl	£175.00	Spitfire all models	£15.00	GT6 all models	£65.80	Spitfire 70-74	£33.50	Inner Sill	£3.82
Assembled with valves and springs		Spitfire all models	£15.00	TR3 & 4	£79.44	Spitfire 70-74	£33.50	Inner Sill Reinforcement	£7.22
Exch. Deposit	£35.00	Spitfire all models	£15.00	TR4A Plate & Brg	£35.56	Spitfire 70-74	£33.50	Stainless Threshold Plate	£4.53
<b>Valves &amp; Guides</b>		Spitfire all models	£15.00	TR5 & 6	£70.00	Spitfire 70-74	£33.50	Rear 1/4 sill panel	£4.99
Spitfire III	£22.78	Spitfire all models	£15.00	<b>Clutch Master Cylinder</b>		Spitfire 70-74	£33.50	Rear 1/4 bumper	£5.27
Mk III	£22.78	Spitfire all models	£15.00	Spitfire all models	£30.67	Spitfire 70-74	£33.50	Complete Floor front and rear	£25.92
73-74 1500	£22.78	Spitfire all models	£15.00	Spitfire all models	£30.67	Spitfire 70-74	£33.50	one side	£25.92
75 on 1500	£24.89	Spitfire all models	£15.00	Spitfire all models	£30.67	Spitfire 70-74	£33.50	Front Footwell repair	£19.93
GT6 MkII 66-73	£22.88	Spitfire all models	£15.00	Spitfire all models	£30.67	Spitfire 70-74	£33.50	Rear Floor repair	£19.93
MkIII 73	£22.88	Spitfire all models	£15.00	Spitfire all models	£30.67	Spitfire 70-74	£33.50	Stainless Steel Overall	£16.36
<b>Piston Rings</b>		Spitfire all models	£15.00	Spitfire all models	£30.67	Spitfire 70-74	£33.50	Full Outer Sill	£10.46
940cc Herald	£12.77	Spitfire all models	£15.00	Spitfire all models	£30.67	Spitfire 70-74	£33.50	Inner Sill	£3.82
1590cc Vitesse	£16.65	Spitfire all models	£15.00	Spitfire all models	£30.67	Spitfire 70-74	£33.50	Inner Sill Reinforcement	£7.22
1147cc Herald/Spitfire	£12.90	Spitfire all models	£15.00	Spitfire all models	£30.67	Spitfire 70-74	£33.50	Stainless Threshold Plate	£4.53
1296cc 1487cc Spitfire	£13.25	Spitfire all models	£15.00	Spitfire all models	£30.67	Spitfire 70-74	£33.50	Rear 1/4 sill panel	£4.99
1998cc Vitesse/GT6	£19.49	Spitfire all models	£15.00	Spitfire all models	£30.67	Spitfire 70-74	£33.50	Rear 1/4 bumper	£5.27
2486cc TR3/6	£20.13	Spitfire all models	£15.00	Spitfire all models	£30.67	Spitfire 70-74	£33.50	Complete Floor front and rear	£25.92
1991cc TR2/TR3	£16.43	Spitfire all models	£15.00	Spitfire all models	£30.67	Spitfire 70-74	£33.50	one side	£25.92
2133cc TR4/TR4A	£16.43	Spitfire all models	£15.00	Spitfire all models	£30.67	Spitfire 70-74	£33.50	Front Footwell repair	£19.93
<b>Gasket Sets</b>		Spitfire all models	£15.00	Spitfire all models	£30.67	Spitfire 70-74	£33.50	Rear Floor repair	£19.93
New Giring		Spitfire all models	£15.00	Spitfire all models	£30.67	Spitfire 70-74	£33.50	Stainless Steel Overall	£16.36
Spitfire 1500	£12.09	Spitfire all models	£15.00	Spitfire all models	£30.67	Spitfire 70-74	£33.50	Full Outer Sill	£10.46
Spitfire MkII with bulb	£13.25	Spitfire all models	£15.00	Spitfire all models	£30.67	Spitfire 70-74	£33.50	Inner Sill	£3.82
MkIII	£10.41	Spitfire all models	£15.00	Spitfire all models	£30.67	Spitfire 70-74	£33.50	Inner Sill Reinforcement	£7.22
GT6 66-68	£19.40	Spitfire all models	£15.00	Spitfire all models	£30.67	Spitfire 70-74	£33.50	Stainless Threshold Plate	£4.53
68-71	£21.85	Spitfire all models	£15.00	Spitfire all models	£30.67	Spitfire 70-74	£33.50	Rear 1/4 sill panel	£4.99
71-73	£24.08	Spitfire all models	£15.00	Spitfire all models	£30.67	Spitfire 70-74	£33.50	Rear 1/4 bumper	£5.27
<b>Oil Lube</b>		Spitfire all models	£15.00	Spitfire all models	£30.67	Spitfire 70-74	£33.50	Complete Floor front and rear	£25.92
Spitfire 62-71	£1.50	Spitfire all models	£15.00	Spitfire all models	£30.67	Spitfire 70-74	£33.50	one side	£25.92
71-on	£1.44	Spitfire all models	£15.00	Spitfire all models	£30.67	Spitfire 70-74	£33.50	Front Footwell repair	£19.93
GT6 66-73	£1.68	Spitfire all models	£15.00	Spitfire all models	£30.67	Spitfire 70-74	£33.50	Rear Floor repair	£19.93
late 73	£1.44	Spitfire all models	£15.00	Spitfire all models	£30.67	Spitfire 70-74	£33.50	Stainless Steel Overall	£16.36

Accessory and Motor Supplies  
Unit A8 Faraday Road, London Road,  
Industrial Estate. Newbury, Berkshire  
Telephone Newbury (0635) 44669  
Telex 846070 AAMSG

Shop Hours  
Mon-Fri 9am-5.30pm  
Sat 9am-3pm

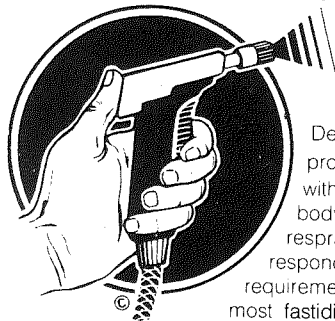
ADD V.A.T. TO  
TOTAL ORDER



ACCESSORY  
and MOTOR  
SUPPLIES

# Sherwood Autos

MILL LANE, RUGELEY  
THE PROFESSIONALS



Dealing professionally with all aspects of body repairs, our resprays readily respond to the requirements of the most fastidious owner.

Telephone  
**RUGELEY 79588**

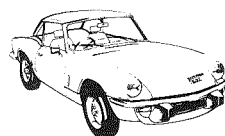
ANSWER PHONE

★ INSURANCE WORK ★ VETERAN, VINTAGE  
& CLASSIC PROJECTS UNDERTAKEN ★  
RESTORATION WORK CARRIED OUT  
(Stage Payments by arrangement)

# L & M MOTORS

REAR OF 82/86 SOUTHEND, CROYDON.

## Your Local Sports Six Specialist



- Accident & Panel Repairs
- Body Jig Facilities
- Low Bake Oven
- Restorations
- Insurance Recommended

- MOTesting
- Tuning
- Servicing
- Mechanical Repairs
- Engine Mods



Stage Tuning

Race Preparation

The Family Business with the Personal Touch.

FOR A QUOTE: **01 688 1622**  
**01 686 7422**

# ATTENTION

NORTH EAST • NORTH WEST  
YORKSHIRE • SCOTLAND

## Triumph Cars Wanted

*Spitfire's - GT6's - etc*  
*Crashed M.O.T. failed abandoned projects, will travel to buy the right cars,*  
**CASH WAITING**  
**(Full recovery service)**

We all stock a full range of new and secondhand Spitfire spares. Repairs and Welding undertaken

**SPORTS CAR SUPPLIES**  
**Victoria Garage, Jubilee Terrace,**  
**Swalwell, Tyne & Wear NE16 3AG**  
**TEL: 091 - 4960522**  
**(2 Lines) 24Hours**

# SPITFIRES (U.K.)

Unit 11A Branston House West Avenue  
Wigston Leicester

**Tel: (0533) 812129**

Superior Quality Soft Tops	TSSC PRICE	P/P
Spitfire I/II/III	£45.00 + VAT	2.80
Spitfire IV/V/1500	£54.00 + VAT	2.80
Herald/Vitesse	£55.00 + VAT	2.80

Quality Carpets		
Spitfire (stitched g/box)	£37.00 + VAT	3.50
(moulded g/box)	£43.00 + VAT	3.50
Herald/Vitesse	£37.00 + VAT	3.50
GT6	£57.00 + VAT	4.60

Clutches from as little as £24.00 + VAT 4.00

Excellent Spitfire Outer Sills £10.00 + VAT 2.80

Plus many, many, many more Panels, Fibreglass parts, Trim and mechanical for all TSSC cars



Opening Hours  
Monday - Closed  
Tuesday - Friday 9.30 - 5.30pm  
Saturday - 9.30 - 2.00pm



Mike Crewes

..... which causes damage or injury to any other person, or other vehicle, or any animal (horse, cattle, ass, mule, sheep, pig, goat or dog) not in your vehicle, or roadside property:

## YOU MUST:

- Stop;
- give your own and the vehicle owner's name and address and the registration mark of the vehicle to anyone having reasonable grounds for requiring them;
- if you do not give your name and address to any such person at the time, report the accident to the Police as soon as reasonably practicable, and in any case within 24 hours;
- if anyone is injured and you do not produce your certificate of insurance at the time to the Police or to anyone who has reasonable grounds for requiring its production, report the accident to the Police as soon as possible, and in any case within 24 hours, and either produce your certificate of insurance to the Police when reporting the accident or ensure that it is produced within seven days thereafter at any Police Station of your choice.

## Section 25 & 166 Road Traffic Act, 1972

### Notes

**Causes** damage or injury - you do not have to be in a collision to be involved in an accident which occurs due to the presence of your motor vehicle on a road.

**Road** - has been held to be a private car park, or even a field on a single day when a horse show, motorcross etc. has taken place.

It is anticipated that within the next two years the Government will be forced to introduce new legislation in respect of the reporting of road traffic accidents, in order to come in line and comply with EEC directives. In all other EEC countries, ALL road accidents MUST be reported to the Police and a certificate of insurance produced.

# COP SHOP

IF YOU  
ARE INVOLVED IN  
AN ACCIDENT

The Road Traffic (Production of Documents) Act, 1985:

This Act came into force on 16th September, 1985. It extends the period for the production at a Police Station of:

- Driving Licences;
- Certificates of insurance;
- Test certificates;
- Drivig instruction certificates and licences;
- Medical certificates of exemption for wearing seat belts.

For each of these documents the *normal* period within which they may be produced is extended from five to seven days.

In addition, a new defence of failing to produce within this time is introduced. This is if you can prove the documents are produced at the specified Police Station as soon as reasonably practicable. In practice it means that if you are on holiday and you leave your documents at home - more time will be allowed to produce them. Similarly, if a document is lost or mislaid (often due to moving house) time will be allowed for a duplicate to be obtained.

If you have any ideas or queries about Road Traffic Law, contact:

**MIKE CREWES**  
**112 Blackmoor Wood**  
**North Ascot**  
**Berks SL5 8EM**

SWINDON

# Classics

Specialists in 1960's  
TRIUMPH  
& ROVER

528 Ferndale Road  
Swindon  
Wilts  
SN2 1HW

**T**his ad is just to tell you about all the services we can offer you and how to find us.

We sell only new and reconditioned parts. Service Parts, Mechanical Spares and Major Units, Electrical Components, Body Panels and Chrome, Interior Trim, Books and Manuals. If we don't have it, we can usually get it in 2-3 days.

We sell Classic Cars, we usually have 10-15 cars on our books,, our own cars come with one years free Club subscription. Our customers cars are advertised nationally. So if you are thinking of buying or selling come, and talk to us.

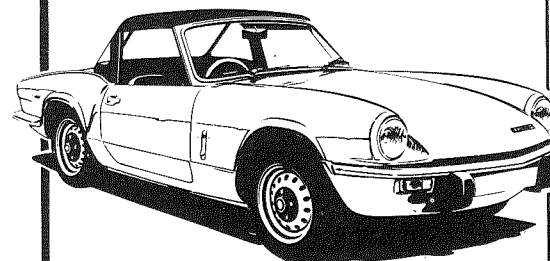
We run a fleet of classic luxury cars for weddings and other special occasions. So if you live locally come and see our class!

We run open and covered car transportation trailers for local and long distance work. Give us a call if you need your car moved.

We aim to serve the whole of the Mid West. Only 3 miles off the M4 at junction 16, which means that Reading, Oxford, Gloucester, Bristol and Salisbury are less than one hour away. We actively encourage you to come and visit us, where you can browse among our stock. We accept all major credit cards and can despatch parts to you by post or courier if you simply cannot come and visit us. Our opening times are geared to suit you. The shop is open to calling customers from 12.00 noon through to 8pm weekdays. Saturdays, 9.00am through till 5.00pm and Sundays 10.30am till 4.00pm. If these hours don't suit you, telephone us!

The shop is to be found at the very end of Ferndale Road, 50 metres from the Cheney Manor Industrial Roundabout.

**Tel: (0793) 611098**



## M17 + Scheme

No nonsense, Exclusive  
Affordable

Agreed Value Car Insurance

For 17 - 24 Year olds

CHOOSE THE COVER

.....YOU CAN AFFORD

CAR	COMPREHENSIVE WITH AGREED VALUE	COMPREHENSIVE WITH AGREED VALUE BUT WITH 3000 MILE LIMIT	THIRD PARTY FIRE & THEFT WITH AGREED VALUE	THIRD PARTY FIRE & THEFT WITH AGREED VALUE, BUT WITH 3000 MILE LIMIT
HERALD	£370	£296	£185	£148
SPITFIRE (EXC. 1500) VITESSE 1600	£670	£536	£335	£268
SPITFIRE 1500 VITESSE 2ltr. 4 Cyl. BOND	£844	£676	£422	£338

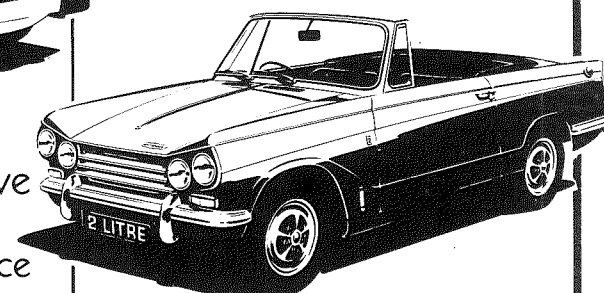
★ THE ABOVE RATES ARE BASED ON A 19/20 YEAR OLD LIVING IN A TYPICAL HOME COUNTIES AREA (Medium risk area)



## THE M25 + SCHEME

EXCLUSIVE AGREED VALUE QUALITY  
CLASSIC CAR INSURANCE

FOR MEMBERS OVER 25



## THE M25+ RATES

THE FOLLOWING ALL INCLUSIVE RATES APPLY FOR MEMBERS AGED 25-99 WHO HAVE HELD A FULL UK LICENCE FOR 4 YEARS (Older members qualify for further discounts).

TABLE	AREA 1	AREA 2	AREA 3	AREA 4
HERALD	£118	£132	£155	£184
SPITFIRE (EXC. 1500) VITESSE 1600	£173	£186	£211	£248
SPITFIRE 1500 BOND 4 Cyl. VITESSE 2 Ltr.	£181	£211	£272	£307
GT6 BOND 6 Cyl. KIT CARS	£229	£258	£284	£366

N.B. These rates do not apply to SPECIALS or MODIFIED CARS - these can be considered separately.

LIMITED MILEAGE COVER AVAILABLE



*Triumph  
Sports Six Club*

ARRANGED BY: FOOTMAN JAMES and COMPANY LIMITED  
UNDERWRITTEN BY: DOMINION INSURANCE COMPANY LIMITED

EXCLUSIVE AGREED VALUE CAR INSURANCE

For Insurance advice Telephone Footman James & Co 021 - 561 - 4196  
For information or queries on the Valuation service Tel: 0245 - 443152

# CAMBRIDGE TRIUMPH SPARES

Next to SHORTS COTTAGES 16FT. BANK MOUNT PLEASANT FARM CHATTERIS CAMBS PE16 6XN

## JANUARY'S SPECIAL OFFERS FOR TSSC MEMBERS

New Items just in Bonnet Catches (all club cars) with "M" for Micholotti ..... £14.50

### CHROME & FITTINGS: Herald/Vitesse

Boot 'T' Handle Complete .....	£9.95
Boot 'T' Handle Barrel .....	£3.95
Outside Door Handle Barrel .....	£3.95
Window Winder Handle .....	£3.50
Inside Opening Handle .....	£3.50
Bonnet Locks (PAIR) .....	£9.50
Wiper Blades Stainless .....	£3.95
Wiper Arms Chrome/Stainless .....	£4.95
Wiper (Pump Type) Switch .....	£12.50
Petrol Cap Chrome .....	£3.95
Herald 'SHIELD' Badge .....	£12.50
'TRIUMPH' Letter Sets .....	£10.00
'HERALD' Boot Scroll .....	£9.50
13/60 Headlamp Bezel .....	£18.00

### CHROME FITTINGS: Spit IV/GT6 III

Inside Door Handle .....	£10.90
Inside Handle Repair Kit .....	£6.90
Outside Handle Repair Kit .....	£2.95
Stainless Wiper Blades .....	£2.95
Stainless Wiper Arms .....	£3.95
Wiper Wheel Boxes INC nut .....	£7.90
Window Winder Handle .....	£3.50
Matched Pair Doorlocks .....	£9.50
Bonnet locks (PAIR) .....	£9.50
Rear Wing Corner Chrome .....	£13.50
Rear Wing Corner Black .....	£12.50
Chrome WHEELNUTS each .....	£1.50

### COOLING:

Water Pump Her/Spit .....	£18.50
Cooling Fan Her/Spit .....	£7.50

This is only a small sample of our complete range of Spare Parts for Club Cars we try to stock everything currently available for your Car

FREE 22 PAGE CATALOGUE \*\*\*\* VISA/ACCESS \*\*\*\*



TELEPHONE ORDERS/FAST MAIL ORDER  
SERVICE/OVERNIGHT DELIVERY



★ WORLD WIDE — MAIL ORDER — WORLD WIDE ★

Hose Set Vitesse .....	£15.00
Hose Set Spitfire .....	£14.00
Hose Set Herald (state) .....	£14.50

### STEERING & SUSPENSION PARTS

Steering Rack (Exchange) .....	£29.00
Track Rod Ends .....	£4.95
Lower Steering Joint .....	£13.50
Solid Aluminium Rack Mounts .....	£12.50
Vertical Link (state Model) .....	£32.00
Stub Axle (state Model) .....	£18.50
STANPART Trunnion Block .....	£12.50
Front Shocker (shop soiled) .....	£10.00
Rear Shock Absorber .....	£12.95
Top Ball Joint .....	£7.00

ALL OTHER PARTS STOCKED

### STEEL PANELS: Herald/Vitesse

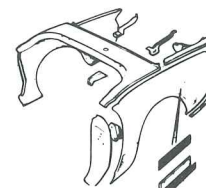
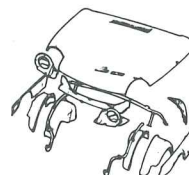
Front Footwell (Ribbed) .....	£23.00
Front Wheelarch Repair .....	£15.00
Front Wing Corner .....	£12.00
'D' Plate .....	£9.00
Front Light Panel (13/60) .....	£25.00
Front Lower Valance (F/Glass) .....	£19.00
Original Doorskin .....	£19.00
Lower Rear Wing & Arch Repair .....	£22.00
Original Rear Valance .....	£19.00
Rear 1/4 Valance .....	£16.00

ALL OUTRIGGERS IN STOCK

### STEEL PANELS: Spit IV/1500 GT6 III

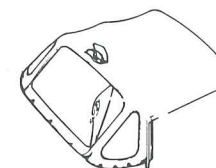
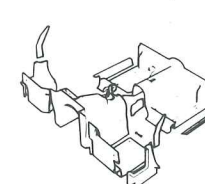
Front Wings .....	£29.50
Rear Wings .....	£69.00
Boot Floor .....	£36.50
Outer Sill (Original B.L.) .....	£19.00
Full Floorpan .....	£27.00
Front Footwell Only .....	£9.90

ALL OTHER PANELS STOCKED



### TRIM & RUBBER SEALS: Herald/Vitesse

Window Channel .....	£7.50
Windscreen Seals .....	£16.00
Draught Excluder from .....	£9.50
Doorglass Weatherseal .....	£7.50
As Above Her/Vitesse .....	£7.50
Hoods (Original Quality) .....	£75.00
Carpet Sets Superior Quality Tuffed & Fully Bound .....	£75.00



### Spitfire/GT6

Windscreen Seals .....	£16.00
GT6 Tailgate Seals .....	£16.00
Bright Insert for above .....	£6.50
Cover Clip .....	£0.90
Carpet Sets as above .....	£65.00
Hoods (Original Quality) .....	£65.00

### CLUTCHES (New With 24000 Mile G,Tee)

Herald/Spit .....	£32.00
Vitesse/GT6 .....	£42.00

### ROTOFLEX REAR SUSPENSION

New Rear Hub/Stud Assembly .....	£49.00
Rotoflex Couplings inc Bolts .....	£16.95
(Genuine B.L. WILL LAST!!!!)	
Rear Shocker Mounting .....	T.B.A.
Complete Bush/Spacer Kit .....	£17.50
(Stainless Steel Spacers)	

### NON ROTOFLEX REAR SUSPENSION:

Driveshafts .....	£45.00
Wheel Bearing Kits .....	£9.50
Universal Joints .....	£5.00
Wheelstuds .....	£0.90

Cars for sale - 2 x Herald Convertibles £295.00 each

We also stock many other parts most of which are included  
in our new catalogue FREE on request.

A range of SECONDHAND parts are now available.

Our aim is to stock everything for your car.

ALL PRICES PLEASE  
ADD POSTAGE AND VAT AT 15%

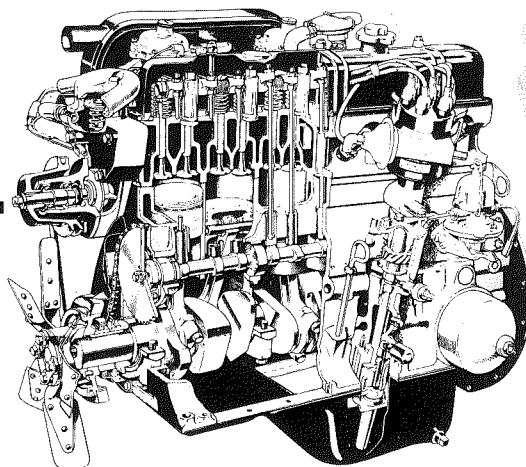
Callers Welcome  
Please Telephone First

Our telephone number is

TEL: (0354) 34140/34144

# TECHNICAL 6 Cylinder

**Peter Gidden**



As this is my first report under this title, I feel a brief history of my life with club cars is in order, so here goes:

I acquired my GT6 MkI in 1982. After failing it's MOT one week later on no less than sixteen points, (none of which were structure related) it was obvious I was going to have to learn how to maintain this car myself. Enter the TSSC. Since then, thanks to the Club and it's members, the only mechanical service I have paid for (apart from certain reconditioned units, reboring and grinding etc.) is the removal of the rear hubs from the halfshafts. £10 well spent! Modifications have included a 2.0L injection engine, numerous changes of diff, gearbox and overdrive units plus various different suspension set-ups. I am now in the process of building a GT6 MkIII convertible from the ground-up, the progress of which will feature in this column.

It is probably true to say that 'our' cars do not employ the high technology of cars built today and, generally speaking, they are not that difficult to maintain. Yes, there are some jobs which, all things considered should be left to the professionals, such as the rebuilding of gearboxes, diffs etc. but, with a good selection of tools, a Workshop Manual and a little bit of confidence or prior knowledge, keeping your treasured Triumph on the road should present few problems.

My phone number is in the back of The Courier and it is there to be used, so please don't hesitate to call me. For those who would prefer to write, then your letters are welcome.

OK, until next month all that remains is to wish you all a Happy New Year .....  
**HAPPY NEW YEAR!**



New, Reconditioned, Remanufactured and Thousands of Second hand parts in stock.

All Interior Trim Reupholstered or Repaired at very reasonable prices and to an excellent standard.

MOTs, Repairs, Respraying, Welding, Bodywork. All work of highest standard, at a very competitive rate and carried out by Triumph Specialist and Enthusiast.

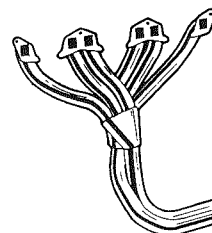
Herald's, Spitfire's, Vitesse's - for sale ring to see if we have the car you are looking for.

**UNIT 6, HORTON HEATH SERVICE STATION,  
BOTLEY ROAD, HORTON HEATH, EASTLEIGH  
HAMPSHIRE SO5 7DN**

Telephone (0703) 601273

Call in for a tea and chat

# TRIUMPH TUNE



## ROAD EXHAUST MANIFOLD

2 Litre MkI

2 Litre or 2.5L MkII

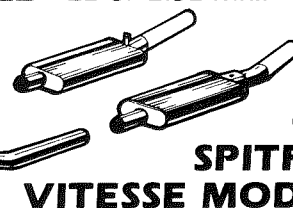
1147cc

1300/1500

## COMPETITION EXHAUST MANIFOLD 2L or 2.5L MkII

## TWIN SPORTS SYSTEM

Mild Steel  
Stainless Steel



**GT6  
SPITFIRE  
VITESSE MODELS**

Full range of engine suspension and bodywork components readily available.

**CYLINDER HEAD  
CAMSHAFT  
VALVE SPRINGS**

**ROLL OVER BAR  
INTERIOR TRIM  
SHOCK ABSORBERS**

**COIL SPRINGS  
ANTI ROLL BAR**

**BODY PANELS — STEEL & FIBREGLASS**

Name .....

Address .....

Model .....

**Full Tuning**

**Manual of components and Accessories**

110 Page fully illustrated. £3.00 plus postage UK - £0.50p

Europe - £2.50 USA/Africa - £5.50 Asia/Australia £6.00

22-28 Manor Road, Richmond, Surrey,  
TW9 1YB ☎ 01-948 6668 Fax 01-940 9268





# CLASSIC HERALD • VITESSE • SPITFIRE • GT6 151 ST MICHAELS WAY, MIDDLEWICH, CHESHIRE CW10 9DX



## BRAKE PARTS

Master cylinder Herald, Spitfire	£26.50
Master cylinder Vitesse	£29.95
Master cylinder Tandem Spitfire 1500	£92.00
Master cylinder Tandem Vitesse, GT6	£95.00
Master cylinder seal kit Single systems	£2.99
Master cylinder seal kit Tandem systems	£12.00
New Lockheed Servo installation kit all models	

Servo overhaul kit late GT6 MKIII	£39.50
Caliper assy type 12 Herald, Spitfire (exch)	£35.00
Caliper assy type 14 Herald, Spitfire (exch)	£28.00
Caliper assy type 16p Vitesse, GT6 (exch)	£35.00
Caliper assy type 16p Vitesse, GT6 (exch)	£35.00

Caliper seal kit all type 12	£7.50 pair
Caliper seal kit all type 14	£3.99 pair
Caliper seal kit all type 16p	£7.50 pair
Caliper seal kit all type 16p	£6.99 pair
Caliper piston (GIRLING) type 12	£7.99 each
Caliper piston (GIRLING) type 14	£6.95 each
Caliper piston (GIRLING) type 16p	£7.00 each
Caliper piston (GIRLING) type 16p	£7.00 each
Caliper piston (NON GIRLING) type 14	£4.99 each
Caliper piston (NON GIRLING) type 16p	£5.99 each
Caliper piston (NON GIRLING) type 16p	£5.50 each

Brake pad set (GIRLING) Herald, Spitfire - 67	£4.50
Brake pad set (GIRLING) Herald, Spitfire 67 on	£7.50
Brake pad set (GIRLING) Vitesse, GT6	£9.50
Brake pad set (universal) Herald, Spitfire 67 on	£5.50
Brake pad set (universal) Vitesse, GT6	£5.95
Brake discs new Herald, Spitfire	£10.50 each
Brake discs new Vitesse, GT6	£12.50 each

Pad anti-squeal shim kit type 12	£2.50
Pad anti-squeal shim kit type 14	£2.50
Pad anti-squeal shim kit type 16	£3.50
Pad anti-rattle spring clips type 14	50p each
Pad anti-rattle spring clips type 16	35p each
Pad retaining pins all models	50p each
Pad retaining pin R clips all models	10p each
Small sachet of anti-squeal grease	50p
Front wheel cylinders Herald	£5.50 each
Front wheel cylinder seal kit (does 4 cyls)	£3.50
Front brake shoe set (GIRLING) Herald	£7.49
Front shoe return spring set Herald	£2.50
Front flexible brake hose (GIRLING) all	£5.50 each
Front brake adjuster set Herald	£8.00

Rear wheel cylinder Herald, Vitesse	£6.99 each
Rear wheel cylinder Spitfire MK I, II, III	£6.99 each
Rear wheel cylinder Spitfire MK IV, GT6 Mk II	£7.35 each
Rear wheel cylinder Spitfire 1500	£6.99 each
Rear wheel cylinder GT6 - 72 not MK II	£6.99 each
Rear wheel cylinder GT6 72 on	£8.25 each
Rear wheel cylinder seal kit all (axle set)	£3.00
Rear wheel cyl fitting kit boot & clips	£2.15 each
Rear brake shoe set (GIRLING) all models	£7.49
Rear brake return spring set all models	£2.00
Rear shoe hold down clip set all models	£2.15
Rear flexible brake hose (GIRLING) all	£5.50 each
*Rear flexy brake hose Vitesse, GT6 right hand	£6.50 each
Rear brake adjuster manual adjust brakes	£6.25 each
Rear brake adjuster self adjust brakes	£2.65 each
ABV Automatic bleed valves set of 4 all models	£5.50
Bleed screw short Girling	75p
Bleed screw long Girling	95p
Three way brass union	£3.99

## BRAKES CONTINUED

Four way brass union	£5.99
Five way brass union	£9.50
Hydraulic brake light switch	£6.00
Fluid reservoir extension for master cylinder	£4.50
Filter element for Girling type servo	£1.95
Brass male/female brake pipe unions	20p each
Pure seamless copper brake pipe 25ft roll	£7.00
Servo vacuum hose 3ft length	£4.50
Small copper washer for brake flexy hose	8p each
Servo non return valve for Girling type servo	£6.99
Servo non return valve in-line type	£8.00
Plastic brake pipe clips single	15p each
Plastic brake pipe clips double	18p each
Plastic brake/fuel pipe clips	35p each
Fully made up copper brake pipe sets, tailor made for every model with brass unions plus all required chassis fixing clips	£19.50

Silicon brake fluid 1 litre bottle	£13.25
Silicon brake fluid 500ml bottle	£7.00
Silicon brake fluid 250ml bottle	£3.75
Hand brake cable front all models	£2.00
Hand brake cable rear Herald, Vitesse - 66	£2.00
Hand brake cable rear Spitfire MKI-4, GT6 MKI	£2.15
Hand brake cable rear Spitfire 1500, GT6 MKII	£3.50

Pressure plate Vitesse 1600	£30.00
Friction plate Vitesse 1600	£16.00
Release bearing for above	£6.00
Pressure plate Vitesse 2tr, GT6	£30.00
Friction plate Vitesse 2tr, GT6	£18.00
Release bearing for above	£6.00

Pressure plate (diaphragm) Herald, Spitfire	£12.00
Friction plate (diaphragm) Herald, Spitfire	£8.00
Pressure plate Spitfire 1500	£16.50
Friction plate Spitfire 1500	£9.50
Pressure plate Vitesse 2tr, GT6	£18.00
Friction plate Vitesse 2tr, GT6	£10.00

All release bearings as with above Borg & Beck units.

## BUSHES AND MOUNTINGS

Front wishbone bush all models	50p each
Front shock absorber bottom bush all models	£1.00 each
Front shock absorber top bush kit all	£3.00 each
Anti-roll bar bush small or large	95p each
Rear radius arm bush Herald, Spitfire	50p each
Rear radius arm to link bush GT6 non roto	50p each
Rear radius arm to chassis bush GT6 non roto	£9.00 each
Rear radius arm bush Vitesse, GT6 rotoflex	£1.00 each
Rear spring eye bush all models	£3.50 each
Rear wishbone bush Vitesse, GT6 rotoflex	£4.05 each
Engine mounting all 4 cyl	£3.50 each
Engine mounting all 6 cyl	£5.00 each
Gearbox mounting non overdrive	£1.50 each
Gearbox mounting overdrive	£10.50
Diff carrier rear mounting bush all	£3.50 each
Diff front lower mounting rubber all	25p each
Diff front upper mounting rubber all	£3.50 each

## CLUTCH COMPONENTS

Master cylinder all models	£26.50
Master cylinder seal kit all models	£2.99
Slave cylinder Herald, Spitfire - 67	£18.50
Slave cylinder Herald, Spitfire 67 on	£20.50
Slave cylinder Spitfire 1500	£23.50
Slave cylinder Vitesse, GT6	£24.50
Slave cylinder seal kit Herald, Spitfire	£1.50
Slave cylinder seal kit Spit 1500, Vitesse, GT6	£2.50
Copper pipe master cyl to slave cyl	£3.00
Rubber boot for master cyl also does brake	£1.95

Mechanical clutch parts we now offer an option to buy either brand new Borg & Beck units or economy quality remanufactured units.

## BORG & BECK UNITS

Pressure plate (coil spring) Herald, Spitfire	£25.00
Friction plate (coil spring) Herald, Spitfire	£14.00
Release bearing for above	£6.00

## CLUTCHES CONTINUED

Pressure plate (diaphragm) Herald, Spitfire	£16.00
Friction plate (diaphragm) Herald, Spitfire	£14.00
Release bearing for above	£6.00
Pressure plate Spitfire 1500	£23.00
Brass male/female brake pipe unions	£17.50
Release bearing for above	£6.00
Pressure plate Vitesse 1600	£30.00
Friction plate Vitesse 1600	£16.00
Release bearing for above	£6.00
Pressure plate Vitesse 2tr, GT6	£30.00
Friction plate Vitesse 2tr, GT6	£18.00
Release bearing for above	£6.00

Pressure plate Vitesse 2tr, GT6	£30.00
Friction plate Vitesse 2tr, GT6	£18.00
Release bearing for above	£6.00

## QUALITY REMANUFACTURED UNITS

Pressure plate (diaphragm) Herald, Spitfire	£12.00
Friction plate (diaphragm) Herald, Spitfire	£8.00
Pressure plate Spitfire 1500	£16.50
Friction plate Spitfire 1500	£9.50
Pressure plate Vitesse 2tr, GT6	£18.00
Friction plate Vitesse 2tr, GT6	£10.00

All release bearings as with above Borg & Beck units.

Pressure plate (diaphragm) Herald, Spitfire	£12.00
Friction plate (diaphragm) Herald, Spitfire	£8.00
Pressure plate Spitfire 1500	£16.50
Friction plate Spitfire 1500	£9.50
Pressure plate Vitesse 2tr, GT6	£18.00
Friction plate Vitesse 2tr, GT6	£10.00

All release bearings as with above Borg & Beck units.

## STEERING & SUSPENSION

Steering rack (exchange) all models	£29.50
Steering rack gators all models	£4.50 pair
Steering column to rack U/J all models	£13.50
Steering rack mounting clamp all models	£8.00
Steering rack clamp bush all models	£1.25
Steering column inner bush all models	£1.75
Steering arm rack to upright all models	£8.50
Track rod end all models	£4.95 each
Top ball joint all models	£7.00 each
Lower brass trunnion all models	£10.50 each
Trunnion bush & seal kit all models	£2.25 each
Trunnion top dust cover	50p each
Vertical link early Herald with drum brakes	£38.00 each
Vertical link Herald, Spitfire, discs brakes	£36.00 each
Vertical link Vitesse, GT6	£26.00 each
Stub axle Herald drum brakes	£18.00 each
Stub axle early Herald discs	£10.50 each
Stub axle Herald, Spitfire, Vitesse, GT6	£18.50
D washer for stub axle all models	25p
Castelated nut for stub axle all models	38p
Front hub dust caps	£2.25
Front hub felt oil seal & retainer all	£1.50
Front wheel bearings (inner & outer) all	£6.99
Anti roll bar U bolt all models	£1.25
Anti roll bar clamp all models	£1.25
Anti roll bar end links all models	£8.50
Front shock absorbers all models	£12.40 each
Front road spring all models	£16.50 each
Complete front suspension bolt kit suitable for all models. Now much improved kit to cover every component of your front suspension (does both sides)	£12.50
Rear trunnion bush & seal kit Herald, Spitfire	£2.50
Rear trunnion spacer tube Vitesse, GT6 rotoflex	£4.00
Rear trunnion bush & seal Vitesse, GT6 roto	£8.50
Rear trunnion bush & seal kit GT6 non rotoflex	£2.50

## STEERING & SUSPENSION CONTINUED

Rear wheel outer bearing kit Herald, Spitfire	£7.50
Rear wheel inner/outer bearing kit Herald, Spit	£9.00
Rear wheel bearing kit Vitesse, GT6 rotoflex	£10.00
Sealed beam unit 5 1/2 in dip	£4.50
Sealed beam unit 5 1/2 in non dip	£4.50
Holagen headlamp conversion kit 7 in with bulbs	£18.50
Extra powerful Halogen bulb 100/80 watts	£4.35
20 amp relay for use with above bulb (2 per car)	£2.50
Standard Halogen bulb 60/55 watts	£3.50
Front flasher lens Herald, Vitesse	£5.75
Front sidelight complete Spt MKI, II, GT6 MKI	£8.95
Front sidelight lens only as above	£4.00
Front flasher complete Spt MKI, II, GT6 MKI	£8.95
Front flasher lens only as above	£4.00
Front sidelight/light complete Spt 3.4, 1500	£4.00
White lens only for above	£4.00
Amber lens only for above	£4.00
Above lamp also does GT6 MKII & III Rear stop/tail light complete Herald, Vitesse	£18.00
Rear stop/tail lens only for above	£6.00
Rear stop/tail lens only Spt MKI, 2.3, GT MKI, II	£6.00
Rear flasher light complete Spt MKI, 2, GT6 MKI	£8.95
Rear flasher lens only for above	£4.00
Rear flasher light complete Spt MK3, GT6 MKII	£8.95
Rear flasher lens only for above	£4.00
Reversing light complete Spt MK1, 2.3, GT6 MKI, 2	£8.95
Reversing lens only for above	£4.00
Rear light unit complete Spt MK4, 1500, GT6 MK3	£18.00
Amber lens only for above	£4.00
Red lens only for above	£5.00
White lens only for above	£4.00
Steering column light switch Herald, Vitesse	£14.00
Steering column light switch GT6 1.2, Spit 1.3	£14.00
Steering column light switch GT6 3, Spit 4, 1500	£18.00
Steering column indicator switch all	£18.50
Dash mounted ignition switch	£7.00
New barrel & keys for above	£2.75
Stop light switch all	£1.75
Oil pressure switch	£2.25
Basic electric horn	£5.50
Battery isolator switch all	£8.50
Wiper wheel box all	£18.50
Chrome brass nut for wheel box all	£1.00
Flasher relay Herald, Vitesse	£3.00
Flasher relay Spitfire, GT6	£2.50
Hazard warning relay Spitfire, GT6	£3.25

Water pump new all models except viscous type	£18.50
Water pump new Spitfire 1500 viscous type	£34.00
Radiator top hose all except Vitesse	£2.15
Radiator top hose Vitesse	£3.50
Radiator bottom hose Herald, Spitfire	£2.00
Radiator bottom hose Spitfire 1500	£2.50
Radiator bottom hose GT6	£3.50
Radiator cap all models	£1.50
Thermostat summer 82° all models	£2.00
Thermostat winter 88° all models	£2.00
Fan belt Herald, Spitfire, GT6 MKI, Vitesse MKI	£1.50
Fan belt GT6 MKII, III, Vitesse MKII	£2.50
Temperature sender switch all models	£2.85
Core plug set 4 cyl models	£2.00
Core plug set 6 cyl models	£2.50

Water pump new all models except viscous type	£18.50
Water pump new Spitfire 1500 viscous type	£34.00
Radiator top hose all except Vitesse	£2.15
Radiator top hose Vitesse	£3.50
Radiator bottom hose Herald, Spitfire	£2.00
Radiator bottom hose Spitfire 1500	£2.50
Radiator bottom hose GT6	£3.50
Radiator cap all models	£1.50
Thermostat summer 82° all models	£2.00
Thermostat winter 88° all models	£2.00
Fan belt Herald, Spitfire, GT6 MKI, Vitesse MKI	£1.50
Fan belt GT6 MKII, III, Vitesse MKII	£2.50
Temperature sender switch all models	£2.85
Core plug set 4 cyl models	£2.00
Core plug set 6 cyl models	£2.50

Water pump new all models except viscous type	£18.50
Water pump new Spitfire 1500 viscous type	£34.00
Radiator top hose all except Vitesse	£2.15
Radiator top hose Vitesse	£3.50
Radiator bottom hose Herald, Spitfire	£2.00
Radiator bottom hose Spitfire 1500	£2.50
Radiator bottom hose GT6	£3.50
Radiator cap all models	£1.50
Thermostat summer 82° all models	£2.00
Thermostat winter 88° all models	£2.00
Fan belt Herald, Spitfire, GT6 MKI, Vitesse MKI	£1.50
Fan belt GT6 MKII, III, Vitesse MKII	£2.50
Temperature sender switch all models	£2.85
Core plug set 4 cyl models	£2.00
Core plug set 6 cyl models	£2.50

Water pump new all models except viscous type	£18.50
Water pump new Spitfire 1500 viscous type	£34.00
Radiator top hose all except Vitesse	£2.15
Radiator top hose Vitesse	£3.50
Radiator bottom hose Herald, Spitfire	£2.00
Radiator bottom hose Spitfire 1500	£2.50
Radiator bottom hose GT6	£3.50
Radiator cap all models	£1.50
Thermostat summer 82° all models	£2.00
Thermostat winter 88° all models	£2.00
Fan belt Herald, Spitfire, GT6 MKI, Vitesse MKI	£1.50
Fan belt GT6 MKII, III, Vitesse MKII	£2.50
Temperature sender switch all models	£2.85
Core plug set 4 cyl models	£2.00
Core plug set 6 cyl models	£2.50

Water pump new all models except viscous type	£18.50
Water pump new Spitfire 1500 viscous type	£34.00
Radiator top hose all except Vitesse	£2.15
Radiator top hose Vitesse	£3.50
Radiator bottom hose Herald, Spitfire	£2.00
Radiator bottom hose Spitfire 1500	£2.50
Radiator bottom hose GT6	£3.50
Radiator cap all models	£1.50
Thermostat summer 82° all models	£2.00
Thermostat winter 88° all models	£2.00
Fan belt Herald, Spitfire, GT6 MKI, Vitesse MKI	£1.50
Fan belt GT6 MKII, III, Vitesse MKII	£2.50
Temperature sender switch all models	£2.85
Core plug set 4 cyl models	£2.00
Core plug set 6 cyl models	£2.50

Water pump new all models except viscous type	£18.50
Water pump new Spitfire 1500 viscous type	£34.00
Radiator top hose all except Vitesse	£2.15
Radiator top hose Vitesse	£3.50
Radiator bottom hose Herald, Spitfire	£2.00
Radiator bottom hose Spitfire 1500	£2.50
Radiator bottom hose GT6	£3.50
Radiator cap all models	£1.50
Thermostat summer 82° all models	£2.00
Thermostat winter 88° all models	£2.00
Fan belt Herald, Spitfire, GT6 MKI, Vitesse MKI	£1.50
Fan belt GT6 MKII, III, Vitesse MKII	£2.50
Temperature sender switch all models	£2.85
Core plug set 4 cyl models	£2.00
Core plug set 6 cyl models	£2.50

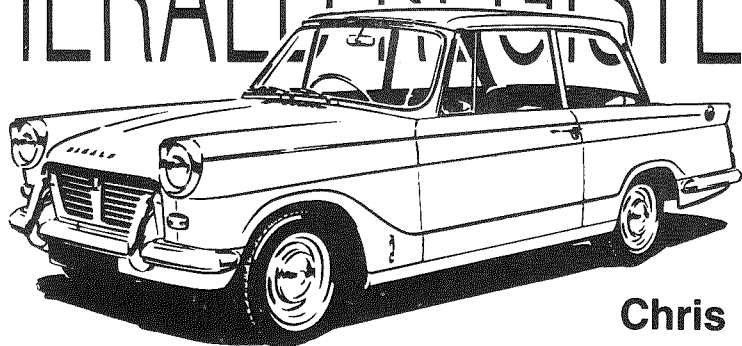
Water pump new all models except viscous type	£18.50
Water pump new Spitfire 1500 viscous type	£34.00
Radiator top hose all except Vitesse	£2.15
Radiator top hose Vitesse	£3.50
Radiator bottom hose Herald, Spitfire	£2.00
Radiator bottom hose Spitfire 1500	£2.50
Radiator bottom hose GT6	£3.50
Radiator cap all models	£1.50
Thermostat summer 82° all models	£2.00
Thermostat winter 88° all models	£2.00
Fan belt Herald, Spitfire, GT6 MKI, Vitesse MKI	£1.50
Fan belt GT6 MKII, III, Vitesse MKII	£2.50
Temperature sender switch all models	£2.85
Core plug set 4 cyl models	£2.00
Core plug set 6 cyl models	£2.50

Water pump new all models except viscous type	£18.50
Water pump new Spitfire 1500 viscous type	£34.00
Radiator top hose all except Vitesse	£2.15
Radiator top hose Vitesse	£3.50
Radiator bottom hose Herald, Spitfire	£2.00
Radiator bottom hose Spitfire 1500	£2.50
Radiator bottom hose GT6	£3.50
Radiator cap all models	£1.50
Thermostat summer 82° all models	£2.00
Thermostat winter 88° all models	£2.00
Fan belt Herald, Spitfire, GT6 MKI, Vitesse MKI	£1.50
Fan belt GT6 MKII, III, Vitesse MKII	£2.50
Temperature sender switch all models	£2.85
Core plug set 4 cyl models	£2.00
Core plug set 6 cyl models	£2.50

Water pump new all models except viscous type	£18.50
Water pump new Spitfire 1500 viscous type	£34.00
Radiator top hose all except Vitesse	£2.15
Radiator top hose Vitesse	£3.50
Radiator bottom hose Herald, Spitfire	£2.00
Radiator bottom hose Spitfire 1500	£2.50
Radiator bottom hose GT6	£3.50
Radiator cap all models	£1.50
Thermostat summer 82° all models	£2.00
Thermostat winter 88° all models	£2.00
Fan belt Herald, Spitfire, GT6 MKI, Vitesse MKI	£1.50
Fan belt GT6 MKII, III, Vitesse MKII	£2.50
Temperature sender switch all models	£2.85
Core plug set 4 cyl models	£2.00
Core plug set 6 cyl models	£2.50

Water pump new all models except viscous type	£18.50
Water pump new Spitfire 1500 viscous type	£34.00
Radiator top hose all except Vitesse	£2.15
Radiator top hose Vitesse	£3.50
Radiator bottom hose Herald, Spitfire	£2.00
Radiator bottom hose Spitfire 1500	£2.50
Radiator bottom hose GT6	£3.50
Radiator cap all models	£1.50
Thermostat summer 82° all models	£2.00
Thermostat winter 88° all models	£2.00
Fan belt Herald, Spitfire, GT6 MKI, Vitesse MKI	£1.50</

# HERALD REGISTER



Chris Longhurst

## BODY NUMBERS - 948 HERALDS

Triumph Heralds have two identification codes of factory origin. The first is the commission number (often incorrectly referred to as the "chassis" number), which is roughly equivalent to the VIN (Vehicle Identification Number) of modern cars. The commission number can be found on a plate on the left hand (UK nearside, distributor side, passenger side) of the front bulkhead. The plate (Fig. 1) also contains information on the vehicle type (saloon, coupe etc.)

The body number is to be found on a plate on the right hand (UK offside, driver, carb. side) of the front bulkhead (Fig. 2). The body number is useful evidence of the age of the car, in cases where the commission plate is missing and of the authenticity of the car when commission plates have been "exchanged" or lost.

I do not have a very complete record of commission number/body number correlations. Those that I do have are listed in Table 1 (saloons) and Table 2 (coupes/convertibles). The reason for the change GC - GT for saloons, YC - YT for coupes in 1960/1961 is not clear; does anyone have any clues?

Overseas cars may have different codes, especially if "bolted together" or manufactured overseas.

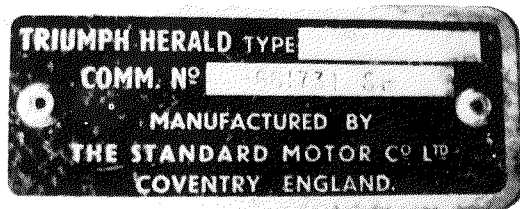


Fig. 1. Commission Number Plate (948 & 1200 Mk1 Cars)

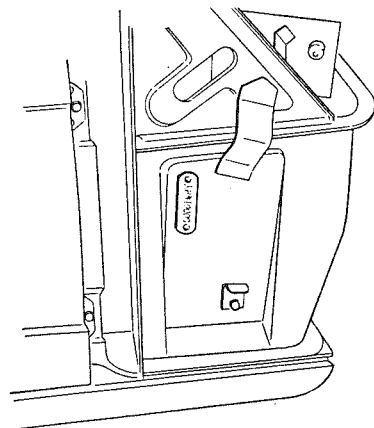


Fig. 2. Location of Body Number Plate (All Heralds)

TABLE 1  
948 SALOONS — COMMISSION AND BODY NUMBERS  
(TSSC REGISTER 12/88)

SINGLE CARB			TWIN CARB		
Year	Commission No	Body No	Year	Commission No	Body No
1959	G9962	GC4569	1959	GY1110	GC15868
	G12791	GC8211	1960	GY4883	GC37210
	G21631	GC15798		GY4892	GC37867
1960	G24402	GC17613		GY6292	GC43263
	G24952	GC18080	1961	(GY10184)	?
	G25077	GC18256	HERALD 'S'		
	G36649	GC29951			
	G39821	GC32418	Year	Commission No	Body No
	G41268	GC35297	1961	G61020SP	GT525SP
	G46405	GC40687		G61211SP	GT1138SP
	G50389	GC44519		G63016SP	GT2103SP
	G51677	GC46682		G63148SP	GT2250SP
	G54947	GC46981		G63646SP	GT2809SP
1961	G59949	GT3428		G63821SP	GT3064SP
	(G60024)	?		G68021SP	GT5868SP
				G68103SP	GT5900SP
			1962	(G68646SP)	?

('Year' is years of production, not first registration)

TABLE 2  
948 COUPES AND CONVERTIBLES - COMMISSION AND BODY NUMBERS  
(TSSC REGISTER 12/88)

COUPE			CONVERTIBLE		
Year	Commission No	Body No	Year	Commission No	Body No
1959	Y128	Y142?	1960	Y6360 LCV	R40?
1960	Y9886	YC2466		Y15294 CV	RT352
	Y10371	YC2792		Y16170 CV	RT575
	Y12549	YC3447		Y16588 CV	RT?98
	Y12663	YC3534		Y16885 CV	RT812
	Y16165	YC5225		Y16937 CV	RT 825
	Y19092L	YT128		Y17060CV	RT 887
	Y19767	Y287		Y19851 CV	RT 2200
	Y22688	YT740	1961	(Y22096 CV)	(?)

('Year' is year of production, not first registration)

## BOB ROWLAND

### HERALD — VITESSE — SPITFIRE — GT6

PRE M.O.T. undertaken and any repairs including Welding work

Secondhand & New Spares service

Club Cars always for sale with a limited guarantee and new M.O.T.

For a friendly chat Contact BOB on

371 Palmers Farm off Harlington High Street  
Harlington Middlesex

# 01 564 7667

# RIMMER BROS

SPECIALISTS IN NEW & USED SPARES

STAG • TR6 • TR7 • TR8 • SPRINT • SPITFIRE



BRITISH MOTOR  
HERITAGE APPROVED TR7 TR8

## SPITFIRE IV/1500/ GT6 III

### SPITFIRE IV

Full Engine (Recon)	
1500 .....	£325.00 ex
1300 .....	£275.00 ex
Short Engine (Recon)	
1500 .....	£195.00 ex
1300 .....	£175.00 ex
Crankshaft (Recon) .....	£60.00 ex
Oil Pumps .....	£29.00
Water Pumps .....	£20/35
Engine Parts Available.	
Clutch Assy 1300 .....	£38.50
1500 .....	£49.50
Master Cyl .....	£28.00
Slave Cyl .....	£22.50
Engine Service Kit ...	£14.00
Head Gasket Sets ...	£15.00
Sump Sets .....	£6.50
Radiator (Recon) .....	£49.00 ex
Gearboxes (Recon)	
from .....	£100.00 ex
Overdrive (Recon) ..	£115.00
Propshafts from .....	£40.00
Halfshafts .....	P.O.A
Differential (Recon) .....	£130.00 ex
Brake Discs .....	£12.50 ea
Pads .....	£5.00
Shoes .....	£9.00 set
Copper B/Pipe Kit ...	£25.00
Flexi Hoses .....	£6.00 ea
Master Cyls .....	£35/£65
Calipers (Recon) ..	£30.00 ex
W/Cyls .....	£10.00
Steering Rack (Recon) .....	£35.00 ex
Front/Rear Shox .....	£15.00 ea
Trunnions .....	£25.00
V/Links .....	£35.00

Rear Spring (Original) .....	£60.00
Suspension Parts, Bushes Mountings Available.	
Wheelbearing Kits ....	£9.00
Windscreen Seals ...	£19.50
Door Seals .....	£8.00
Hardtop/Softop Seals.	
Cables-Handbrake ....	£3/£4
Accelerator .....	£6.50
Choke .....	£7.50
Speedo .....	£7.00
Chassis Frame .....	£350.00
Front Quarter Valance Steel .....	£29.00
Fibreglass .....	£15.00
Bonnet Assy Complete .....	P.O.A.
Top Panel .....	£80.00
Outer Wings .....	£49.00
Inner Arches .....	£20.00
Sills from .....	£10.00
Rear Valance .....	£30.00
Rear Wing .....	£69.00
Bootlid (Steel) .....	£80.00
(Fibreglass, Top Quality) .....	£50.00
Doors from .....	£65.00
Skin .....	£20.00
Bumpers .....	P.O.A
Laurel Transfers .....	£3.00
Others .....	£3.50
Carpet Sets (Top Quality) .....	£50.00
Interior Trim Available Please Ring	
Door Seal .....	£15.00 pr
Hardtop (Lenham) ..	£195.00
Hood + Frame Assy (Ready To Fit) .....	£175.00
Hood Cover Only ....	£49/59

D/Duck .....	£100.00
Mohair .....	£150.00
Tonneau Covers ....	£35/£49
Stowage Covers ....	£25.00
Starter Motor .....	£15.00 ex
Stainless Steel Exhaust Systems 1300/1500 .....	£105.00
Mild Steel .....	£50/£60

### GT6

Full Engines (Recon) .....	£450.00 ex
Short (recon) ....	£295.00 ex
Oil Pump .....	£30.00
Water Pump .....	£25.00
Camshaft (new) .....	£75.00
Cylinder Heads from .....	£50.00
Crankshaft (Recon) .....	£75.00 ex
Clutch Assy. ....	£55.00
Engine Service Kit ...	£16.00
Head Gasket Set ....	£20.00
Sump Set .....	£9.00
Brake Discs .....	£17.50 ea
Pads .....	£6.50 set
Shoes .....	£6.00
Hoses .....	£5.00
Suspension V/Links .....	£30.00
Differential .....	£125.00 ex
Bodywork See Spitfire.	
Carpet Set (Top Quality) .....	£60.00
Stainless Steel Exhaust System .....	£110.00
M/Steel .....	£80.00

Ask For Free Price List.



# SPECIALS REGISTER

**Trevor Collett**

Jackie has recently produced our second baby, so just a few lines this month from this bleary-eyed register secretary. (Can I get 2 child seats in the back of the Moss?!).

There have been some changes in the Triumph based kit car world recently. Two established models have changed their addresses. The Burlington Arrow and Beretta are now available from: Burlington Design Group, Dept. TC, P.O.Box 134, Northampton, NN5 5AD.



*Burlingtons at Sandown, August 1988*

Vincent Hurricane fans must contact: Fibretech (GRP) Ltd., Unit V, Willments Ind. Est., Hazel Road, Woolston, Southampton, SO2 7HS. Both companies require £1.50 for a brochure.

These two kits have both gained a good reputation and a sizeable following since their first appearance, however the similarity ends there. The Burlington starts life as a set of plans which means that the budding owner can get started without bothering the bank manager. This doesn't mean that an Arrow or Beretta can be built for nothing but you do not need a large amount of cash up front and the inevitable payments can be spread out. This method of construction also allows the builder to determine not only the details of the finished article but to some extent the overall shape.

The Hurricane, on the other hand, requires the purchase at some stage of a rather expensive piece of glass reinforced plastic. This transaction might prove difficult to hide. Although the cost of building this particular kit seems to work out higher than some I get the impression that resale values are also higher.

So, now you have no excuse, get stuck in.

#### FAST MAIL/TELEPHONE ORDER IF REQUIRED

The above is only a sample of our wide range of stock items. For full details please send SAE or telephone for price List. To place an order, telephone with credit card details or forward cheque (please check delivery costs). All prices plus VAT.



\*\*\*\*\*  
RIMMER BROTHERS LIMITED



**RIMMER BROTHERS  
HOTLINE**



**(0522) 791965**

Triumph House, 115 Lincoln Road, Branston, Lincoln LN4 1PX.  
Telephone (0522) 791965 (6 lines). Fax: (0522) 794118. Telex: 56362



Vitesse. So if you have any good or interesting photos of your car that you would like to appear in The Courier, send them along to me, otherwise you will have to put up with a picture of my car each month!

#### Imponderable Feature

Each month I hope to offer an imponderable idea, serious or not, for contemplation by the members. For example, what stops the rear hub housing being pressed all the way along the halfshaft to the UJ yoke? And what keeps it in position when on the car? Perhaps the stone ground?

#### Winter Titbit

For those of you with separate radiator header tanks, do not top-up with water, otherwise the anti-freeze concentration in the header tank, being out of the main circulation, can become diluted, leading to freezing and split seams in the header tank.

Finally, on behalf of the Register, I should like to thank Martin Brown for his efforts over the years as the previous Vitesse Register Secretary.

**HAPPY NEW YEAR!**

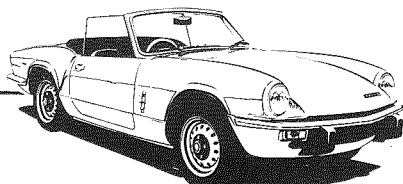
## Restoring Classic Cars

M A G A Z I N E

**NO SERIOUS RESTORER  
SHOULD BE WITHOUT IT**

£150

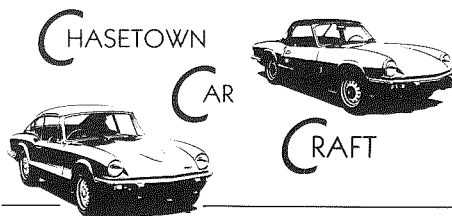
EVERY MONTH



## AT LAST IN DEVON SPITS & PIECES

TRIUMPH SPITFIRES, GT6'S, HERALDS, VITESSE'S NEW AND USED PARTS AVAILABLE.  
SPITFIRES BUILT AS A SPECIALITY. M.O.T'S, RESPRAYS, SERVICING, POSTAL SERVICE.

Unit 9 Bradley Lane Newton Abbot Devon Tel Newton Abbot 51370



Tel: 05436 73401

UNIT 2 CONYNOK FARM, HAMMERWICH  
WALSALL, WEST MIDLANDS

THE West Midlands specialist on all Club Cars, all mechanical work undertaken, FULL engine rebuilds to YOUR specification.

ALL engine machining carried out to your specification.  
ALL bodywork, including accident and chassis repairs up to concours standards.

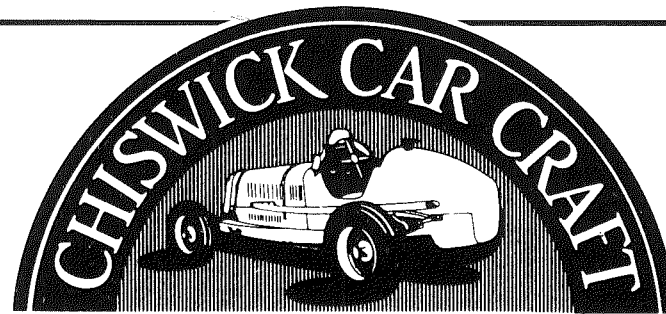
#### PROVEN RESULTS

Bonnet re-builds a speciality especially GT6  
ALL welding to manufacturers original standards i.e. MIG or SPOT  
FULL resprays in cellulose to concours standards  
MOST mechanical and body panels stocked phone for availability  
SPITFIRE 1500 RE-BUILT ENGINES — IN STOCK FITTING SERVICE

**YOUR SATISFACTION IS OUR PRIORITY**

Call us on 05436 73401

TSSC/CT/189



**Specialists in Older Vehicle Restoration**

Turnham Green, Terrace Mews, Chiswick, London W4 1QU

Telephone: 01-994-3395

## ★ SPECIAL OFFERS ★

**Servicing CLUB CARS**

**4cyl. £40.00 6cyl. £50.00**

**+ Parts Used + VAT**

**Full suspension rebuilds**

**Chassis repaired to MOT standards**

**Universal Joints replaced**

**Full restorations undertaken**

**Insurance recognised repairer**

**★ FREE ESTIMATES ★**

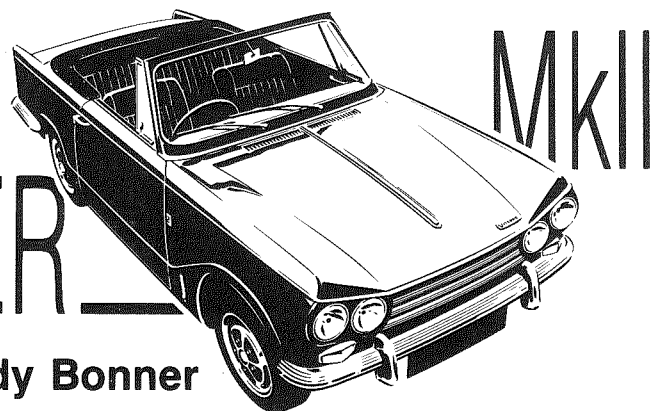
**Complete repair service for all Club cars from  
an accident repair to a full restoration**

**10% Discount to all Club Members**

5 minutes Jct. 2 M4. 2 Minutes from tube station  
Entrance to mews by Jones Models

**01-994-3395**

# VITESSE REGISTER



**Andy Bonner**

The Vitesse MkII doesn't have much history as far as racing/rallying goes the Works having had its best years before the MkII came along, mostly with the early Spitfires and Heralds in racing and rallying respectively. It, therefore, follows that there weren't too many MkII's with any 'Works' history.

I am listing all the official road test/advertising cars used by Leyland that are known to me. Any additions would be much appreciated.

## **MWK 663G - SALOON**

Page 148 Robson's book and page 20 Porter/Williams book

## **MWK 664G - SALOON**

Motor March 15th 1969 and page 151 Robson's book

## **MWK 666F - SALOON**

Autocar August 7th 1969

## **MWK 667G - CONVERTIBLE**

Motoring Life 1969 and page 150 Robson's book

## **MWK 668G - CONVERTIBLE**

Motor October 19th 1968 and Leyland sales brochure

## **MWK 992G\* - SALOON**

Leyland sales brochure

## **MRW 994G - CONVERTIBLE**

Leyland sales brochure

\*This car appears twice in the same sales brochure in different colours!

In the last Register Up-Date compiled by Martin Brown in the March 1986 Courier, the only two cars accounted for as having survived were MWK 664G and MWK 667G. Can any of you account for any of the missing cars?



As you can see from the photograph, the earliest MkIIs were fitted with slotted headlight surrounds. The change to the more familiar, plain surround took place early in production in 1968 but I do not know the commission number when this took place.

## **RADIATORS:**

One of the many things to require attention on my own MkII in the weeks preceeding the Peterborough International last year was an overheating problem, for which I had to get my radiator re-cored in a hurry.

I can, therefore, recommend the following company's competitive prices and quick service. Mention the TSSC when you enquire.

**BERKSHIRE RADIATORS (RAY STACEY)**  
266 GOSBROOK ROAD  
CAVERSHAM  
READING  
PHONE READING 473501

## **INFORMATION NEEDED:**

Please can you help me with some information on the following, so that I can put together future articles for The Courier:

- a Any information on the 'official' estate cars. \*
- b Any extras fitted to MkIIs when new.

*Further details would be much appreciated.*

*Sales*

# **GB SPORTS CARS**

*Spares*

**ONE OF THE LARGEST STOCKS OF  
SECONDHAND SPITFIRE PARTS IN THE COUNTRY**

## **CAR OF THE MONTH**

GT6 MK3 1973 O/DRIVE LATE  
SERIES 62,000 MILES BEAUTIFUL  
ORIGINAL CONDITION  
12 MONTHS MOT £3250.00  
SPITFIRE 1981 X REG £2950  
SPITFIRE 1982 27,000 MILES £3500  
SPITFIRE 1978 RED £1650  
SPITFIRE MK4 MOT £995  
SPITFIRE 1978 NO MOT £1000  
SPITFIRE MK3 VERY S OUND £895  
MGB ROADSTER 1972 NO MOT £795  
GT6 MK3 NO MOT £750  
GT6 MK2 NO MOT £350  
HERALD CONVERTABLE £375  
TR3A AMERICAN IMPORT £3400  
TR4A AMERICAN IMPORT £5250  
TR6 AMERICAN IMPORT £6500



## **NEW SPARES SPECIAL OFFERS**

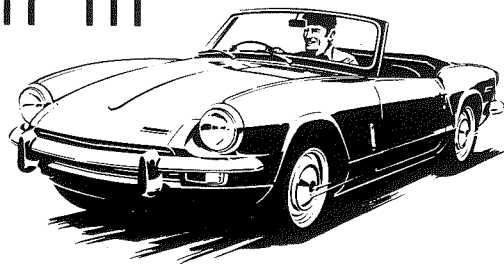
FRONT VERTICLE LINKS SPITFIRE £29.50  
GENUINE STANPART TRUNIONS £16.00  
VISCOS FAN COUPLING £35.00  
WINDSCREEN RUBBER £17.50

**FREEMANS DEPOT,  
STANBRIDGE ROAD, BILLINGTON,  
LEIGHTON BUZZARD, BEDS.  
(0525)378078 OPEN OFFICE HOURS MON-SAT**



**ALL PLUS V.A.T.**  
HEMEL BILLINGTON LEIGHTON  
HEMPSTEAD BUZZARD  
12 MILES A4146 2 MILES  
GB SPORTS CARS

# SPITFIRE I II III REGISTER



Nick Lord

## Happy New Year Everybody

A misprint in chassis numbers means that the earliest MkIII registered in the Club is FD 1641L, owned by a gentleman in Belgium. The next one and earliest here, is FD2105, owned by a gentlemen in Checkendon, Berkshire. The latest MkIII I have on my records is FD 93529, owned by a gentleman in Greenwich, London. Altogether there are 346 MkIII Spitfires on the Register out of the 65,320 built.

I have had a letter from Graham Cheetham who is Registrar and Chairman of the Triumph Sports Car Club of South Africa. In last August's Courier I said that I had no Spitfires from Africa on the Register. This was because, in a previous Courier there was a misprint which said that 50% of Spitfires were exported to N. Africa - this should have read exported to N. America!

Anyway, Graham who is also a TSSC member, has kindly sent me copies of the Spitfire 4 and Spitfire 4 MkII (MkIII to follow) Register of the TSSC of South Africa.

There are 49 4's on the Register - 10 more than ours! And 30 MkII's. Most of these cars were assembled by Motor Assemblies in Durban from CKD kits. About 740 4's and 270 MkII's were assembled which means 6.8% of 4's and 11.1% of MkII's are registered. Thanks, Graham, for all this information.

If the following are still members of the TSSC, I would be extremely grateful if you would contact me as your cars are all unregistered due to various omissions on the I.V.R. Form - the chassis number in every case.

### Spitfire 4:

Alan McDonald - 8310 DF  
David Hastrick - 3326 KR

### 4 MkII:

Johnathan Longhurst - OOT 125M (?)  
Paul Newland - URA 190F (?)  
Colin Pearson - HUY 82C  
Brian Parsonage-Kelly - DHJ 736T  
John Copley - KLC 460D  
David Standen - GTG 307C  
Marcus Anderson - CKN 946C  
James Todd - LYS 487E  
Alison Hayward - OYB 282U (?)  
M K Noonan - HBA 801D  
Martin Bugg - EYO 452C

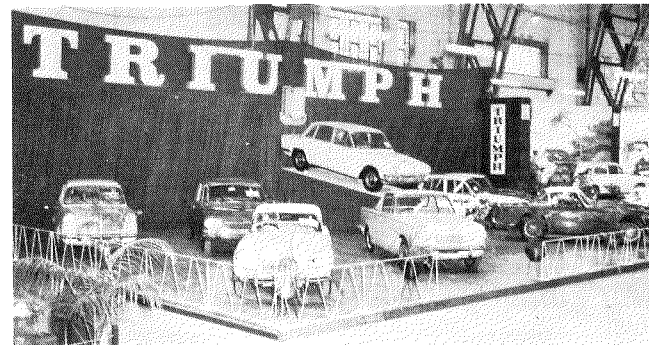
### MkIII:

David Green - PWK 859G  
Stephen Jordan - SUC 338F  
Rupert Gale - GWL 375F  
Reginald Baker - FDH 611H  
Ian Gilbert - JSG 686E  
Andrew Banyard - XBD 494J  
Andre Simon - BMB 480W  
David Stuart - YSW 377H  
Martin Berry - WAB 877G  
Johnathan Longhurst - LMW 68F  
Paul Rice - BUT 497H  
Edward Mullan - UJJ 380F  
Ross Lammas - PUO 758G  
Robert Parish - KEU 810J  
Jonathan Parsons - NEJ 110F  
? Phillips - SHA 462G  
Stephen Rosser - GEY 272E  
A C Spicer - PKE 769G

This month's golden memory goes back to Canada and Australia. The Canadian cutting shows a Spitfire 4, one of four

offered every six weeks in a competition aimed at making teenagers more milk conscious!

The Australian cutting shows Triumphs displayed at the 1964 Sydney Motor Show, including the first vertical take-off 2000!

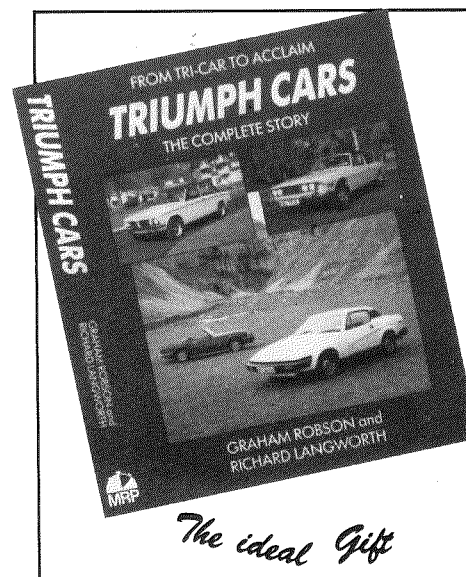
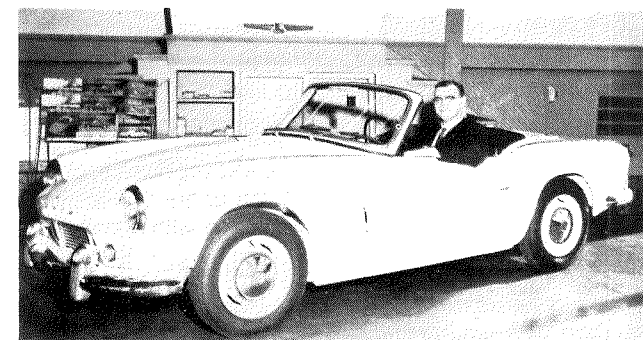


## AUSTRALIAN SHOWPIECE

*The Triumph range impressively displayed at the recent Motor Show in Sydney, Australia.*

## SPITFIRES ARE TOP PRIZES IN CANADA

Four Triumph Spitfires are offered as prizes in a Canadian competition, and pictured is Dr. D. A. Kavelman, of Toronto, first winner of one of the cars. The competition, sponsored by the Toronto Milk Producers' Association, is entitled "Milk's the Greatest", and is aimed at the teenagers to make them more milk conscious. Each contest lasts for six weeks and the four Spitfires feature as the Grand Prize in each of the competitions.



## NEW BOOK ... NEW BOOK TRIUMPH CARS - The Complete Story

In this volume the world's two foremost Triumph experts have collaborated to produce a detailed history of one of Britain's most famous makes of car. The decade since this book was first published has seen Triumph, sadly, follow so many other celebrated motoring names into disuse, so this edition, fully revised and updated, is the definitive record, embracing everything from the 1933 four-cylinder 10/20 with its Ricardo designed engine through to the Honda-derived Acclaim which was the last model to carry the marque identity. Between came many cars which contributed so much to automotive history, light cars, luxury cars and sports cars, some now only fond memories, others still cherished and often lovingly restored by their devoted owners. Prewar there were models like the staunch little Super Seven and the impressive Gloria, Vitesse and Dolomite series. Postwar came the much-loved TR sports cars, saloons as diverse as the Renown, the Herald and the 2000/2.5, and some of the old names were used again, the Dolomite Sprint, in particular, receiving plaudits for its innovative and effective engine design.

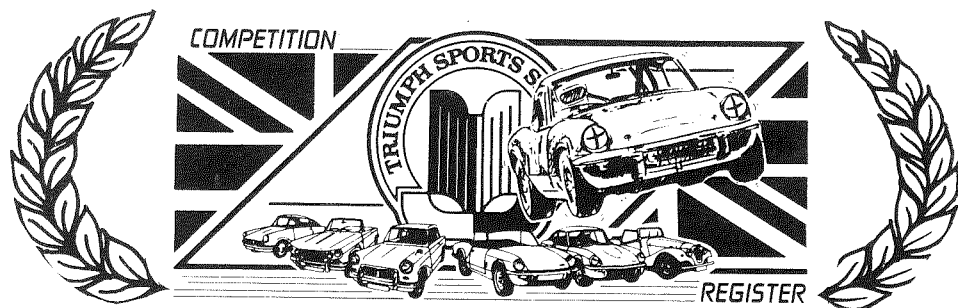
Divided into 17 chapters and illustrated by more than 500 pictures, the text details not only the cars and their engineering but also the distinguished and often controversial people behind the Triumph story, the men who led this volatile company through good times and bad, through the ravages of a world war, the exciting years of reconstruction and expansion, and on through the labyrinth of mergers, takeovers and corporate politics into the world of British Leyland and Austin Rover.

Supplementing the main text are comprehensive appendices which include technical specifications of all Triumph cars, production statistics since 1923, lists of company factories and outside body suppliers, descriptions of many Triumph-engined cars produced by other manufacturers from the early days of the Vale to the TVR of the 1970s, the addresses of clubs for Triumph owners and enthusiasts.

Comprehensive, deeply researched and well written - and illuminated too by the enthusiasm of the authors for their subject - this is an important addition to motoring history, of equal value to the serious student of the motor industry and the car enthusiast alike.

**Triumph Bookshop** Price £23.00 inc P&P  
Welland House, 9 Acorn Close, Lubenham, Leics LE16 9SP  
Telephone (0858) 32110 - Telephone orders welcome

*The ideal Gift*



# RACE REGULATIONS 1989

*Tony Lindsay-Dean*

After noting various opinions from this years participating drivers concerning our regulations, certain amendments seem necessary to improve the number per class and equality within classes. This years racing has dispelled a myth regarding performance and handling between 4 and 6 cylinder cars. On an average basis there seems to be little difference between Spitfires and say GT6's in classes. So after taking into account all the drivers' wishes, I would like to propose the following changes:

## 1. Classes:

Instead of the present 4 main classes and specials i.e. standard 4 & 6 and modified 4 & 6, I propose that we adopt a 3 class system similar to the TR Register. This will allow for equal opportunity for standard cars and closer competition within classes.

### Class 1 - Standard cars 4 and 6 cylinder

Road registered, taxed and tested. Full trim, carpets optional, rear seat optional if rollover bars interfere with fitting. Engines of standard appearance. Possible fitment of extractor exhaust manifold but with standard size carbs.

Wheels max 6J, 60 series tyres. Shockers and springs free, brake pads and shoes free.

### Class 2 - Road modified cars 4 and 6 cylinder

Road registered, taxed and tested. Full trim, carpets optional, rear seat optional if rollover bars interfere with fitting. Engine modifications free. No MkII suspension conversions. Max 6J wheels and 60 series tyres. Shockers and springs free, brakes may be modified.

### Class 3 - Fully modified cars 4 and 6 cylinder

Road registered and tested. Removal of trim allowed, dash and surround to remain. Engines free. LSD and BIAS diffs allowed. Wheel size free, tyres - 50 series allowed. Suspension conversions, i.e. MkII on Spitfire allowed. Transverse spring to remain even if token strength. Rear discs allowed. Shockers, springs, brakes free.

## 2. Basic guidelines for the above classes:

Engine, gearbox, diff - original castings and positions. No major flared arches. Road tyres Blue Book list 1. Car must look recognisable. Glass, bonnets, boots, sills, hardtops allowed in all classes. Car should be in a good mechanical and structural condition and be of good appearance.

## 3. Special class:

Any car built on a Triumph based chassis, running a Triumph engine. Engine mods free, brakes free, transmission free. Tyres Blue Book list 1 only.

## Points:

All classes get equal opportunity of scoring points irrespective of numbers.

Winner in class 6 pts: 2nd 4 pts: 3rd 3 pts: 4th 2 pts: 5th and all others 1 pt.

However, bonus points are available for classes with more than 3 starters where the driver achieving fastest lap obtains 1 pt. Also when a driver establishes or sets a new lap record will gain a bonus point irrespective of the number of starters.

## TSSC RACE CHAMPIONSHIP 1988

### RESULTS ROUND 8

1st	66	T Lindsey-Dean	Mod 6 cyl.	Best Lap 55:70
2nd	7	Peter Cranwell	Mod 6 cyl.	Best Lap 57:10
3rd	68	Ian Nash	Mod 6 cyl.	Best Lap 55:60
4th	3	Edward Wilkins	Mod 4 cyl.	Best Lap 58:70
5th	22	Stefan Antolik	Std 4 cyl.	Best Lap 1:00:3
6th	11	Chris Smith	Mod 4 cyl.	Best Lap 1:00:5
7th	38	Kevin Ginger	Special	Best Lap 54:10
8th	17	Peter Cann	Mod 4 cyl.	Best Lap 1:03:1
8th	23	Paul Martin	Std 6 cyl.	Best Lap 1:02:8

Conditions: cloud and rain, very wet.

### RESULTS ROUND 9

1st	38	Kevin Ginger	Special	Best Lap 50:20*
2nd	66	T Lindsey-Dean	Mod 6 cyl.	Best Lap 50:90*
3rd	7	Peter Cranwell	Mod 6 cyl.	Best Lap 52:70
4th	3	Edward Wilkins	Mod 4 cyl.	Best Lap 53:30
5th	22	Stefan Antolik	Std 4 cyl.	Best Lap 57:50
6th	45	Lawrence Ball	Std 6 cyl.	Best Lap 59:20*
7th	11	Chris Smith	Mod 4 cyl.	Best Lap 53:90

Retirements: 68 Ian Nash Mod 6 cyl.

Non Starters: 10 Dave Lancaster - Mod 6 cyl.

23 Paul Martin - Std 6 cyl.

24 Duncan Taylor - Mod 4 cyl.

\*Denotes new lap record.

Conditions: cloudy and dry.

## CONGRATULATIONS OVERALL CHAMPIONSHIP WINNER : EDWARD WILKINS

### CLASS WINNERS:

<b>T LINDSEY-DEAN</b>	<b>33 POINTS</b>
<b>C SMITH</b>	<b>31 POINTS</b>
<b>S ANTOLIK</b>	<b>28 POINTS</b>

### SPECIAL CLASS WINNER:

<b>K GINGER</b>	<b>21 POINTS</b>
-----------------	------------------

# WANTED!

## Drivers for the 1989 Race Championship

*All Club Cars eligible*

*whether Standard, Road Modified or*

*Fully Modified,*

*Kit Cars with*

*Triumph Chassis*

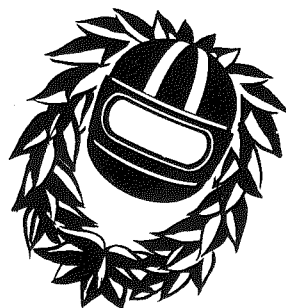
For regulations,  
registration forms and  
race dates - Contact Tony Lindsay-Dean

42 Gladstone Avenue

Feltham Middx TW14 9LL

Telephone 01 570 0389

(Daytime)



# GCC

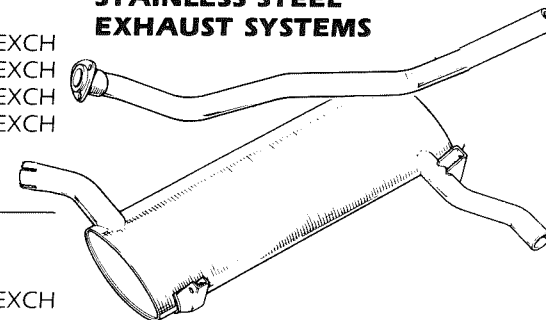


BRITISH MOTOR  
HERITAGE APPROVED

### ENGINES — SPITFIRE

Full Reconditioned 1300	£350.00 EXCH
Full Reconditioned 1500	£350.00 EXCH
Short Reconditioned 1300	£199.00 EXCH
Short Reconditioned 1500	£199.00 EXCH
Cylinder Head 1300	£75.00
Cylinder Head 1500	£75.00

### STAINLESS STEEL EXHAUST SYSTEMS



### GEARBOXES — SPITFIRE

Reconditioned (all models)	£125.00 EXCH
----------------------------	--------------

### PANELS — SPITFIRE

Rear Wing MkIV (B.L.)	£68.25
Rear Wing MkIII (B.L.)	£32.00
Rear Valance MkIV (B.L.)	£42.50
Rear Valance MkIV Pattern	£23.25
Rear Valance MkIII	£36.00
Sill (B.L.)	£17.25
Sill (Pattern)	£8.00
Inner Sill	£10.00
Sill Strengthner	£4.50
Floor Pan (one side)	£27.50
Boot Floor Complete	£40.25
Door Skin MkII/III/IV	£14.50
Door Skin IV/1500	£15.25
Front 1/4 Valance	£44.00
Front Wing MkIV (B.L.)	£48.00
Front Wing Mk3 (B.L.)	£40.00
Rear Inner Outer Arch MkIII	£21.00
Rear Inner Outer Arch MkIV	£21.00

All Spitfire Models £99.00  
P&P £7.50

### OVERDRIVES

J Type Reconditioned	£125.00 EXCH
----------------------	--------------

### SPITFIRE MECHANICAL

Clutches 1300	£37.50
Clutches 1500	48.50
Steering Racks (Exch)	£85.00
Water Pumps 1300	£25.00
Water Pumps 1500	£25.00 to £45.00
Brake Master Cylinder	£32.00
Copper Brake Pipe Set	£25.00
Brake Pads set	£5.00
Brake Shoes set	£9.00
Brake Disc	£12.50

*Other Panels Available*

# GCC

## SPARES LTD



**WARMLAKE ESTATE, SUTTON VALENCE**

**MAIDSTONE KENT ME17 3LP**

**TELEPHONE 0622 843956**

**FAX 0622 842318**

**ALL PRICE PLUS VAT AND P&P**



Telephone  
Ordering

New and used spares  
for all 4 & 6 cylinder  
Triumphs.

Fuel injection sales  
and service.

Full workshop facilities  
for major body and  
mechanical  
restorations.

Vitesse TR6 and Stag  
now available for  
restoration.

Contact Clive Manvers,  
• Tel: Bury St. Edmunds (0284)  
828674 - 24 hr response.

## AUTO TRIM

WESLEY STREET,  
LEICESTER LE4 5QG  
TEL: (0533) 664112

HOODS:	Price + P&P	VAT
SPITFIRE MkI/II	£42.00 + 3.35	+
SPITFIRE MkIII	£42.00 + 3.35	+
SPITFIRE MkIII with zip rear window	£54.00 + 3.35	+
SPITFIRE MkIV & 1500 " "	£54.00 + 3.35	+
HERALD/VITESSE	£55.00 + 3.35	+
TONNEAU for Cars above	£38.50 + 3.35	+

CARPETS:	Super	S/Lux
SPITFIRE all models (Moulded g/box)	£45.00	£56.25
SPITFIRE all models (Sewn g/box)	£37.50	£48.75
HERALD/VITESSE	£37.50	£48.75
GT6 including load area	£57.95	£64.95
All above + £3.85 P&P + VAT		

DOOR TRIM PANELS:	P&P
SPITFIRE MkI/II & III door panels (pair)	£36.34 + VAT 3.00
SPITFIRE MkIV door panels (pair)	£33.59 + VAT 3.00
SPITFIRE 1/4 panels all models (pair)	£14.95 + VAT 2.50
SPITFIRE MkI/II & III rear panels (each)	£19.95 + VAT 3.00

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

**VISA & ACCESS WELCOME**

"Now wind on my hair - a lot of fun -  
turn your motor on and let it run -  
Motoring Motorvating" - MOTORING :  
MARTHA REEVES & THE VANDELLAS  
(1965)

"I'm a ROADRUNNER Baby Got To Keep  
on Keep'in On" - ROADRUNNER :  
JNR WALKER & THE ALL STARS  
(1965)

## CAROLINE : SOULFUL HERALD



I bought 5815 VU in April, after a seemingly endless hunt for a suitable car in the Manchester area. The car cost me £700, and wasn't particularly cheap, although it did have a cherished plate, a good looking body (provided, of course, you didn't look too closely!), and an excellent engine. The drawbacks included: an awfully worn and noisy gearbox and a range of holes, of varying sizes, in all of the usual places. The main appeals of the car were: the classic 60s styling, two-tone paintwork, and a matching interior. She was named Caroline, after the pirate radio station of the era.

I am a student in Birmingham, and so Caroline was patched-up and returned with me at the beginning of the next term. Having been built in Coventry in '64, it seemed only right that only "period" sounds should be played in the car, and so, with the guidance and encouragement of a Sixties enthusiast called Ed. (another student, with whom, amongst others, I share a house in Birmingham) Caroline was introduced to Tamla-Motown - "the big sound of Detroit".

Early Sixties soul music is so full of life, it really makes you glad to be alive and cheered me up on even the most miserable, dark, wet, Birmingham mornings. Being students, and consequently not having much money, the car "in-sound system" consisted of a Walkman with two small speakers in the glovebox! (but a large selection of "soulful" tapes more than compensated for this!). Certain firm favourite soul tracks were established, and these are listed below in the Caroline Top 10.

Life with Caroline was not without it's hiccups however: a broken starter motor, a

## CHIC DOIG MG & TRIUMPH SPORTS

### SCOTLAND'S TRIUMPH SPECIALIST

**SPECIAL OFFERS: Stainless Steel Exhaust Systems with a Lifetime Guarantee**

Herald 13/60	£59.00	Vitesse MkI	£99.00
Herald 1200	£66.00	Vitesse MkII	£99.00
Spitfire MkIII	£85.00	GT6 MkII	£99.00
Spitfire MkIV	£92.00	GT6 MkIII	£99.00
Spitfire 1500	£92.00	The above prices exclude VAT	

**RESTORATION** all Club cars, enquire for details  
**PARTS** - full range of body panels and restored chassis  
**BREAKING** for spares Spitfires, GT6s, Vitesse & Herolds

Unit 1 West Mills, Mill Street  
Kirkcaldy, Fife, Scotland - Tel: (0592) 206439

(Adjacent to Raith Rovers F.C.)

blow-out, seized nuts and bolts ..... all joys of owning an old car! 95% of the time, however, it was really enjoyable. Following our exams in late May, the weather became uncharacteristically hot and sunny for England and Caroline provided us with days out in Stratford-upon-Avon and around Birmingham.

I joined the Club essentially to get cheaper insurance but was too young to qualify. However, both Ed. and I enjoy The Courier simply because it's usually full of articles by like-minded enthusiasts. A particular issue springs to mind (No. 96), which contained a nice article about the renovation of a Vitesse 6, but also featured a customised Vitesse - what sacrilege! Neither of us could believe it - surely if you want a boy-racer, an XR3i would have been a better buy! We, like many other Club members I would think, are of the opinion that Heralds and

Vitesses look better as Mr Michelotti originally intended them and if you want extras there are plenty of "period" ones available - but I guess then again, we're not out to "pull the birds" like some!

Sadly, I'm to part company with Caroline - she's for sale, having just undergone a body-off chassis rebuild, carried out by my very capable and very long suffering dad (aided and abetted by yours truly!), and has been fitted with a new gearbox, so no holes and no noise anymore! She's going to make way for a new car - a Herald 1200 convertible, of 1965 vintage, already named Martha, after Martha Reeves and the Vandellas, so rest assured, the soul will go on! Anyway, we'd both like to extend the arm of friendship to fellow soul-mates in the Club; drop us a line at 19 Croome Close, Sparkhill, Birmingham - stay sharp and keep the faith!

**Soul-Agents, Ed and Jim**



#### TAMLA-MOTOWN : TOP TEN

1. Get Ready - Temptations 1966
2. Heatwave - Martha Reeves and the Vandellas 1963
3. Money - Barrett Strong
4. Livewire - Martha Reeves and the Vandellas
5. First I Look at the Purse - The Contours
6. Can I Get a Witness - Marvin Gaye
7. I Second That Emotion - Smokey Robinson & the Miracles
8. Needle in a Haystack/He Was Really Saying Something - Velvelettes
9. Ain't Too Proud to Beg - Temptations
10. Reaching For Something I Can't Have - The Marvellettes

#### CAROLINE - SOUL TOP TEN:

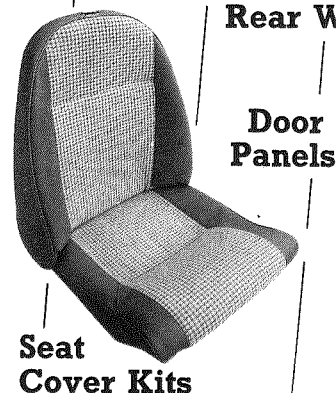
1. Rescue Me - Fontella Bass (CHECKER 1965)
2. Summertime - Billy Stewart (CHESS 1966)
3. Beauty Is Just Skin Deep - The Sweethearts (KENT MODERN 1967)
4. Soulful Dress - Sugarpie Dessanto (KENT MODERN/CHECKER 1964)
5. Since I Found You - Maxine Brown (KENT MODERN 1963)
6. Soul Limbo - Booker T and the MG's (STAX 1968)
7. Private Number - Judy Clay & William Bell (STAX 1968)
8. Move On Up - Curtiss Mayfield
9. Big Bird - Eddie Floyd (STAX)
10. Before It's Too late - Jackie Day (KENT MODERN 1967)

Obviously, these choices are arbitrary - we do also like the artists on the ATLANTIC & STATESIDE labels!

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

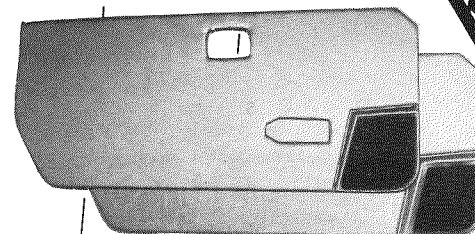
All items are made to the original design & colour specification including: seat covers, door panels, rear cockpit panels, etc, etc.

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



#### Rear Wheel Arch Kits

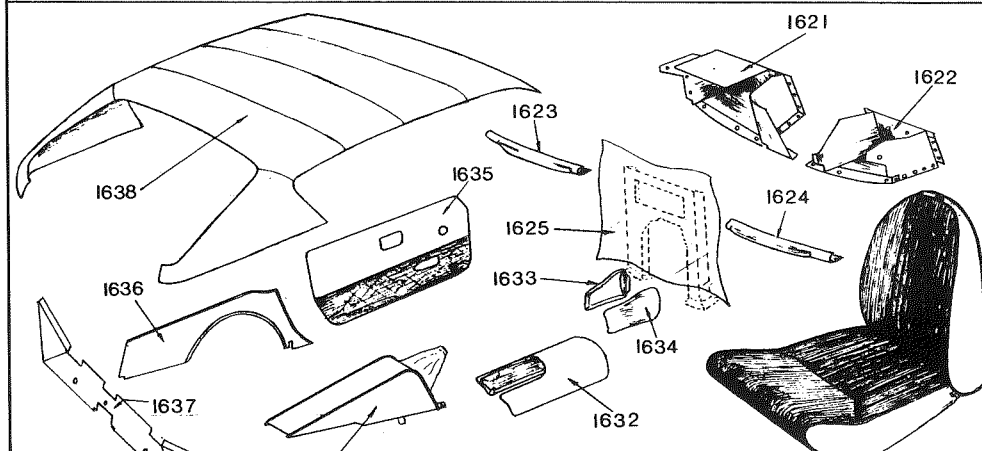
#### Rear Cockpit Panels



PLEASE SEND LARGE SAE FOR COLOUR BROCHURE & PRICES. STATING MODEL YEAR AND TRIM COLOUR

**TRIUMPH  
SPITFIRE TRIM**

#### TRIUMPH GT6 MkIII TRIM (Black only)



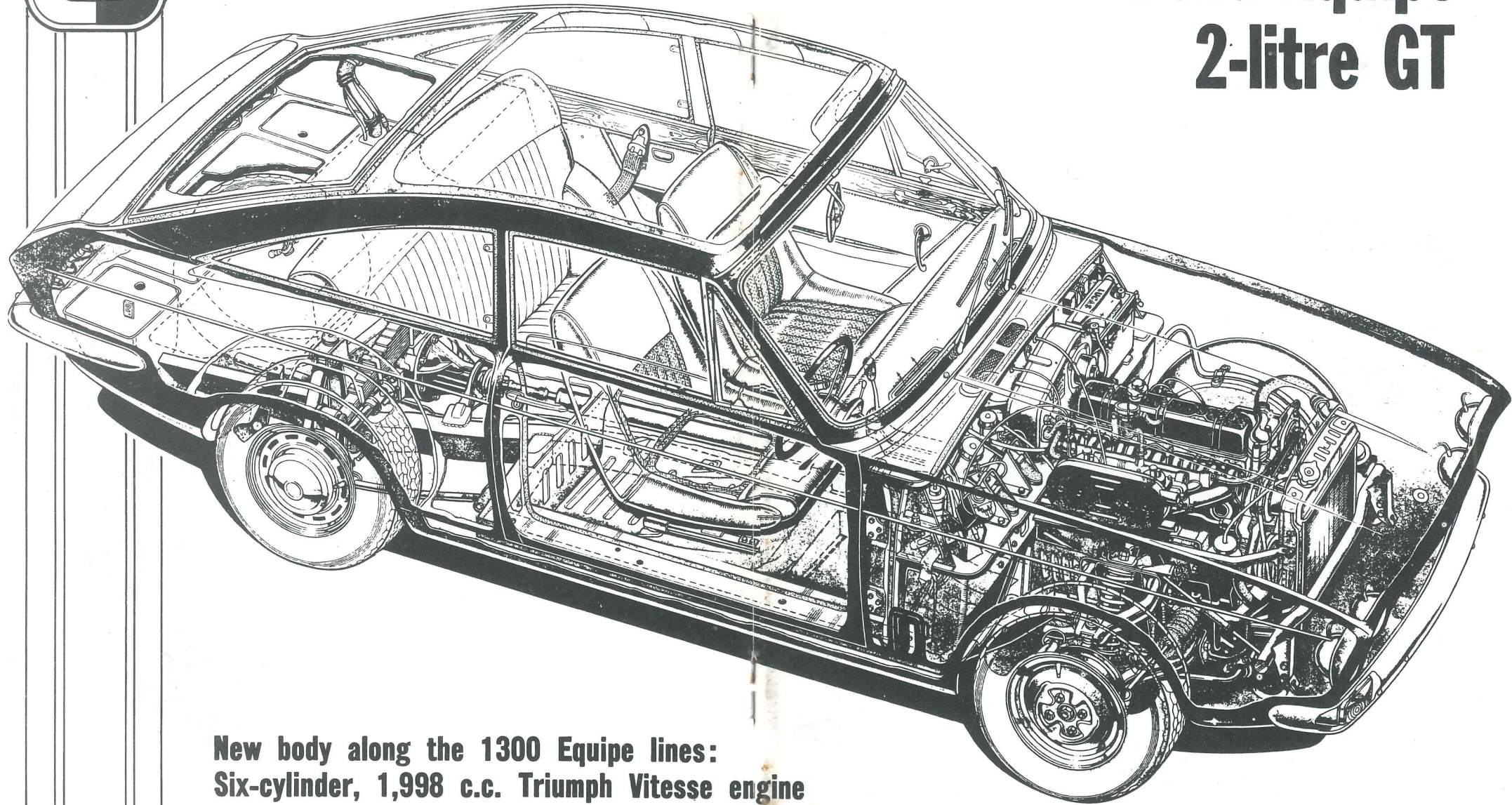
SEAT COVERS IN VINYL OR CLOTH

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



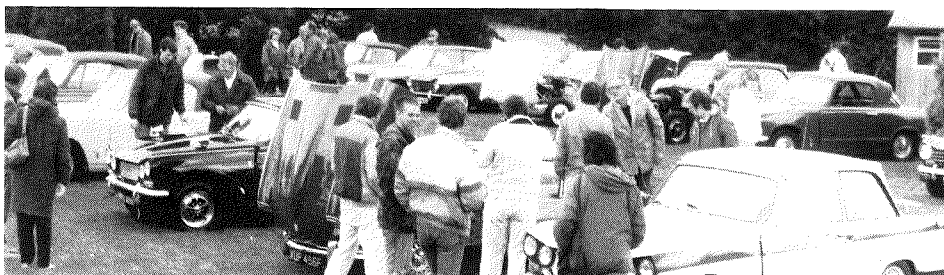


# Bond Equipe 2-litre GT



**New body along the 1300 Equipe lines:  
Six-cylinder, 1,998 c.c. Triumph Vitesse engine**

# NORTH YORKS MOORS RUN & CONCOURS



By Judy Teesdale - N. Yorks Area Sec.

I would like to say that the day dawned hot and sunny, with the air shimmering over the valley because of the heat. I would like to say, however, it would not be very accurate. The day did at least dawn fine but the only shimmering was that of peoples' hot breath on the cold air. There was the odd patch of blue in between the grey clouds, blown across the sky by the near gale-force winds.

The campers and caravanners down in the valley gathered their heads and their belongings together (it would seem that a good night/morning was had by all) and appeared one by one at Hartoft End. By the way, if anyone spots a fox carrying a pound of sausages, Duncan would like them back! (we really were out in the country).

Congratulations to all on the excellent turnout both for the competition and for those spectating. The Concours entries were up to their usual high standard and judging was difficult. However decisions were finally reached and the prizes were presented. I just hope everyone is still speaking to one another. Unfortunately, one competitor's score sheet was not collected and in fact he should have come 2nd in the Herald class. Please accept our apologies Mr J R Stephenson.

At this point Pete and I would like to thank the judges, Steve Boyne, Alan Hurd and Steve Lawrence, without whose help none of the event would have been possible. Steve Boyne also helped out with a lot of the general organisation and our thanks must also go to Jude Johnston and to Laura Burton for their 'secretarial' assistance, and to Dougie for the photos.



The results of the various classes are published below:-

## PRIZE WINNERS

### HERALD

- 1st Mike Dunk
- 2nd J R Stephenson
- 3rd Viv Coienso

### VITESSE

- 1st Malc Liptrott
- 2nd G M Curtiss
- 3rd D Binnington

### SPLITFIRE

- 1st Victor and Helen Thompson
- 2nd Roger Harvey
- 3rd Duncan Holden

### GT6

- 1st Pete Bush
- 2nd Dave Aspinall
- 3rd Tom Smith

### WORN TRUNNION - Steve Boyne

Yours truly was then presented with a superb fluorescent jacket and told to stand in the middle of the road and gesticulate (they can't touch you for it I'm told) whilst trying to direct traffic out of the car park and on to the road, ready for the convoy.

What a marvellous sight we made and more than a few heads turned as our 'crocodile' passed by. I imagine we incurred a little bit of impatience as cars pulled over on the narrow roads to let what they thought was one or two Triumphs through only to find out that they were followed by about forty others. However, I am convinced that by the time the last car passed by, they appreciated just what they had witnessed - I just hope no-one was in a hurry!

We travelled up hill and down dale, literally, and saw some wonderful views including Duncan pulled in off the road allowing Jim the 'relief' of taking a closer inspection of the heater.

The convoy finished in the village of Hutton-le-Hole where a number of us visited the excellent Ryedale Folk Museum. Then after a cuppa or an ice cream, the party broke up to go its separate ways until next year. Hope you all had fun and we look forward to seeing you all soon.



# ANDY ROSE



## Triumph Cars Specialist

### SERVICING - TUNING - CLUTCHES

*and all repairs*

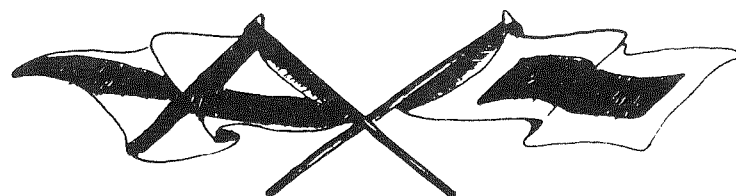
103 Horsa Road, Northumberland Heath, Kent

**Telephone: 0322 338227**



SPITFIRE GT6 HERALD VITESSE SPARES AT DISCOUNT PRICES...OFFERS

B



for  
British

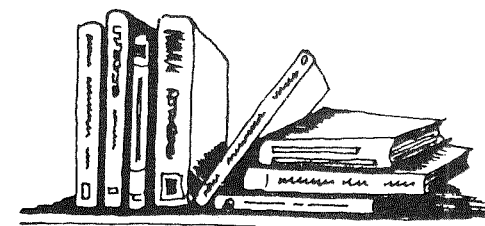
## Badges

'Spitfire' Scroll	£6.50	'GT6 Mk.2' Bonnet	£12.95
'Spitfire 4' Scroll	£7.50	'GT6 Mk.2' Tailgate	£12.95
'Mk.2' (Spitfire)	£4.95	'TRIUMPH' GT6 Mk.2 Tailgate	£19.50
'Mk.3' (Spitfire)	£5.90	'GT6 Mk.3' Bonnet	£8.95
'TRIUMPH' Letter Set	£9.75	'GT6 Mk.3' Tailgate	£11.50
'Overdrive' Scroll	£7.95	'British Leyland' Front Wing	£2.25
Grille Shield	£11.50	'Herald' Letter Set	£8.95
'Spitfire Mk.4' Bonnet	£11.50	'1200'	£6.95
'Spitfire Mk.4' Rear Wings	£5.90	'Herald' Scroll	£7.95
'GT6 r' Bonnet	£12.95	'Vitesse' Scroll	£7.95
'GT6 r' Tailgate	£12.95	Crossed Flags	£11.50



END 31 JAN 1989...SPITFIRE GT6 HERALD VITESSE SPARES AT DISCOUNT

S



for  
Sports

## Books

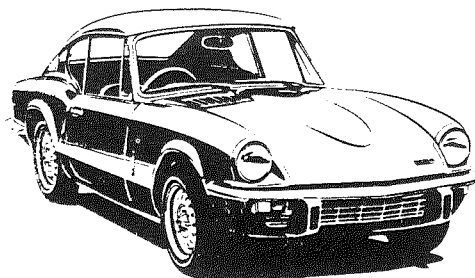
Brooklands GT6 1966-74	£6.95	Vitesse 6 Owners Handbook	£4.00
Brooklands Spitfire 1962-80	£6.95	Spitfire 4 Mk.1 Handbook	£4.00
Brooklands Spitfire Collection 1	£6.95	Herald/Vitesse/Spitfire Manual	£18.00
1962-1982	£6.95	GT6 Mk.1 Owners Handbook	£4.00
Brooklands Vitesse/Herald 1959-71	£6.95	GT6/Vitesse Manual	£18.00
Practical Classics Spitfire Restoration	£5.50	Mk.3 Spitfire Parts Catalogue	£29.50
Practical Classics Herald & Vitesse	£5.50	Herald 13/60 Parts Catalogue	£10.00
Triumph Herald & Vitesse - Robson	£11.95	Vitesse 2L Mk.2 Parts Catalogue	£10.00
Triumph Spitfire & GT6 - Robson	£9.95	GT6 Mk.3 Parts Catalogue	£10.00
Illustrated Buyers Guide Triumph	£9.95	Vitesse 2L Mk.1 Handbook	£6.00
Tuning Manual Triumphs - G Thomas	£9.95	Spitfire Mk.3 Handbook	£4.00
Haynes Manual Herald	£6.95	Herald 13/60 Handbook	£4.00
Haynes Manual Spitfire	£6.95	GT6 Mk.2 handbook	£6.00
Haynes Zenith Carburettors	£6.95	Vitesse 2L Mk.2 Handbook	£6.00
Haynes S U Carburettors	£6.95	GT6 Mk.3 Handbook	£4.00
Haynes Manual GT6/Vitesse	£6.95	GT6 Mk.3 Handbook (German)	£4.00
Automobile Electrical Manual	£6.95	Spitfire 1500 Handbook	£4.00
The Car Bodywork Repair Manual	£6.95	(American Spec '73/74)	£4.00
Tuning Standard Triumphs	£6.95	Spitfire Mk.4 Workshop Manual	£16.00
Upto 1300cc	£6.95	(1970-74)	£16.00
Tuning Standard Triumphs	£9.95	Spitfire 1500 Manual (74-80)	£16.00
Over 1300cc	£9.95	Spitfire Mk.4 1500	£10.00
D.I.Y. Restoration	£14.95	Parts Catalogue	£16.00
Spitfire, GT6, Herald, Vitesse	£12.00	Spitfire 1500 Manual	£4.50
Herald 'S' Parts Cat. Supplement		Spitfire 1500 Handbook	



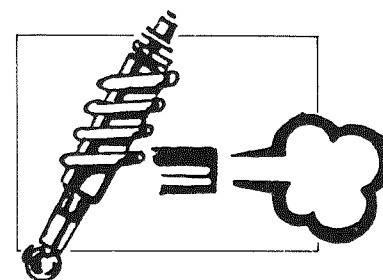
303 Goldhawk Road London W12 8EZ  
Tel: 01-748 7823 01-741 3997 Fax: 01-563 0101



All Prices Exclude VAT & Carriage Access & Barclaycard Welcome  
All prices correct at time of printing, although subject to change in line with rising costs



## Seals



## Chassis Steering

for  
Car

for  
Centre

## Panelwork

## Exhausts Suspension

### Spitfire/GT6 Panelwork

Outer Sills	£9.50
Inner Sills	£6.95
Sill Stiffener	£4.50
Rear Sill Extension	£5.95
Half Floor Panel	£22.50
Front Floor Panel	£10.00
Rear Floor Panel	£14.50
Floor Crossmember Spit 4/GT6 3	£8.50
Rear Of Rear Wing Spit 4/GT6 3	£7.95
Door Skin Spit 1,2,3/GT6 1,2	£14.50
Door Skin Spit Mk.4/GT6 Mk.3	£14.50
Front Crossmember	£14.95
A Post Filler	£4.50
Sill End	£2.75
Front ¼ Valance Spit 4/GT6 3	£32.50
Rear Valance Spitfire Mk.1,2,3	£27.50
Rear Valance Spit Mk.4/GT6 Mk.3	£24.00
Boot Floor	£34.00
Front Wing Spit 4/GT6 3	£52.50
Front Inner Wheel Arch Outer Section	
Spitfire Mk.4/GT6 Mk.3	£22.50
Boot Lid Spitfire Mk.4	£85.00
Door (New,Original) Spit 1,2	£125.00
Rear Inner Wing - R/H Only	
Spitfire Mk.1,2,3/GT6 Mk.1,2	£59.50
Rear Wing Spit 1,2,3/GT6 1,2	£45.00
Mk.4/1500 Bonnet	P.O.A.

### Fibreglass Panels

Spitfire/GT6 Bonnets	£119.00
Herald/Vitesse Bonnets	£119.00
Spitfire Gearbox Tunnel	£14.95
GT6/Her/Vit Gearbox Tunnel	£14.95
Herald/Vitesse Front Valance	£16.95
Spitfire Mk.1,2 Front Valance	£14.95
Spitfire Mk.3 Front Valance	£14.95
Spitfire Mk.4 ¼ Valance	£14.95
Spitfire Mk.1,2,3 Boot Lid	£27.50
Spitfire Mk.4 Boot Lid	£45.00
Spitfire Door	£45.00
Spoiler Mk.4	£10.95
Spitfire Mk.4 Overrider	£8.50

### Hard Tops

Spitfire	£159.00
Herald	£185.00

### Windscreen Seals

Spitfire Mk.1,2,3 GT6 Mk.1,2	£13.95
Spitfire Mk.4,1500 GT6 Mk.3	£13.95
Herald/Vitesse - Front	£14.95
GT6 - Rear	£17.50

### Door Seals

Herald Saloon	£14.95
Herald Convertible	£9.95
GT6	£17.50
Spitfire	£8.50

### Steering & Suspension

Trunnion Bush Kit	Car Set £4.70
Major Suspension Kit	Each £19.50
Suspension Kit	Each £15.00
Trunnion Kit	Each £13.00
Front Suspension Bolt Kit	Each £4.95
Wishbone Bush Kit	£2.95
Front Wheel Bearing Kit	£7.50
Rear Wheel Bearing Kit	£8.50
Track Rod Ends	Each £4.95
Steering Rack Gaiters	Pair £6.00
Lower Steering Coupling	£11.50

### Top Quality Mild Steel Exhaust Systems

Herald 12/50	£25.00
Herald 13/60	£25.00
Spitfire Mk.1	£35.00
Spitfire Mk.2 (No Manifold)	£25.00
Spitfire Mk.3	£37.50
Spitfire Mk.4	£39.50
Spitfire 1500	£45.00
GT6 Mk.1	£49.50
GT6 Mk.2	£65.00
GT6 Mk.3	£59.50
Vitesse 1600	£39.50
Vitesse Mk.1 2000	£49.50
Vitesse Mk.2	£49.50

### Herald/Vitesse Chassis

Sills - Original	Pair £17.50
Sills - Orig. (Shop Soiled)	Pair £10.00
Front Outrigger 1959-62	£6.95
Front Outrigger 1963 On	£6.95
Centre Outrigger 1963 On	£6.95
Rear Outrigger 1963 On	£6.95
Rear Outrigger Vitesse Mk.2	£6.95
Rear Extension	£8.95
Chassis Side Rail	£6.95
Fitting Kit (8 Plates,8 Bolts)	£6.95
Door Skin	£19.50
Door Bottom	£6.95
Door Tread Plate	£4.90
Rear Valance	£14.95
Rear ¼ Valance L/H	£12.50
Rear ¼ Valance R/H Original	£19.50

### SPAX SHOCK ABSORBERS

*Shock absorbers are priced each, but it is strongly advised that they are fitted in pairs.*

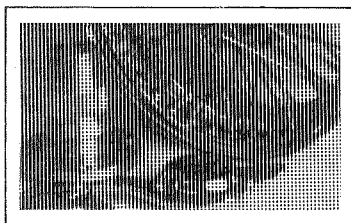
Standard Front	£15.00
Adjustable Front	£25.00
Standard Rear	£12.50
Adjustable Rear	£25.00



303 Goldhawk Road London W12 8EZ  
Tel: 01-748 7823 01-741 3997 Fax: 01-563 0101



All Prices Exclude VAT & Carriage Access & Barclaycard Welcome  
All prices are correct at time of printing, although subject to change in line with rising costs.



## Wheels Handles

for  
*Economy*

## Locks Hinges

### Handles, Locks & Hinges

Herald/Vitesse/Spitfire Mk.1,2,3/GT6	
Inner Door Handle	£3.95
Herald/Vitesse/Spitfire Mk.1,2,3/GT6	
Window Handle	£3.95
GT6 Mk.2 Door Handle	£2.95
GT6 Mk.2,3 Window Handle	£3.95
Bonnet Locks	Pair £9.95
Spitfire Mk.2,3/GT6 Mk.1,2	
Door Locks	Pair £10.00
Spitfire Mk.4/GT6 Mk.3	
Lock Barrels	Pair £9.95
Spit 1,2,3/Her/Vit Boot Lock	£9.95
Spit 1,2,3/Her/Vit Boot Hinges	Pr £12.50
Chrome Pull Handle	£6.95
Spitfire Mk.4 Boot Lock	£10.95
GT6 Mk.3 Boot Lock	£10.95
Herald/Vitesse L/H Door Handle	£6.95
Herald/Vitesse R/H Lock Barrel	£3.95
S/fire Mk.4 Inner Door Handle L/H	£13.95
S/fire Mk.4 Inner Door Handle R/H	£13.95

### Wire Wheels & Accessories

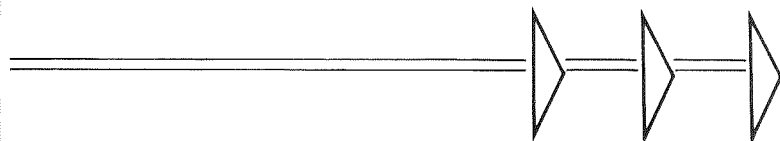
Wire Wheel - Chrome	£69.50
Wire Wheel - Silver	£39.50
Wire Wheel Adaptor L/H	£22.50
Wire Wheel Adaptor R/H	£22.50
2 Eared Spinner	£9.90
Continental Spinner	£9.90
Fixing Nut	£0.64
Copper & Hide Hammer	£8.50
Lead Hammer	£4.95
Cleaning Brush	£3.50
Continental Spanner	£3.90

### Chrome Wire Wheel Kits

4 Chrome Wire Wheels, 4 Splines	
4 Spinners, 16 Fixing Nuts	£375.00

### Painted Wire Wheel Kits

4 Painted Wire Wheels, 4 Splines	
4 Spinners, 16 Fixing Nuts	£275.00



for  
*the Enthusiast*

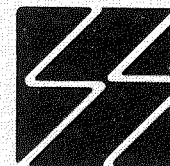


## Hard Tops

Spitfire £159  
Herald £185



303 Goldhawk Road London W12 8EZ  
Tel: 01-748 7823 01-741 3997  
Fax: 01-563 0101



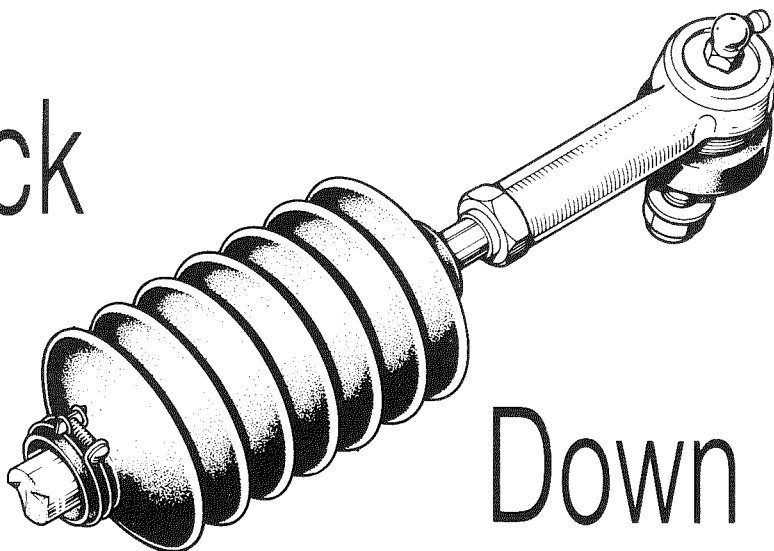
**British  
Sports  
Car  
Centre**



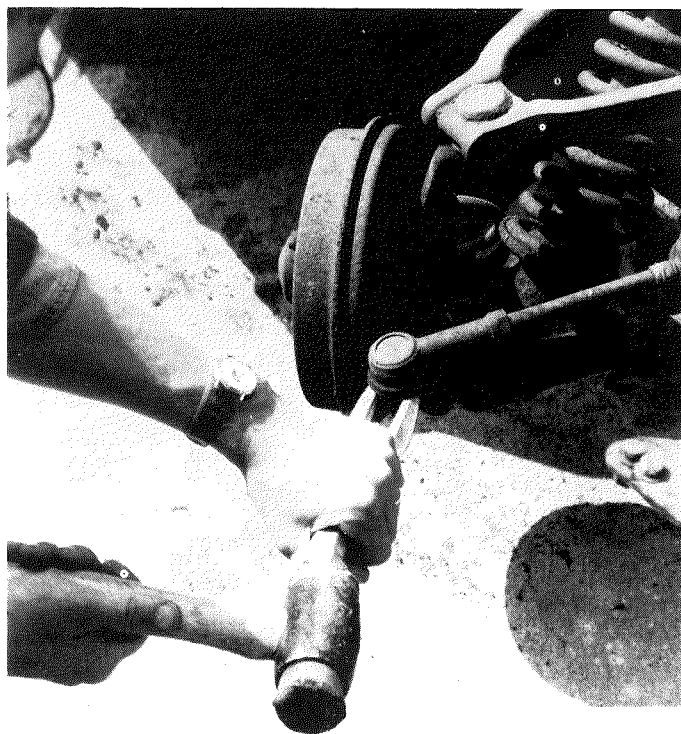
All Prices Exclude VAT & Carriage Access & Barclaycard Welcome  
All prices are correct at time of printing, although subject to change in line with rising costs.

# Track On

Peter Williams

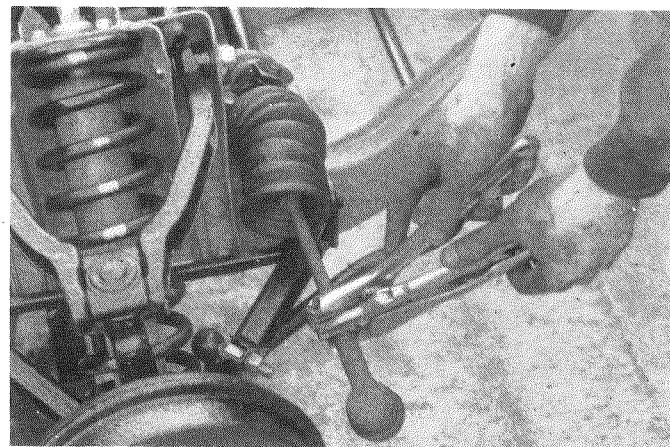
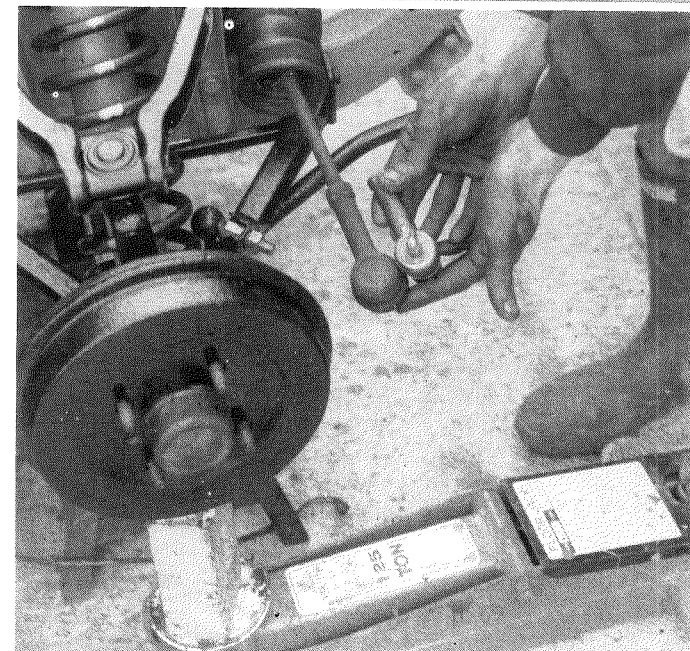


With its rack and pinion steering, our family of Triumph Herald based cars enjoys precise steering and above all excellent lock. However, as with all things mechanical, the rack and associate steering joints do wear leading to perhaps a 'floating' or vibrating front end and slack handling. Among possible faults, one of the most common causes is that of worn track rod ends. Replacement is not difficult, requires few tools and is something that anyone should be able to tackle.

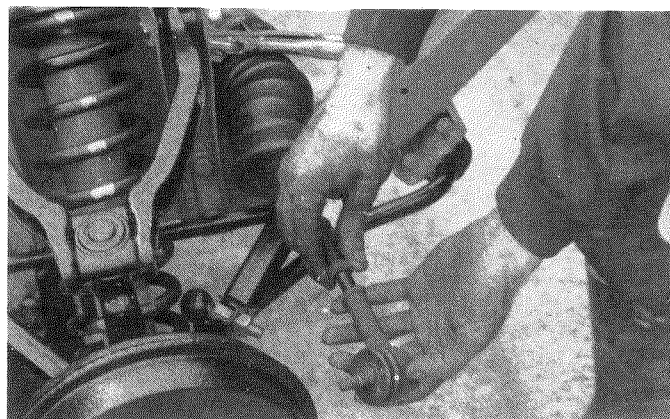


**Fig.1**  
As per usual with suspension jobs, one of the first tasks is to jack up the car, settle the chassis securely on axle stands (DON't rely on the jack), and remove the road wheel. Next, slacken off and remove the securing nut beneath the track rod end and split the joint. Some type of splitter will be required either of the screw type or as shown here a 'thump in with big hammer' wedge type. Both types are quite inexpensive. I find that some of the screw action types tend to slip off so recently have taken up using the wedge type. However if using a wedge splitter, make sure that you don't damage any part of the brake system especially around early drum brakes with nipples and exposed pipe nearby.

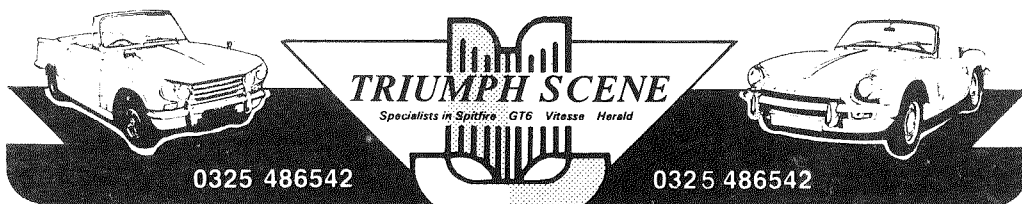
**Fig.2**  
In principle, you should be able to replace old track rod ends with new without having to reset the tracking but this depends on the working length of the new item exactly matching that of the old. In this case the lengths were identical, the new item being an old type greasable Standard Triumph part hence the grease nipple on the top. Again note that the car is supported under the chassis with an axle stand and NOT with the jack shown at the bottom of the picture. I've simply supported the weight of the wheel only with the jack out of cosmetic convenience.



**Fig.3**  
To remove the old joint, grip the track rod end with a pair of mole grips and slacken off the locking screw behind by about a quarter of a turn with a spanner. If the track rod and joint are rusted together, you may have to get out the old blow lamp to crack the 'seal'.

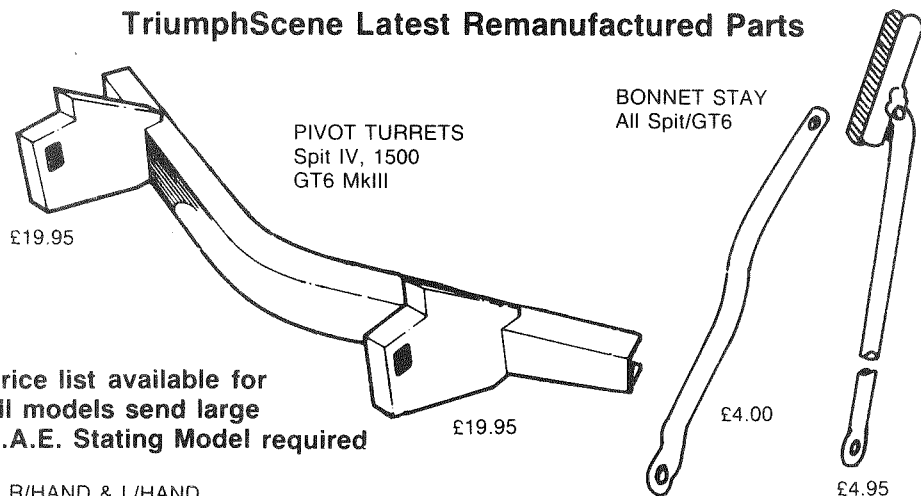


**Fig.4**  
The old joint can then be unscrewed. Another way of replacing the new joint in roughly the right place is to count the number of turns it takes to remove the old joint and then screw the new one back on by the same number of turns. However, accurate replacement in this way still relies on the working length of the new joint exactly matching that of the old.



Unit 35, Borough Road Industrial Estate, Darlington, Co. Durham  
Telephone: Darlington 486542

### TriumphScene Latest Remanufactured Parts



PIVOT TURRETS  
Spit IV, 1500  
GT6 MkIII

£19.95

BONNET STAY  
All Spit/GT6

£4.00

£4.95

Price list available for  
all models send large  
S.A.E. Stating Model required

R/HAND & L/HAND  
OUTRIGGERS  
All Spit/GT6

£10.00

R/HAND & L/HAND  
INNER 'B' POST LOWER REPAIR  
All Spit/GT6

£3.00

Herald Rubber Bumpers  
still only £65.00 per set

**DO YOU NEED A BODYSHELL,  
BONNET, CHASSIS OR DOOR for your  
Spitfire or GT6? You DON'T KNOW WHERE TO GET IT?  
YOU DO NOW!!**

TriumphScene can supply all these to order (exchange may be required) Fully rebuilt by highly skilled craftsmen with an indepth knowledge of Club Cars.

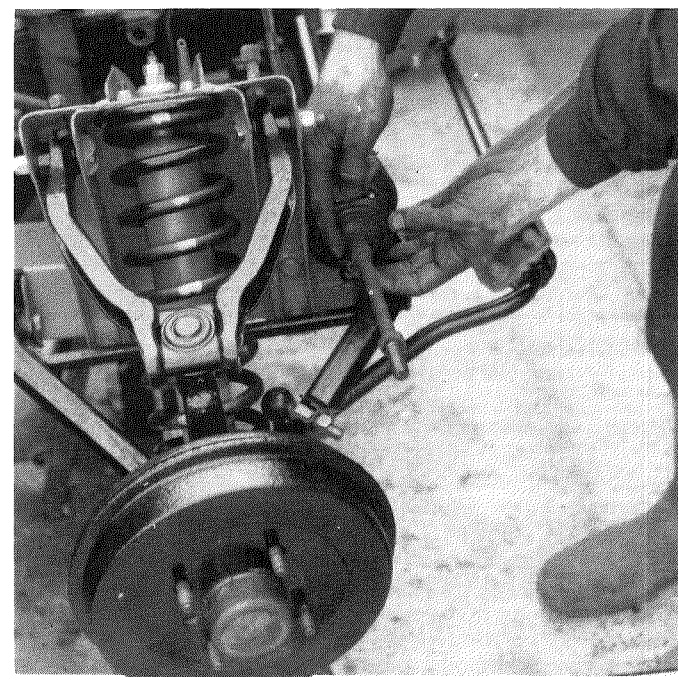
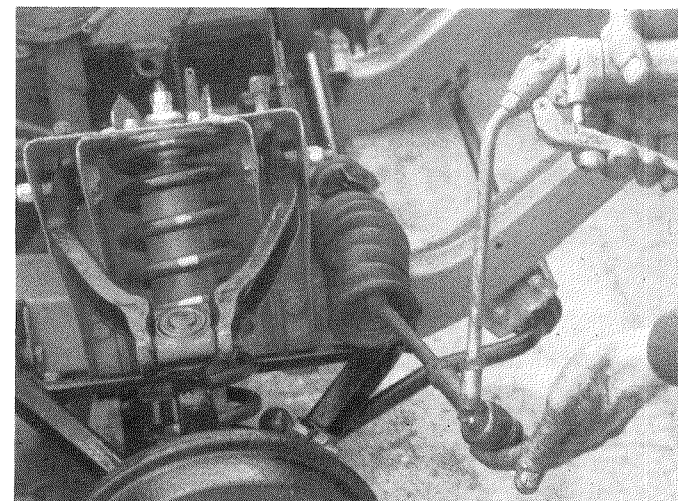
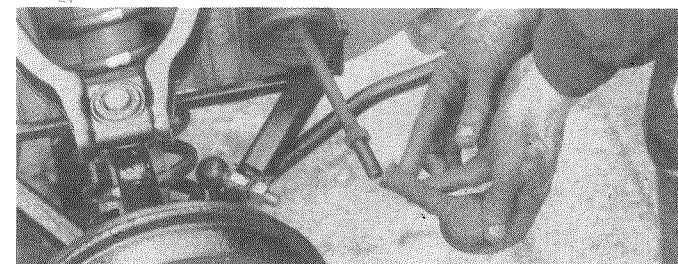
Full or Part Restorations a speciality (only persons with an appreciation of quality craftsmanship need apply). Free collection service anywhere in UK on major work.!

**PHONE NOW FOR FURTHER DETAILS  
ALL PRICES PLUS CARRIAGE + VAT**

Fig.5  
All the way off.

Fig.6  
The new joint can then be screwed into place up to the locking nut and the nut resecured in the reverse way to that shown in figure 3. A smear of 'copper-ease' or similar will help replacement next time. Next, push the connecting elbow into the steering arm mounting, firmly tapping down with a soft headed hammer to seat and then secure with a new locking nut beneath. If using an old-style greasable type don't forget to give it a shot of LM grease or similar. Rather than grease the joint as shown here, it's best to grease it after fitting to the vertical link's steering arm. With the car back on the ground recheck both securing nuts before driving away.

Fig.7  
Back tracking a bit (no pun intended) if you're not sure if the tracking is set correctly (eg if the car pulls to one side), have it checked either doing it yourself with one of the DIY tools available or easier(?) going into a specialist tyre centre. Usually specialist depots will check the tracking for nothing and only charge you if it needs to be adjusted. If adjustment is required the track rod end doesn't have to be taken off (the photo just gives a better view). The rack gaiter clip and track rod end locking nuts are simply loosened off and the track rod either screwed further in or out of the track rod end to suit after which clip and locking nut are retightened.





CLASSIC CAR  
RESTORATION  
AND  
SERVICING

## A.C.S. CLASSICS OFFER YOU THE COMPLETE SERVICE

From an oil change to a full body-off restoration  
Experience of All Herald Chassised cars, TRs, and Stags

Prices are competitive. Club discount. Why not ring for a quote?

Adrian Storton (director), Unit 14, Hawkins Lane Ind. Est, Wharfe Rd, Burton upon Trent, Staffs. DE14 1PT  
Tel: (0283) 37120

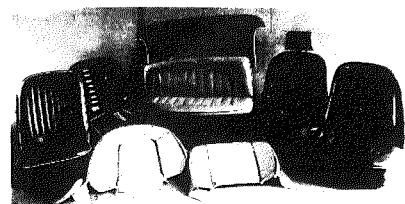
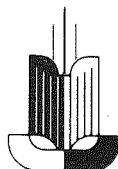
## INTERIOR RETRIMMING SERVICE

### FOR SPITFIRE-GT6-HERALD-VITESSE

We are the biggest suppliers of remanufactured interior trim for Triumph cars. Our reputation for quality is world-wide and cannot be matched by any other supplier. Our trim range covers Triumph Models  
Herald 948-1200-1250- 13/60, Vitesse Mk1-2-1600,  
Spitfire Mk1-2-3-VI-1500, GT6 Mk1-11-111.

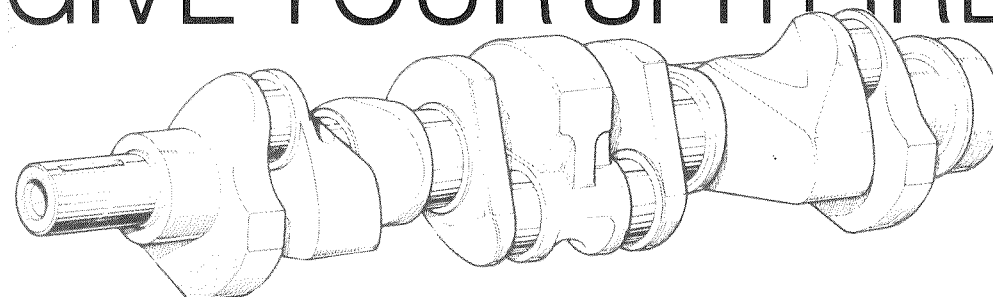
All trim is made to original specification. We can refurbish your original seats or supply seat covers only. Door panel - Q/panel - wheel arch covers - tank assembly trim - B-post trim - door waist rail trims - crash pads - sun visors - door pockets - cubby box pockets - carpet sets - boot trim sets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

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



**JIM HAWKINS (TRIMMING) PHONE (0993) 778207**  
32a Bridge Street Mills Industrial Estate Witney Oxon OX8 6YH

# GIVE YOUR SPITFIRE



## SPORTS CAR PERFORMANCE

By Russell Cunningham

**W**hat started off as a routine rebuild of an ageing but appreciated 1971 Spitfire IV 1300, turned into an exercise to produce *real* sports car performance out of a classic-looking and, despite what everyone says, very good road-holding car. This is how it happened:

The first priority was to decide what to do mechanically; go for a tuned 1300 or something GT6-like and relatively untuned. At this stage I should point out that the exercise was also on something of a limited budget and with this in mind, it was quickly calculated that a bigger, less-highly tuned engine would be the cheaper course of action.

Two engines are fairly cheaply available in scrapyards that would suit the bill; the 2-litre and 2.5-litre. Since the object of the exercise was to produce power without the expense of too many bolt-on goodies, the 2.5 was chosen and the search began. One surprise - there are loads of them! Scrapyards in the West Midlands are full of them and a suitable engine in a car recently scrapped was chosen and the engine stripped. Believe it or not, the engine cost £15 - delivered to my lock-up! The expensive bit, the re-building, was also cheaper than expected because on stripping, although the bottom-end was well-worn, the bores still had the cross-hatching marks from a recent .030 rebore, so a set of rings was all that was required since the pistons were excellent. Aldon Automotive (Hartlebury) re-ground and balanced the crank and everything was bolted back together with only a couple of problems. Firstly, 2.5 camshafts are not available new and are very rare second-hand

(I failed to locate one), so a GT6 camshaft was used (they are not easy to come by either!). Secondly, after exhaustive enquiries, I failed to acquire a cam-chain tensioner (it's a Duplex unlike the GT6's Simplex), so the old one had to be re-used. See the end for costs.

The gearbox was easy. I'd heard far too many adverse comments about the weakness of the GT6/Vitesse and since no exchange unit was available, buying new outright was unacceptable and the 2000 saloon gearbox with the higher-geared J-type overdrive was supposed to be a good, strong design, so this was chosen. Finding one was easy - the local scrap yard had no less than *four* to choose from! A new (Laycock) clutch was bolted on to the skimmed flywheel (Aldon again) and the complete engine/gearbox was lowered into place. The old engine/gearbox had been previously removed and sold to the secretary (I think) of the Stafford TSSC Area (how is it going?).

The first problem was the sump: it fitted over the cross-member OK but it sat nicely on the (new) steering rack. A GT6 sump was located and fitted, which (for the moment) solved the problem. A GT6 overdrive mounting was fitted to the gearbox which bolted to a suitably placed piece of inch-square welded (by my local mobile welder) between the chassis rails, and a

shortened and balanced propshaft (Spitfire) bolted onto the output flange (same size!).

Various other items needed modifying - wiring was extended to piggy-back pre-engaged starter-motor, GT6 brackets and mounts needed bolting on to mount engine, the overdrive gearlever was shortened and re-welded (GT6/Spitfire is different), GT6 radiator (de-cored) was fitted with hoses from the same, SU HS6 carbs were discarded (too high for the GT6 power bulge) and secondhand Stromberg CD150s were fitted, and the clutch operating lever was turned through 180° and a bracket fabricated to take a Spitfire slave cylinder to save finding a large-bore master-cylinder. Anybody interested in more information on these mods. drop me a line and I'll be glad to divulge all my secrets (I like bitter by the way).

Meanwhile, a GT6 suspension was decided upon and the question of brakes was considered. All new rubber bushes/bolts/trunnions were fitted with new GT6 springs and adjustable GasSpax (how was I to know they were to be the subject of a TSSC Offer? Why didn't someone tell me?!) to sort out the suspension. The rear suspension was left as standard with just bushes being renewed and leaving in place the fairly new 3.89 differential. But the fitting of GT6 brake calipers and vertical links looked like being expensive, especially since my Spitfire vertical links were fairly new, so this is what I did: GT6 discs were bought brand-new and fitted to the Spitfire vertical links. This means the GT6 calipers won't fit, but it didn't matter since new ones don't seem to exist and reconditioned ones are horrendously expensive *and* supplied on an exchange basis, which wasn't a great deal of help to me. So, after a bit of measuring, I found that with a little ground off the inside pot (not much), the big 2000 saloon calipers fitted nicely and the bolt holes were in the right place. An added advantage was the brilliant availability of said calipers in scrapyards and cheapness - £5 a pair! Back brakes are standard Spitfire. The braking system was finished off with Aeroquip hoses and copper pipes (and guess who's got a Special Offer on these?), new cylinders and fluid.

So, before going any further and finishing the bodywork and painting, I decided to get the thing started and MOT it. That is where the problems started ..... The engine was spun on the starter motor with plugs out to build up oil pressure for my (expensive) new bearings but the light



## OSELLI Power

PERFORMANCE ENGINEERING

### SERVICES TO MOTOR SPORT COLLECTION & DELIVERY ARRANGED

We can arrange transport of engines and components to virtually every part of the country to enable all enthusiasts to make use of our extensive range of competitively priced quality services - As used by many leading manufacturers and race teams:

**Machining & Modifications for Road, Rally & Race applications.**  
Restoration & Reconditioning of Classic, Vintage & Historic engines.

In addition to full engine machine shop facilities we offer many specialist services:

**Static & Dynamic Balancing including 'V' engines and Propshafts, Ultra Sonic thickness measurement, Magnetic Crack Detection, Ceramic Sealing, Plateau Honing, Line Boring and Line Honing, Tufftride Hardening, Stroke Correction, Flow Bench work.**

**DEAL WITH THE EXPERTS—ONLY A PHONE CALL AWAY**

Engineering Services only £1 UK or £2 Sterling Air Mail  
Supply Ocelli Catalogue £4 UK, or £6 Sterling Air Mail  
Specify Exact Model. If more than 1 model required Add £1 for each additional model


If you are a member of a Motor Club, please specify Club \_\_\_\_\_

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Postcode: \_\_\_\_\_

Ocelli Engineering, Ferry Hinkley Road, Oxford OX2 0BY  
Tel: 01865 248001 Fax: 01865 246556 Telex: 83147 OXENG



## Foxcombe Sports Cars

### TRIUMPH SPECIALIST

\* Accident, Panel and Chassis Repairs  
\* Full and Part Restorations  
\* Servicing and Tuning  
\* Mechanical and Electrical Work  
\* All Electric Welding (MIG, ARC and Spot)  
\* Car Transportation Service

TR6, GT6 and Scimitar Owner  
(TR6 Owner for 15 years)

FOR FREE ADVICE AND ESTIMATES  
FROM A TR ENTHUSIAST  
Please Telephone:

**Goring-on-Thames (0491) 872606**

24 Hour Answering Service

refused to go out and the gauge registered zero. Not only that but I could hear the crankshaft web *hitting the sump!* AAAARGGGGHHHH! Off came the GT6 sump, and to cut a long story short, the 2.5 sump was refitted after carefully wielding a hammer and belting a long indentation over the location of the steering rack - making sure it was in the right place and not too deep!

But after all this, why no oil pressure? No local expert (?) knew why (it was primed with oil during the rebuilding) and even Brian Gray (TSSC 6-cylinder expert) could only suggest some sort of priming problem, so out came the pump again. It was tested by a local engine reconditioners and no fault was found with it, except they recommended filling it with grease! This I did and I got oil pressure! So this is one tip, but it was not the end of the story .....

Meanwhile, the MOT was duly collected (after rectifying the usual faults that inexplicably arise between leaving the house and arriving at the testing station!) and the body was treated to new rear wings, a GT6 bonnet bulge and a bare-metal respray by yours truly (that was hard work!).

Running-in commenced and at precisely 121 miles, I started the engine to go out one day and got 80 psi oil pressure then nothing! Not again! This time, after much scratching, I weakened and bought a brand new oil pump, despite the complete lack of wear in the old one. Still no oil pressure! It had to be priming, but I couldn't get much in (I was using a gearbox oil-type container filled with engine oil squirted into the oil pressure relief valve aperture) until I finally worked out the solution. The secret is to remove the block plug (allen-headed) above the oil pressure relief valve, then take the relief valve partially out and stick the EP90 bottle filler tube in the block plug hole and squeeze at least a full containers worth into the top of the oil pump.

Oil pressure was regained and has been fine ever since (1350 miles now). So, if you are in the same situation, don't let the local garage experts persuade you that you've built the engine the wrong way like they tried on me!

Well, impressions. It has bags of torque, exhilarating power and despite what everyone says about chronic handling problems with all the weight up front, it handles *better* than my old 1300 (and yes, I do throw it around!), with maybe a little more tyre squeal on the probably too-small Michelin XZX 165/13s (these will be replaced with wider items when sufficiently

worn). It will do 100 mph at 4000 rpm in overdrive top and I am confident that it will pull the red-line in O/D top (I haven't worked out that terminal speed yet but I've yet to both sum up the bottle and find the right road to keep my foot down past 120 mph - it was still going!). Ignore what they say about the ratios in the saloon gearbox, they're fine and my only small complaint is that first is a little low and you have to watch the rpm with your foot down, but the (scrapyard) gearbox is slick and completely quiet.

Insurance is expensive but Norwich Union liked the fact that it was all-Triumph components (of course!) and the fuel consumption is not excessive at all, giving about 30-ish mpg.

So, to conclude, if you want to make a sports car out of your Spitfire and give some not hatches a fright, stick a 2.5 in, it's not (very) hard!

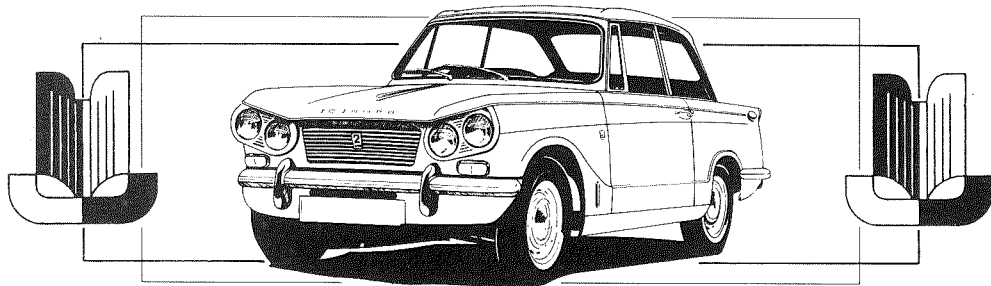
## WHAT IT ALL COST

<b>Engine</b>	Main, big-end and thrust bearings	£32.00
	Crank re-grind and balance	£60.00
	Gaskets	£30.00
	Camshaft and followers	£93.00
	Valve springs	£10.00
	Piston rings	£25.00
	Plugs, HT leads, points etc.	£20.00
	Timing chain	£9.50
	Re-cored radiator and hoses	£65.00
	S/hand GT6 carbs and airbox/filters	£19.00
	Secondhand 2000 O/D gearbox	£25.00
	Complete clutch	£54.00
<b>Brakes</b>	Throttle/choke/rev counter cables	£16.00
	Secondhand Vitesse distributor (for rev counter)	£8.00
	Discs	£11.00
	Secondhand calipers and seal kits	£15.00
<b>Suspension</b>	New pads and shoes	£15.00
	Cupro-nickel pipes, 4 aero/hoses & fluid	£68.00
	Rear wheel cylinders	£13.00
	Front GasSpax	£49.00
<b>Other</b>	Springs	£26.00
	Bushes and bolts	£35.00
	Steering rack, T/R ends and ball joints	£56.00
	Secondhand TR7 seats	£25.00
	New carpets	£25.00
	Triumph tune twin exhaust system	£55.00
	New rear floors, front chassis rail and outriggers	£150.00
	3 litres cellulose, primer, thinners etc.	£55.00

**Grand Total                    £1512.50**

# JOHN WOOLLEY Triumph Renovations

From M.O.T.s to major rebuilds  
From general servicing to competition preparation  
From the smallest dent to serious accident repairs  
*Now in our new improved premises*



Restored cars occasionally for sale

**Telephone 045 279 585**

## M A G A Z I N E BINDERS

Top quality Courier  
Binders and Turning Circle  
Binders at special  
prices for more than  
one. Each Binder  
holds 12 issues

one	£5.25
two	£10.00
three	£14.75
four	£19.00

above prices include  
VAT and UK postage  
overseas add 10%

**Triumph Bookshop**  
Welland House  
9 Acorn Close  
Lubenham Leics.  
Tel (0858) 32110

## BOXER SHORTS COMPANY

### TRIUMPH DUVET SETS

Duvet covers and pillow cases screenprinted with  
Herald/Vitesse or Spitfires in red or blue on white  
100% cotton. Single cover + 1 pillow case.....**£25**  
Double cover + 2 pillow cases.....**£35**

And **colours!** Single duvet sets are also available  
printed in black on coloured cotton. Choose from  
Sunflower Yellow, Turquoise, Poppy Red and ...  
**Shocking Pink!** (DOUBLE COVERS IN WHITE ONLY)

**Triumph Boxer Shorts** S, M, L, EXL..... **£6.99** each

**Pack of 3 Boxer Shorts**..... **£15.99** pack

**Triumph T-Shirts** S, M, L, EXL..... **£5.99** each

**Triumph Hooded Sweatshirts**..... **£8.99** each

Half-Sleeves, Light or Dark Grey, Extra Large size only

State car, size, colour choice, name and address. Cheques/POs to:

### PELL AND JONES PRODUCTS

(TSC) 21, Battersea Business Centre  
103-109 Lavender Hill, London SW11 5QL  
Telephone 01-924 2686

Prices inc. p&p (UK ONLY). Allow up to 21 days for delivery.



# MANX HISTORIC RALLY

Reported by Alison Woolley

*1988 was the third time that the Manx Historic Rally was held in conjunction with the Tudor Webasto Manx International Rally. The historic rally was also a round of the European Historic Rally Trophy.*

*The event was open to vehicles homologated before 1965 which had to comply with the F.I.A. rules on safety devices for cars of their period. Obviously, these are not as stringent as those relating to modern rally cars (in that we are not required to have plumbed-in fire extinguishers or full roll-cages), although in fact our car does have plumbed-in fire extinguishers as it seemed silly not to fit one when it was available.*

The rally was 393 kilometres long, with 211 kilometres of special stages. All the stages consisted of closed public roads, as the Isle of Man government are able to pass legislation closing roads for rallies as well as the famous T.T. races. The historic cars attempted stages 15 - 35 of the Manx International Rally. This basically meant that the modern 'big boys' (or grown-ups as we called them!) started their rally the day before the historics and then went on to do a further five stages after we had finished. Otherwise we were competing over exactly the same ground.

There were twelve historic cars entered in the rally, an entry list which had grown considerably

from one in 1986, three last year (when the event was won by Timo Makinen in an Austin Healey). They included a Lotus Elan (driven by the 1987 European Historic Rally Champion, Paul Howcroft), two Volvos (a PV 544 and a 122S) an Austin Healey, a mini Cooper S, Ford Zephyr, Jaguar XK 140, two Saab 96's, a Hillman Imp and our Triumph Vitesse.

Unfortunately not all the cars made it to the island, but eight cars turned up for scrutineering on the Wednesday morning.

Thursday's stages were divided into three legs, with a short time for servicing in between each one. There were fifteen special stages varying in length from just over two kilometres at Castletown up to the very exciting Little London which was over 17 kilometres long. The last five stages were all run in the dark, including the famous 'round the houses' stage in Castletown where a grandstand was erected for spectators in the main square. Although the Vitesse was the last car (No 132) on the rally, there were still plenty of spectators to see us go by and a lot of flashes from cameras in the dark. Quite an extraordinary experience.

We greatly enjoyed the longer stages where we tended to catch the Volvo in front of us. On the last night time stage, which was seventeen kilometres long, we could see the lights of the car in front as it went up the stage ahead of us. What it must have looked like to the occupants I don't know! Luckily the driver was extremely helpful and pulled over to let us by at the earliest opportunity!

On Friday morning we were lying third overall, behind the



mini Cooper S of Manx driver Glen Leece and the Lotus Elan of Historic Rally Champion Howcroft. Both these cars were several minutes ahead of us so, since we knew we could not catch them, we were determined to concentrate on finishing third in what was our first International event. We were ourselves over four minutes ahead of the next car, and as we restarted the second day in classification order there was no longer any danger of our being held up by slower cars.

Leece continued to put his local knowledge to good use and was soon even further ahead of us. However, on the long twisty Curraghs stage (17.78 kilometres of mostly very narrow lanes which John found reminiscent of Jersey, where he started rallying), Howcroft found one twist too many and much to our amazement we passed him (luckily unhurt) stuck in the hedge! This retirement meant we finished in second place overall.

1988 was the Silver Jubilee of the Manx Rally and car number one in the first event was a Triumph Vitesse driven by works driver Vic Elford. Unfortunately the car retired while in the lead. It seems quite fitting that, twenty five years on, a Vitesse returned to figure in the results!

Altogether it was a very exciting and enjoyable event. The organisation was exceptional and everything seemed to run like clockwork which only goes to show the amount of work which must have been put in beforehand. On our section of the rally only two stages were cancelled, both times when the road was blocked following an 'off'. We were immediately able to go straight on the next time control using the 'alternative road book' issued for just such an eventuality.

Historic Rallying is a growing area of the sport as it is somewhat less serious (tending to be known as hysterical rallying in some quarters) and definitely less expensive than the modern variety. It is possible to be quite competitive (as we have proved) with an older car and also to have a great deal of fun and make new friends wherever we go.

The Manx was our third event with the Vitesse (having finished the Pirelli Classic Marathon in June and won our class and been eleventh overall in the Coronation Rally held at the Welsh Motor Sport Centre at Pembrey last August).

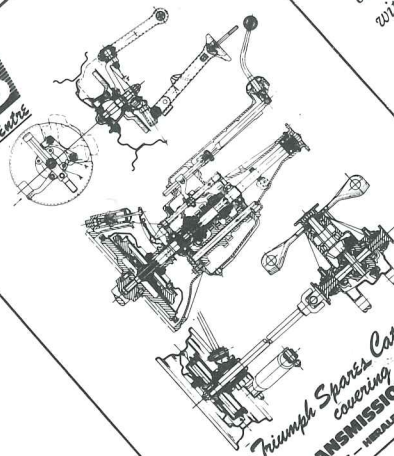
*We shall certainly be back to next years Manx International and in the meantime are planning to compete in the San Remo Historic Rally next April and the Classic Marathon in June next year. If we can get some sponsorship we may even go on and do the whole of the European Historic Rally Trophy.....and they are even talking about a World Championship with events in the U.S.A. and Japan*

....WATCH THIS SPACE!

## FREE CATALOGUE

1988 ISSUE

John  
**FHPS**  
Triumph Centre

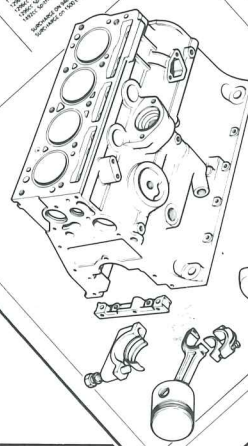


**Triumph Spares Catalogue**  
covering  
**ENGINE, TRANSMISSION & SUSPENSION**  
SPRINTER - GT6 - HERALD - Vitesse - RTT CARS

You'll find the new layout of the '88 Catalogue quick and easy to use, with the prices of each component alongside.

Our operation is as impressive as our catalogue, based in the Midlands within easy reach of the motorway network and so within easy reach of all areas. We have ample parking space and a cosy environment for you to discuss your Triumph requirements.

### FOUR CYLINDER SHORT ENGINE

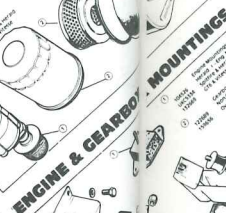


## FREE CATALOGUE

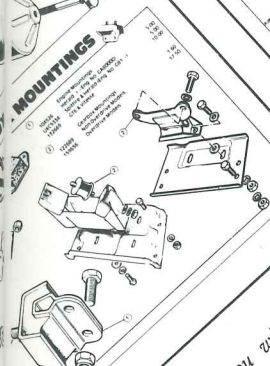
Never before has it been so easy to service, repair or restore your Triumph.

Dealing with a long established and recommended manufacturer and supplier has its benefits — economy of scale means the best price and quality is assured through Heritage and TSSC.

### OIL PUMPS, FILTERS, COOLERS



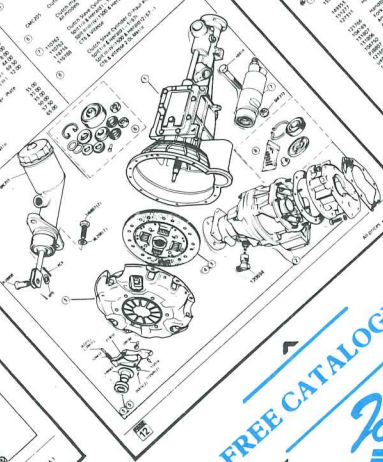
### ENGINE & GEARBOX MOUNTINGS



## FREE CATALOGUE

Fast, efficient mail order service — we despatch all orders within 24 hours of hearing from you.

### GEARBOX & CLUTCH COMPONENTS



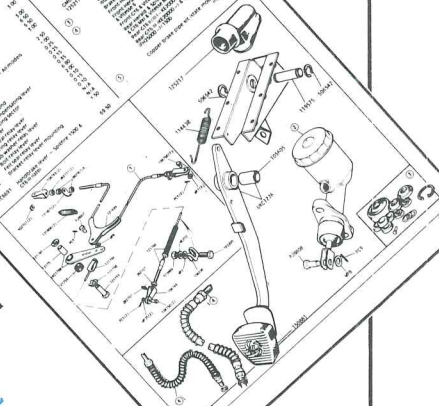
Visit us and you will discover a great number of damaged or rusty Triumphs plus over the years we have saved a large quantity of useful secondhand spares, so many we can't catalogue this side of the business.

## FREE CATALOGUE

## FREE CATALOGUE

Send for your free copy today by filling in the coupon below or call us on 0527-20880.

### HANDBRAKE & BRAKE HYDRAULICS



John  
**FHPS**  
Triumph Centre

Tel : REDDITCH 20880

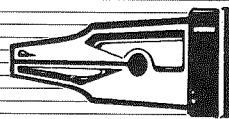
NAME

ADDRESS

POSTCODE

Post to:  
ARTHUR STREET, REDDITCH,  
WORCS. B98 8JY.

# Pen to paper



## Thanks!!

My grateful thanks to you for publishing my letter of anguish due to the theft of the hood clamps on my Triumph Herald.

I am delighted to tell you I had several calls from some super people and I now have received a pair of hood clamps. The big, black cloud that was hanging over me has gone and I am back to my happy old self. So here's a wave of thanks to everyone concerned.

**Irene Harvey - Poole, Dorset**

## Help?

I hope very much that someone out there can help me but I am desperate to get something sorted out.

I have a Triumph Herald 13/60 convertible built in 1972. I love my car but it's in need of a great deal of work. For a start, the big-end is gone and I am in need of help and advice regarding this, preferably from someone in the area who could work on it for me. Of course I would pay for any parts and labour. If there is anyone reading this who feels they could be of help, please contact me at: 30 Hyde Park Trc., Leeds LS6 1BJ.

**Jackie Wilkinson**

## Changing Times

I own a 1966 Triumph Vitesse 6 saloon, which is used as everyday transport. It has, therefore, to be practical, which, unfortunately, means altering it from standard spec.

It still has its original engine at 110,000 miles but it has, I think, lost an edge in performance, though it still gives 25 mpg in town, 30-35 on motorways (at about 55-60 mph). Are there any cheap, easy modifications that I can make to improve its performance slightly?

The original box is now out, replaced with another 1600 box, but I have in the garage a Dolly 1850 box with O/D (useful for motorways!!). But will it fit? Do I have to change the input shaft and/or clutch? Will the O/D unit fit under the gearbox cover? Is there a 'popular' alternative to this box that will fit? (e.g. 5-speed Ford?). Help!!!

The standard rear suspension is not the most inspiring in the world (as period Test Drive reports verify!). We are talking twitchy ..... are there any ways of lowering the rear slightly to give more negative camber to the wheels? Is Spitfire III/IV suspension better? Will it fit? Is it safe on a Vitesse? I want to avoid Rotoflex and am looking for easy modifications to cure 'Herald Hop'!!

Exhausts: I was told on buying the car that it had a Spitfire exhaust but it "makes no difference". Is this true? How can I tell if it is Spitfire or Vitesse? Tail pipe diameter? What should it be? Another chap at the Oulton Park Show in May said that he thought it was not Vitesse (by the way in which it "hangs" by the diff. casing). I have tried various exhaust suppliers, but one insisted that all Vitesse were 2-litre - he knows, he used to have one ..... Enough said!!

Please, please, help is required from any member reading this.

**Chris Sheridan - Hindley, Wigan**

**ANDREW STONE TRIUMPH SPARES**  
NEW, USED AND RECONDITIONED PARTS FOR SPITFIRES, GT6's and HERALDS  
- All at competitive prices Mail Order and Price Lists Available. 7 Day Service  
**BELPER DERBYSHIRE (0773) 821665**

## Triumph Services of Templecombe

**SPITFIRE—GT6—HERALD—VITESSE**  
NEW & USED SPARES OF THE SHELF — RESTORATION WORK MOT REPAIRS SERVICING ETC  
Contact Andy Topp on (0963) 71333 Day or 251189 Evenings  
**UNIT 1 Station Yard Templecombe Somerset**

## Comradeship

Having only recently joined the TSSC, I have already discovered that, to coin a phrase, membership has its advantages:

At the present moment in time (letter dated 12th October), I am but a learner (test on 17th October!!!) and so am also getting quickly used to being harassed by drivers of inferior vehicles rather stressed at being shown up by an 'old banger' overtaking them. However, I feel I must tell of one event in particular which typifies the 'comradeship' amongst members so rarely seen nowadays between drivers of cars of same the manufacture.

My trusty yellow/beige/brown/lemon (haven't quite decided yet) Herald convertible cruised up to a junction as no doubt it has for all its previous 27 years, when both my car and I were rather perturbed to find ourselves being cut-up by some lunatic (aren't they all?) in a Ford Granada estate. Now, I've got nothing against Ford Granadas - except this one - good workhorses, etc., although classic potential of approximately zero. Get on with it .....

Shortly before the encounter, I had noticed behind me a Vitesse convertible, TSSC, magenta and possible concours standard from what I could see. As the Ford, however, continued to callously cut me up (much to the dismay of my father, who responded in a way, although which was not exactly polite, was understandable) my car, finding the whole affair much too exciting, stalled. With this, my new-found friend in the Vitesse executed some rather nifty manoeuvres round me, and enthusiastically proceeded down the road buzzing the Ford for all he had. Am I glad I didn't decide on a Fiesta for my first car!

I am now happy to say that only with great difficulty could anyone completely drag me away from Triumphs and also I wish to extend my thanks to the driver of that Vitesse (who I have now discovered lives within walking distance of me!) and I would certainly do the same thing had roles been reversed.

**Neil Reddin - Keston, Kent**

## Warning Light

I have recently purchased a 1981 Spitfire 1500 and joined the TSSC. I have a slight problem and was wondering if anyone could help me.

Shouldn't the 'brake' warning light (mine is very dim lit) stay on when started until the handbrake is released? Mine seems to be connected to the oil warning light in some way, as it goes out at the same time as this. None of the harnessing has been tampered with. Has anyone else who owns a 1500 Spitfire had the same thing happening? If so, any ideas?

**Mr V Kelly - South Harrow**

## Lets Call Time!!!

The controversy concerning the moment at which a piston achieves maximum velocity has gone on long enough.

It does not require a degree in automotive engineering to know that maximum velocity is reached just after the needle of the rev. counter passes 8,000 rpm and just before six neat round holes (GT6/Vitesse) appear in the bonnet. I hope this will be the last word on the subject.

**Andy Clark - Dartmouth, Devon**

**Thanks for all your letters keep them rolling in - most problems can be solved once published in the Courier**



## HERALD VITESSE SPITFIRE GT6

Shop Open - 9.30 - 5.30 Mon to Fri 9.30 - 3.30 Saturday

TELEFAX 0203 637238

**Now Available**

★ Original Bonnet Catches .....	each	£17.00
★ Herald/Vitesse Saloon Rear Screen Seal		£15.00
★ GT6 Rear Tailgate Glass Seal		£15.00
★ Front Spring Top Plates .....	each	£ 5.50
★ 1200 Pistons (circlip Type) std size .....	set	£35.00
★ Herald Rubber Bumper Sets		£75.00
★ Herald Rubber Bumper End Caps .....	each	£ 5.50

### Selection of Non Exchange Mechanical Items

Spitfire MkIV Gearbox	£125 + VAT
Spitfire 1500 Gearbox	£130 + VAT
Spitfire 1500 Short Engines	£225 + VAT

★ Prices include VAT post extra



**WORLDWIDE  
MAIL ORDER SERVICE**

**Illustrated Catalogue £2 - Overseas Free**

**124 ALDERMANS GREEN ROAD COVENTRY CV2 1PP**

**TELEPHONE 0203 683926**

# CLASSIFIED

**Cars  
Cars Wanted  
Parts  
Parts Wanted**

**V reg Spitfire 1500:** soft top, hard top, tonneau, red/black, 59,000 miles, v.g.c. MOT June '89. Garaged for past 3 years. Offers around £2,900. Contact: Mitchell, tel: W. Yorks (0274) 487805 or (0274) 391214 - non-member.

**13/60 chassis v.g.c.** Vitesse 2L engine, gearbox (non-O/D), diff, suspension, 13/60 Saloon rear body, v.g. bulkhead, roof (with sunroof), engine, gearbox, diff, suspension. Many other HER/VIT/SPIT spares. May swap for Her/Vit bits. Contact: Paul, tel: Essex (0708) 867423 - 87/19301.

**Spitfire MkIII 1967:** FD8009, present owner 15yrs. MOT. Adjustable shock absorbers, recent exhaust and battery. Good example for restoration with little cost. Sadly must part. Spares available. £950. Contact: Mrs M Storey, tel: N Yorks (0751) 72340 - 88/23108.

**1971 J reg 13/60 convertible:** new hood, good order, Valencia Blue. £950. Contact: Priscilla, tel: (01) 219 4319 or eves (0256) 850934.

**Vitesse 1968:** detuned with 1300cc Toledo engine and Herald bonnet. No MOT, Tax. Looking sad. Sale spares or repair. £70. Contact: D Briggs, tel: nr. Brackley, Northants (02804) 591 - 84/07411.

**1962 Vitesse 1600cc 6 cyl:** 62,000 miles, good engine but body gone. Drives OK but MOT and Tax expires November 1988. £150 to clear. Contact: L Clarke, tel: Sheffield (0742) 463366 home or (0742) 462047 work - non-member.

**GT6 MkIII M reg:** Carmine. Ideal restoration project. Fair condition. Spares include bonnet, qtr. valances, rear hatch, wings etc. To be sold as one lot. £995 o.v.n.o. Contact: Robert, tel: Milton Keynes (0908) 668921 - 82/3505.

**Spitfire MkIII 1968:** B.R.G., O/D, H & S tops, MOT. Rebuilt last winter. New uprated suspension, new brakes, v. sound bodywork and bonnet. Triumphune exhaust system. £1300 o.n.o. View w/ends south Oxfordshire. Contact: Mike, tel: (01) 681 1032 - 85/10432.

**Herald 13/60 1971:** EWP 84J. Excellent original body. Used daily. Recent clutch. 67,000 miles. Full MOT. £675. Contact: Smith, tel: Sutton Coldfield (021378) 4740 - non-member.

**Spitfire MkII 1967:** red, rebuilt,

resprayed, new soft top, wire wheels, new seats and trim, Waxoyled, in immaculate as new condition with many spare parts. £3000 o.v.n.o. Contact: Nigel, tel: Honiton (0404) 2954 - 87/18413.

**G reg 13/60 blue Triumph Herald:** clutch gone so needs towing away. Otherwise to MOT standard with spares. £30. Contact: Pete, tel: (01) 253 9513 work or (01) 249 5349 home - non-member.

**GT6 MkII:** one of the last registered, May 1971. Stored for one year, hence no MOT. Sills (complete), rear wings, sills recently replaced by S W Classics. Mechanically sound. Contact: Paul Johns, tel: Totnes (0803) 865550 - 83/5216.

**Triumph GT6 II O/D 1970:** good service history. Red. New clutch. Reliable, used daily. Taxed and MOT. Genuine reason for reluctant sale. Contact: Barrie, tel: Northampton 28781.

**Spitfire MkIII 1968 F reg:** red with works hard top, new professionally fitted soft top, new tyres, taxed, 10 months MOT. Featured in Classic Car. In excellent condition throughout. £1500. Contact: Gavin, tel: Leics (0533) 374923 or 666194 - non-member.

**Spitfire MkIV:** genuine 41,000 miles, immaculate condition. Original paintwork Wedgewood Blue. 4 new tyres. Tonneau. Soft top. MOT 1 yr. Garaged all year. Only used summer. £1700. Contact: Jonathan, tel: Brighton 554856 - 86/13979.

**Triumph Spitfire 1966:** dark blue, wire wheels, soft top. MOT and Tax. Genuine 23,000 miles. Immaculate condition. Must be seen. £2,000. Contact: Blackmore, tel: Tonbridge 357663 or (079726) 561 - non-member.

**Triumph Vitesse MkII 1970:** blue, sunroof, good condition. MOT March 1989. Tax. £1700 o.n.o. Contact: Nick, tel: Chelmsford (0245) 261095 - non-member.

**1968 Triumph Herald 13/60:** 89,000 miles. Full sun roof. Sound chassis and excellent bodywork. Valencia Blue. Much loved and reliable car. £900. Contact: Rosemary, tel: Portsmouth area (0705) 326822 - non-member.

**GT6 MkIII L reg:** Magenta, concours condition after recent rebuild. New engine, balanced Piper cam, recon. brakes, suspension, g/box, diff.

everything. Interior excellent. Must genuinely be seen £3295. Contact: Tim, tel: Weston Super Mare (0934) 823819 - 87/17504.

**GT6 MkIII 1972:** 66,000 miles, red, much work done, sunroof, good bodywork and mechanics. 11 months MOT. £1,300. Contact: Mr Hardwick, tel: Hitchin (0462) 816018 eves and w/ends - 88/21793.

**Spitfire MkIV spares or repair:** (no bonnet), hard and soft tops, spare tub. Contact: Stuart, tel: Blythe Bridge (0782) 396825 eves only - 85/10594.

**Triumph Spitfire 1979 1500cc O/D:** mechanics fair, bodywork needs major attention. New hood, reconditioned engine. Contact: Mr/Mrs Pitt-Brooke, tel: East Leake 856344 - non-member.

**Triumph Herald 13/60 1971:** one owner, reasonable condition. MOT expires end 1988. Offers. 80,000 mileage. Contact: Rod Heaton, tel: 0759) 303147 - non-member.

**Triumph GT6 MkII 1971:** superb condition. Complete restoration with photos and bills. 3 owners since new. Last owner since 1979. £2950 o.n.o. Tel: Farnham (0252) 712528 - 88/23594.

**1972 Triumph Herald estate 13/60:** new home wanted. Navy Blue, Taxed and MOT'd. Used regularly. Offers invited. Contact: Chris Storey, tel: (01) 882 1893 or (01) 648 6885 - non-member.

**Vitesse saloon green 1968:** Taxed, MOT May, body good, garaged, sunshine roof, tow bar, servo, chassis rebuilt, new gearbox, clutch. Elderly owner must part after 20 years. Contact: Jukes, tel: Padstow (0841) 520685

**Vitesse 2L MkII O/D 1970:** soft/hard top, white, new white hood, resprayed, 84,000, good solid car, S/S exhaust, new diff, full history, possible P/X with TR6. £2350. Contact: James, tel: SW12 (01) 675 2537 eves - 88/20732.

**Herald 1200 convertible OPA 417D:** no MOT, could do with restoration, recon engine (2000 miles), reliable runner, new chromework. Some new parts and bills available. £575 o.n.o. Contact: Wendy, tel: Chelmsford (0245) 420675 - 86/15282.

**Spitfire 1500 O/D Blaze 1978:** 86,000 miles, Tax/MOT Feb 89, engine professionally rebuilt at 72,000 miles and carefully run-in. Wolfrace alloys, new exhaust. £950 o.n.o. Contact: Jackson, tel: Derby (0332) 841110 - 87/18738.

**Triumph Herald saloon 13/60 (G):** grey, looking for good home. £500. Road Tax and MOT August 1989. Contact: J Stark, 23a Leaholme, The Avenue, Cirencester, Glos GL7 7EL (no phone).

**Triumph Herald Convertible 1965 1200cc:** complete "body-off" restoration, new or reconditioned parts, full tax MOT, sound reliable, original throughout, superb condition, but poor respray £990 o.n.o. Contact: Paul Driver, tel: Dronfield (0246) 415341 - 88/21954.

**GT6 MkIII (late):** Full body off/bare metal restoration - photographically documented, balanced blue printed engine Randall exhaust, triple dellortos, lumenition/competition distributor, kent cam, kenlowe oil cooler, de-seamed roof, alloys, koni D's and springs etc.etc. TSSC valuation £4500 - offers around this. Contact: Steve, tel: 049481-4747 - 84/7228

**Classic Triumph Herald 13/60 Convertible - red:** Great market potential, excellent interior, spare hood, chassis and body need attention. Offers around £600. Contact: E.Winnill, tel: 01-541-0580 (day) 01-947-4669 (eve)

**GT6 MkII 1970** white MOT, taxed, good condition, many new parts receipts available £800. Contact: A. Pinchin, tel: (0306) 882768 - non-member

**GT6 MkII** Royal Blue with black interior, wire wheels, new tyres, s/steel exhaust, much work done. Needs engine, brakes and carpet to complete restoration. Offers. See spares for sale. Contact: Mr.J.Ford, The Old Post Office, Mid-Lavant, Chichester, Sussex PO18 0BG - 86/15974

**Triumph Spitfire MkIII** for sale, rebuilt 1985 never used on road since £1750 evenings only. Contact: Ivor, tel: Thetford (0842) 811663 - 84/9534

**GT6 MkIII** 1973 Inca Yellow, 55,000 miles good runner £2,000. Contact: David (N.London), tel: 01-836-6892 (day) 01-446-3358 (night) - 87/18617

**Convertible Herald 13/60** body in good condition, ideal for conversion from saloon to convertible. Offers, buyer collects also Herald chassis available - brand new, suit kit car. Contact: Phil, tel: Oxford (0865) 240382 or (0865) 721360 - non-member

**GT6 MkIII 1973** MOT July '89. Accident damage to rear valance, nearside rear wing, lamp panel. Excellent opportunity for enthusiast to acquire at low cost. Offers over £500. Contact: N. Woodward, Bucks tel: (0494) 34244 - 88/122799

**Spitfire 1500cc 1977** blue, 83,000 miles, hard and soft tops, new suspension, tyres, comprehensive overhaul last winter and MOT. Desirable vehicle £2000 o.n.o

## BEAT THIS! CAR CARPETS

LOWEST PRICE! FASTEST DELIVERY!  
• 5 YRS GUARANTEE • EXCLUSIVE TO US

WE WILL BEAT ANY PRICE  
CHECK THE REST THEN PHONE

0933 223602 QUOTE CAR MODEL  
0933 227166 7-DAYS A WEEK

PLAIN or LATEX BACKED, ROT PROOF  
All parts include not just floor. BUY DIRECT - SAVE £££! 100% polypropylene with pad for drivers heel.  
Brown, black, blue, red, green, fawn, charcoal or beige.

MOST CARS AVAILABLE

SALE PRICE  
FULL SET  
FROM  
£12.50  
£2.35 p.p.p

ANY COLOUR - ANY CAR - Sports Cars from £15. per set; Range Rover £42 complete, Reliant Scimitar; All Lotus £45; All Jaguar £45. If they wear out WITHIN 5 YEARS another set will be sent FREE OF CHARGE. Car carpet on the roll, 36in. wide, £3.50 a yard; 72in. wide, £7 a yard.

EASY TO FIT  
5-YEAR GUARANTEE  
VINYL ROOF  
FROM ONLY £15  
£2.35 COMPLETE p.p.p

A NEW LOOK  
IS LIKE A NEW CAR.



ANSAPHONE SERVICE, PHONE 0933 227166. Quote name, address, post code, car, year, colour, card number or CALL OUR DISPATCHER DIRECT on 0933 223602, 8 am to 5 pm Monday to Friday, 8 am to 1 pm

Saturdays/Sundays. Prices include VAT. Send cheque/POs. 100% satisfaction or your money back (Prop. P.G. & M.M. Hughes. Add £1.00 for COD (pay postman))

0933 223602 **MOTOR UPHOLSTERY SUPPLIES** 0933 227166  
14 ANNE ROAD, WELLINGBOROUGH, NORTHANTS

Contact: Keith, Bristol tel: (0272) 832377 evenings

**Female Owner, now retired, selling GT6 Mki** January 1967. Bodywork restored and resprayed runner 1985. Sunroof, 27050 miles. Mechanical replacements 1988, MOT, taxed spares books £1500. Contact: Mrs. Ridley, Glos. tel: (0452) 740513 - 87/19581

**GT6 MkIII** solid chassis, recon engine approx 20,000 miles ago. Not run for two years, body tatty. Ideal specials base, best offer secures. Contact: Ian, Bucks tel: (02407) 4717 - 88/23290

**Triumph Vitesse Convertible MkII 1969** damask red, body off restoration, overdrive new hood. Excellent, reluctant sale £2750.00 ovno. Contact: C.Mair, Cheshire tel: (061483) 5281 - 87/20040

**Vitesse 2 litre Mki sal.** 2 owners, 74,000 miles from new. Conifer green, tan interior, excellent condition. Tax and MOT, recent tyres. £1000 ono. Contact: Steve, S.Devon tel: (0803)866390

**Triumph Vitesse 2.0 litre Mk2 1970 Convertible** complete, hard top carrabeen roof in need of renovation. Complete car, running but clutch stuck on flywheel. C/N/HC56163CVO. No MOT. £500 ono. Contact: Jim Cole, Bristol tel: (0272) 559244 - 88/23061

**1968 Herald Sin** 1300, crash damage to front, remainder excellent, off road 10 months, MOT tax expired, non-runner. Full wood interior, five new tyres. £300 ono. Contact: Mr. Christopher, Surrey tel: 01-6794854 - Non-member

**Collectors car 1963 Triumph Herald sal.** 1200cc. Light blue, 61600 miles, good condition. Offers. Contact Mr. Hadley, Essex. evenings tel: (07875) 3618 - non-member

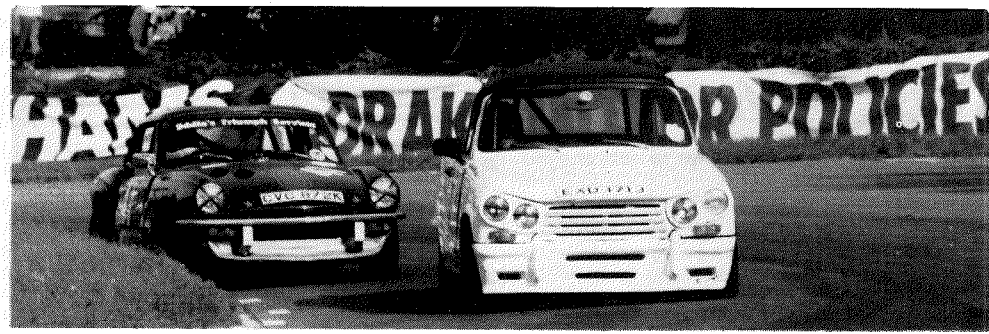
**Herald convertible:** rear body, hood good. Sagging chassis, grotty front. Possible renovation, ideal donor for conversion (sorry Connie). Garage demolition forces sale! £200. P/EX Vitesse. Contact: Jim, tel: Ayrshire (05055) 4770 - 85/10731.

# Kingston SPORTSCARS

01-570-0389

ALL TYPES OF SPORTS CAR MECHANICS & BODYWORK  
SPECIALIST ENGINES & TRANSMISSIONS FOR SPRINTING & RACING

Kingston Sports Cars leading the way



New 6 cylinder mutibranch exhaust manifolds retooled to suit both P.I. and Webber systems £185.00 + VAT

**Race Tuned Engines for Fast Road, Sprinting and Racing**  
**4 & 6 Cylinder 2 Litre big bore increased to 2.1, 2.2 and 2.3 Litres**  
**Sensible choice of Camshaft for good bored tractable power bands**  
Modified Heads, Special Valves, Conversion Pistons, Alloy Flywheels and much more.  
**Standard Engines, Gearboxes, Overdrives and Diffs rebuilt and reconditioned - same day fitting on most items in our workshop by appointment.**

Complete range of new Diffs from .... £150.00 + VAT  
Rebuilt & Reconditioned Diffs from .... £80.00 + VAT  
Gearboxes Reconditioned from .... £80.00 + VAT  
Special mainshaft Heavy Duty Road & Competition Gearboxes, D & J type all £150.00 + VAT  
Overdrives & Diffs Special rates .... £P.O.A.

80 WHITTON ROAD HOUNSLOW MIDDXX TW3 2DD  
Whatever your requirments we offer reliability & durability at affordable prices.

# Parts Mart

**GT6 MkII 5½J wheels**, four new tyres, fibreglass valance, bullet mirrors, windscreen frame - all new, bodywork excellent, engine A1. Loads of spares easily worth £800. Bargain £300 o.n.o. Contact: Russell, tel: Bucks (049467) 3763 - 87/520140.

**Dolomite Sprint 1979:** concours condition before side accident. White, black interior. Would suit as donor car or break up. Buyer collects. £400 o.n.o. Contact: Renata, tel: N6 (01) 340 2245 - 88/21214.

**Herald/Vitesse s/h spares.** Also restorable/restored vehicles/chassis. Some interesting Triumph hybrids. Vitesse 2L estate £650. Spit-engined Herald £475. Good Vitesse parts wanted. Cambridge area. Contact: Robert, tel: Swavesey (0954) 31153 - 85/11898.

**MkIII Spit chassis**, gearbox, diff, suspension, trim, hardtop, bonnet, doors, glass, bootlid, MkIV Spit engine, gearbox, diff, prop, suspension, trim, glass. Many other HER/VIT/SPIT spares. May swap for Her/Vit/Spit spares. Contact: Paul, tel: Essex (0708) 867423 - 87/19301.

**Spitfire IV complete rolling chassis**, 1300 engine, O/D gearbox, bare tub in exceptionally good condition before rear accident damage - repairable, will separate, no reasonable offer refused. Contact: Carol Allen, tel: Kettering (0536) 85848 eves - 87/16759.

**Spitfire MkIV hardtop:** fair condition. Windows in roof. £40. Soft top frame and cover, good windows. No good £20. Rear lights complete £20. Contact: Ron, tel: Essex (0375) 379243 - 88/23683.

**13/60 saloon breaking**, north of Watford Gap. Everything available. Also swap complete red estate seats/trim for black estate rear seat. 2000 O/D gearbox less O/D £20. Contact: Charles Henderson, tel: W. Yorks (0422) 842439 - 79/01019.

**Herald bonnet** and original unused 13/60 bonnet and grille. Ideal for concours restoration. £370. Contact: Andy, tel: Cambs (0767) 50271 day or (0480) 218737 eves - 88/22718.

**Vitesse chassis**, stripped, welded and modified to suit Stanbury etc. Plus all donor parts, some new + various spares - a donor car without the mess £150 o.n.o. Contact: Steve, tel: Oxon (0865) 391688 - 85/1970.

**MkIV front bumper and spoiler**, 3 litres Cherry Red cellulose. Adequate for total respray Spitfire etc. Weber 45 DCOE plus K and N excellent exchange for twin 40's. Offers please. Contact: Phil, tel: Maidstone (0622) 671119 - 88/22891.

**Herald 948S breaking complete car.** Spitfire III hood frame £40. Spitfire IV hood frame £45. Wanted black carpets for Herald coupe. Location Barley nr. Royston, Herts. Contact: Samantha, tel: (0763) 84673 - 87/19195.

**Spitfire MkIV hard top**, good condition, red. £75. Contact: D Smith, tel: Harrow Weald 421 1120.

**Spitfire I/II/III gearbox**, (condition unknown) £25 o. n.o. GT6 I bits on offer also. Contact: Mike, tel: Finchley (01) 883 7860 - 87/19654.

**5 Wolfrace wheels off GT6** £90; 4 Dolomite Sprint wheels £90. Contact: Uday, tel: Leicester (0533) 682517 - 87/18860.

**Vitesse MkII saloon 1969:** all parts available except engine and gearbox. Good doors, bonnet salvageable. Contact: Mick, tel: Crewe (0270) 68493 - 86/16641.

**Herald 1200cc spares:** engine, gearbox, good set of seats, tatty bonnet, plus chest full of various spares. £75 the lot, space needed (will split). Contact: Steve, tel: Warley (021) 558 5294 home or (021) 551 6051 work - non-member.

**Vitesse 2L MkI engine**, new BL in + out MkI valve set, 1300 complete unit - engine + box + carbs, also 1300 gas-flowed head, 1600 front wheel assys. Many other Triumph parts. Contact: Colin, tel: Lancaster (0524) 770730 - 85/09677.

**Spitfire MkII breaking:** all good, cheap spares including steel hardtop plus MkIII bonnet selling or will swap any or all for Mk4 diff and or engine. Contact: Pete, tel: SE8 (01) 691 7139 - 88/23697.

**Head gasket set for Triumph Courier** 1962 - 64, 12/50 1963 - 67. Never been out of box or used with original box. £50. Collectors piece. Contact: J Stark, 23a Leaholme Court, The Avenue, Cirencester, Glos. GL7 1EL (no phone) - 84/9047.

**Sprint wheels £10 each;** H/Vit L/H door, good shell, skin - minor work £25; Herald carpet set, grey serviceable £35; Herald spare wheel well, solid, needs blasting £10. Contact: Paul Morris, tel: Derbys (03317) 4325 - 86/15492.

**GT6 parts:** Restored GT6 MkI chassis. 3 engines, gearboxes, overdrives, diffs, props, MkII chassis, MkI bodytub, hatches, carbs, springs, suspension, fuel tank, glass, heater, plus much more. New parts for GT6 MkI/II Spax shockers, springs, sill set, front valance, N/S rear wing, overriders, complete front suspension, copper brake pipes, hoses, shoes, pads, water pump, wheel studs. All items open to offers. Contact: Mr. Jon Ford, Work telephone (0243) 775551 Ext. 39. Callers welcome evenings/weekends at The Old Post Office, Mid-Lavant, Chichester, Sussex on A286 one mile north of Chichester - 86/15974

**Herald Spares 13/60** engine g/box. diff. disc brakes 1200 bonnet roof Vitesse 13/60 fibreglass bonnet. Some convertible parts, 13/60 chassis. All cheap space needed. 13/60 Convertible £350. Contact: Mick, Scarborough tel: (0723) 352833 - 88/22393

**Secondhand Triumph Spitfire/Herald spares** too many to list, also Bond Equipe and Spitfire for rebuild/repair £150 each. Contact: Ivor, tel: Thetford (0842) 811663 (evenings) - 84/9534

**Vitesse carpet set** black unused, still boxed cost £50 will sell for £30, inc. P&P. Contact Peter, tel: Maldon (0621) 52344 - 88/20037

**Spitfire MkI-III** hardtop, all metal, nice lines and reasonable condition £35. Contact Jason March, tel: Shoreham-by-Sea (0273) 461325 - 87/17972

**Herald Tuning parts** SAH gas flowed head twin Strombergs alloy manifold Spitfire distributor with tachometer alloy bell housing, slightly worn 1200 engine and gearbox. Herald chassis. Contact: Mr. Sturgeon, tel: Warmley (0373) 67538 - 79/00997

**Steel hardtop** black opening lights lined Spitfire factory £85. Contact: Barry, tel: 01-653-5802 - non-member

**GT6 MkII** spares include four 5½" carma wheels with new tyres, fibreglass valance, new windscreen frame, bullet mirrors, discs etc. all unused, engine good as 90% of bodywork worth £800 to sell £300 ono. Contact: tel: Beaconsfield (049467) 3763 - 87/20140

**Vitesse/Spitfire** spares. Vitesse O/S/R lower wing £25. Vitesse/Herald front crossmember (new) £15. pair of Strombergs, bumpers etc. Spitfire bootlid MkI-3 £20. Radiator diffs. 3.89 + 4.11 Contact: Steve tel: Devon (0803) 866390 - 87/17511

**Spitfire MkIII** steel bonnet white very little rust, not perfect, but good enough to replace your rusty bonnet £40. Contact: Marc, tel: Surrey (093287) 2528 - 78/00587

**GT6 Mk3 steel bonnet** for sale or exchange for MkI/2/3 fibreglass bonnet. 2L GT6 engine £50. GT6 carbs £10. 2 GT6/Spitfire wheels £10. Spax front GT6 shoxs £40. T-tune 330lb springs £20 (pair). Contact Mr. Sleightholm, tel: Horsham (0403) 50679 (eves) - 83/6056.

**Vitesse MkII radiator**, petrol tank, Koni front dampers, front brakes, seats, roof, bootlid, windscreen. Also 1600 cyl head, TR wire wheel adaptors, 1600 gearbox. All cheap. Contact: Tony, tel: Solihull (021) 705 3321 - 87/17283.

**Spitfire IV spares for sale:** virtually two complete (dismantled) cars including reconditioned 1300 engine, hood/frame, gearboxes, tonneau, roll bar etc. Joining RAF, must clear parents' drive. Anything needed? Contact: Martin, tel: Mere (0747) 860023 - 87/17987.

**GT6 MkII wooden dash assy.**, part number 820073 £60; Vitesse left hand rear bumper, part number 806502 £25; 5½J Dunlop wheel £25. All parts original and new. Contact: Butler, tel: Kings Lynn (0485) 601033 - 79/883.

## Parts Wanted

**Wanted for GT6 MkI:** speedo and rev counter dials with red needles/Smiths make, good working order please. Urgently required to finish restoration project. Contact: Glenn, tel: Epsom (01) 546 5030 9 am - 5 pm - 84/9220.

**Wanted caliper and drum** for 1969 2.0 litre Vitesse. Have Vitesse gearbox HC 16411 for sale. Contact: Myke, tel: Carlisle (0228) 30555 - 88/22956.

**Wanted for Vitesse MkII saloon:** light tan footwell trim panels (part nos. 808211 705481). Must be v.g.c. Also matching door weather seals. Contact: Paul, tel: Brighton (0273) 565536 - 88/22379.

**GT6** fibreglass bonnet MkI/2/3. J-type O/D. GT6 O/D propshaft. 3.89 GT6 diff. Weber carbs and manifold for GT6. Spitfire spoiler. Contact: Mr. Sleightholm, tel: Horsham (0403) 50679 (eves) - 83/6056

**Spitfire Mk3** o/d box complete with o/d and all fittings in good condition wanted. Contact: Max, Talstr.5, 7731 Unterkirnach, West Germany tel: West Germany (01049) 7636836 - (eves) - 86/15952

**Wanted! Can anyone help?** John Woolley needs a set of S.U. manifolds, originally made by Derringtons for the Vitesse 6 Rally cars. He also needs the linkage and pipework if possible - all for the historic rallying Vitesse. Contact: tel: (045 279) 585 or 684

**Wanted urgently** complete Spitfire 1500 engine. Single rail 4 speed gearbox tail shaft and differential any condition, anything considered. Prefer Scotland but will travel anytime. Contact: Jonathan Evans, tel: Ullapool (0854) 2368 - 88/23459

## TRIUMPH BOOKSHOP

ORIGINAL BRAND NEW LEYLAND PUBLICATIONS

HERALD			VITESSE		
<b>Workshop Manuals</b>	<b>UK</b>	<b>O'seas</b>	<b>Workshop Manuals</b>	<b>UK</b>	<b>O'seas</b>
Herald 1200	£19.95	£21.95	Vitesse 6	£19.95	£21.95
Herald 13/60	£19.95	£21.95	Vitesse 2LMK1/11	£19.95	£21.95
Herald Servicing Cards	99p	£1.50	<b>Handbooks</b>		
<b>Handbooks</b>			Vitesse 6	£5.00	£5.50
Herald 13/60	£5.00	£5.50	Vitesse Mk1	£5.00	£5.50
			Vitesse Mk11	£5.00	£5.50
<b>Parts Catalogues</b>			<b>Parts Catalogues</b>		
Herald 13/60	£14.00	£15.00	Vitesse 2 Litre MkII	£14.00	£15.00
			(Would also suit MKI)		
<b>SPITFIRE</b>			<b>GT6</b>		
<b>Workshop Manuals</b>	<b>UK</b>	<b>O'seas</b>	<b>Workshop Manuals</b>	<b>UK</b>	<b>O'seas</b>
Spitfire 4/11/111	£19.95	£21.95	GT6 MK1/11/111	£19.95	£21.95
Spitfire 4/11/111 Dutch	£18.00	£20.00	<b>Parts Catalogues</b>		
Spitfire IV	£18.00	£20.00	GT6 MK111	£14.00	£16.00
Spitfire 1500	£18.00	£20.00	<b>Handbooks</b>		
Spitfire IV/1500 French	£18.00	£20.00	GT6 MK1	£5.00	£5.50
Spitfire IV/1500 Dutch	£18.00	£20.00	GT6 MK11	£5.00	£5.50
<b>Parts Catalogues</b>			GT6 MK111	£5.00	£5.50
Spitfire MKIV	£14.00	£16.00			
Spitfire 1500	£14.00	£16.00			
<b>Handbooks</b>			<b>TR</b>		
Spitfire 4	£5.00	£5.50	<b>Workshop Manuals</b>		
Spitfire MK11	£5.00	£5.50	TR2/TR3	£22.00	£24.00
Spitfire MK111	£5.00	£5.50	TR4/4A	£22.00	£24.00
Spitfire MK111 Swedish	£5.00	£5.50	TR5 (complete)	£34.00	£36.00
Spitfire MKIV	£5.00	£5.50	TR6	£22.00	£24.00
Spitfire MKIV German	£5.00	£5.50	TR7	£18.00	£20.00
Spitfire 1500	£5.00	£5.50	<b>Parts Catalogues</b>		
How to Restore Upholstery	£5.00	£5.50	TR2/3	£16.00	£17.50
Spitfire 1500 Canada	£5.00	£5.50	TR4	£16.00	£17.50
			TR6	£14.00	£15.50
			TR7	£14.00	£15.50
<b>RESTORATION GUIDES</b>			<b>Handbooks</b>		
How to Restore Sheet Metal Bodywork			TR4	£5.00	£5.50
How to Restore Paintwork			TR4A	£5.00	£5.50
How to Restore car interiors			TR6	£5.00	£5.50
How to Elec & Ign. Systems	UK £8.75	O'seas £9.50	TR7	£5.00	£5.50
How to Restore Fibreglass					
How to Restore Upholstery					
How to Restore Classic Car Engines					

STAG			2000/2500/2500S/1300/TOLEDO		
<b>Workshop Manual</b>	<b>£22.00</b>	<b>£24.00</b>	<b>1500/DOLOMITE &amp; SPRINT</b>		
<b>Handbook</b>	<b>£5.00</b>	<b>£5.50</b>	<b>Workshop Manuals</b>		
			2000/2500	£22.00	£24.00
			1500	£18.00	£20.00
			1500TC	£18.00	£20.00
<b>Parts Catalogues</b>			<b>Parts Catalogues</b>		
Toledo 1971/72	£14.00	£15.50	Toledo 1971/72	£14.00	£15.50
Dolomite Sprint	£14.00	£15.50	Dolomite Sprint	£14.00	£15.50
1500 RWD	£14.00	£15.50	1500 RWD	£14.00	£15.50
1500 FWD	£14.00	£15.50	1500 FWD	£14.00	£15.50
2000 & 2500	£14.00	£15.50	2000 & 2500	£14.00	£15.50
Dolomite	£14.00	£15.50	Dolomite	£14.00	£15.50
2000TC/2500TC	£14.00	£15.50	2000TC/2500TC	£14.00	£15.50
2000/2500 SPI (Supp)	£2.50	£3.00	2000/2500 SPI (Supp)	£2.50	£3.00
<b>Handbooks</b>			<b>Handbooks</b>		
1300	£5.00	£5.50	1300	£5.00	£5.50
2 SPI	£5.00	£5.50	2 SPI	£5.00	£5.50
1500TC	£5.00	£5.50	1500TC	£5.00	£5.50
2500MK2	£5.00	£5.50	2500MK2	£5.00	£5.50
Toledo 1300	£5.00	£5.50	Toledo 1300	£5.00	£5.50
Toledo 1500	£5.00	£5.50	Toledo 1500	£5.00	£5.50
Dolomite Sprint	£5.00	£5.50	Dolomite Sprint	£5.00	£5.50
<b>HAYNES WORKSHOP MANUALS</b>			<b>HAYNES WORKSHOP MANUALS</b>		
<b>COVERS ALL HERALD, VITESSE</b>			<b>COVERS ALL HERALD, VITESSE</b>		
<b>SPITFIRE &amp; GT6 MODELS</b>	<b>UK</b>	<b>O'seas</b>	<b>SPITFIRE &amp; GT6 MODELS</b>	<b>UK</b>	<b>O'seas</b>
<b>STATE MODEL</b>	<b>£10.95</b>	<b>£11.95</b>	<b>STATE MODEL</b>	<b>£10.95</b>	<b>£11.95</b>
<b>The complete restoration guide: Lindsay</b>			<b>The complete restoration guide: Lindsay</b>		
<b>Porter new edition</b>	<b>£10.95</b>	<b>£11.95</b>	<b>Porter new edition</b>	<b>£10.95</b>	<b>£11.95</b>
<b>SU Carburetors</b>	<b>£9.50</b>	<b>£10.00</b>	<b>SU Carburetors</b>	<b>£9.50</b>	<b>£10.00</b>
<b>Stromberg Carburetors</b>	<b>£9.50</b>	<b>£10.00</b>	<b>Stromberg Carburetors</b>	<b>£9.50</b>	<b>£10.00</b>
<b>Weber Carburetors</b>	<b>£9.50</b>	<b>£10.00</b>	<b>Weber Carburetors</b>	<b>£9.50</b>	<b>£10.00</b>
<b>Electrical Manual</b>	<b>£9.95</b>	<b>£10.95</b>	<b>Electrical Manual</b>	<b>£9.95</b>	<b>£10.95</b>
<b>BROOKLANDS BOOKS</b>			<b>BROOKLANDS BOOKS</b>		
Triumph Vitesse & Herald 1959/71	£7.50		Triumph Vitesse & Herald 1959/71	£7.50	
Triumph GT6 1966/1974	£7.50		Triumph GT6 1966/1974	£7.50	
Triumph Spitfire 1962/1980	£7.50		Triumph Spitfire 1962/1980	£7.50	
Spitfire Collection No. 1 1962/1982	£6.50		Spitfire Collection No. 1 1962/1982	£6.50	
Road & Track Triumph Sports Cars 58/67	£7.50		Road & Track Triumph Sports Cars 58/67	£7.50	
Road & Track Triumph Sports Cars 67/74	£7.50		Road & Track Triumph Sports Cars 67/74	£7.50	
Road & Track Triumph Sports Cars 74/82	£7.50		Road & Track Triumph Sports Cars 74/82	£7.50	

**RESTORATION HISTORY**

**GRAHAM ROBSON THE COMPLETE HISTORY'S**

SPITFIRE/GT6 £11.95 £12.95

HERALD/VITESSE £13.50 £14.50

**COMPETITION PREPARATION (British Leyland)**

Prep Spitfire MkIII £6.00 £6.50

Prep Spitfire 1500 £6.00 £6.50

Prep 2 Litre Cars £6.00 £6.50

**SPITFIRE/GT6 FILE - By Graham Robson**

Graham Robson, using time making a car, regularly built to class, and having a wealth of experience in the restoration of a variety of mechanical running gear, body and chassis, produces the eagerly awaited and comprehensive guide to step by step restoration of our cars.

Heavily illustrated, the book is written by a specialist in the processes involved and is full of tips to be avoided.

Full body colour photographs, technical specifications, details of owners' clubs and specialist suppliers are all presented in an indispensable reference section.

SIZE A4 312 Pages 960 Illustrations

**£16.95 UK £17.95 OVERSEAS**



**NEW...NEW...NEW...NEW...**

**Triumph the Complete History by Robson & Langworthy**

The ultimate book on Triumph this book with over 350 pages covers the entire range from 1920 to 1988 a must for any serious Triumph enthusiast.

**£23.00 UK £25.00 Overseas**

# HONEYBOURNE MOULDINGS

 A VERY MERRY CHRISTMAS AND A   
HAPPY NEW YEAR FROM HONEYBOURNE MOULDINGS

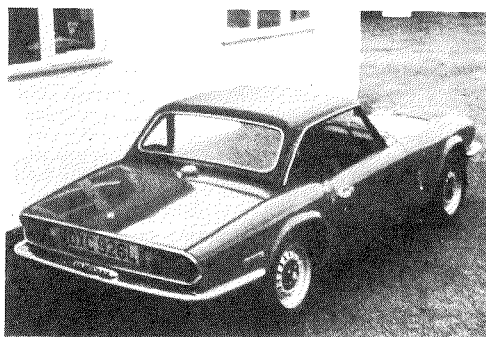


Herald/Vitesse  
**HARDTOP**  
Leather Grain finish won't tear or fade. Luxury brush nylon interior + interior light supplied.  
Price £185.00 + £20.00 Del & Ins

**KEEP OUT THE WINTER CHILL!!**  
by fitting one of our Hardtops

Spitfire MkIV

**HARDTOP** Available in Gloss, Black or White, or Black Leather Grain. Luxurious brush nylon interior, fitted with interior light & all fitting supplied.  
Price £175.00 + £20.00 Del & Ins



*Free factory fitting on all Hardtops  
(By appointment)*



For details of our range of Body Panels + more Hardtop information send S.A.E. or ring :-

## HONEYBOURNE MOULDINGS

Eclipse Trading Est, Birmingham Rd., Alcester  
Warks B49 5EQ

Tel: Mon to Sat 9 - 6pm 0789 762071 (Evenings between 8 - 10pm)  
0386 832264

ALL PRICES INCLUDE VAT

# AREA NEWS REVIEW

## THAMES AREA IN ORBIT

On Sunday 12th February, 1989 Thames Area will be holding a London Orbital Meet at the Wheatsheaf Pub, Old Windsor from Noon until Dusk.

All areas in and around the London Orbital Road M25 are invited to attend the biggest Noggin' and Natter in the Country.

### DIRECTIONS:

Leave M25 at Junction 13 (Staines). Follow signs for Egham A30 then Windsor A308. After a couple of miles you will enter Old Windsor. The Wheatsheaf is the second pub on the left.

Come and lift off with the Thames Area.

## CALLING ALL AREAS

In the November Courier Area News Review an Area Registration Form was printed, to be sent to me by 31st December, 1988.

To date I have only received about a dozen. If your Area has not registered using this form IT DOES NOT OFFICIALLY EXIST. It is a legal requirement of the Club to have its Area registered.

Please check that your Area has registered and if it hasn't, register it NOW.

All Area Organisers, please note new address:

MIKE CREWES, T.S.S.C. Area Liaison Officer, 112 Blackmoor Wood, North Ascot, Berkshire, SL5 8EM.  
Tel: 0344 885541

## SPRINT & RACE CHAMPIONSHIPS 88 DRIVERS PRESENTATION & SOCIAL EVENING

TO BE HELD AT THE SOUTH WESTERN HOTEL, WHITTON ROAD, HOUNSLOW, MIDDX. ON SATURDAY 28TH JANUARY 1989. AWARDS PRESENTATION, VIDEOS, MUSIC AND BUFFET. FREE TO ALL DRIVERS AND FRIENDS, OTHERS £2.00. ANYONE INTERESTED IN SPRINTING OR RACING NEXT YEAR WILL BE MOST WELCOME.

PHONE TONY LINDSEY-DEAN ON 01-570 0389 TO MAKE YOUR RESERVATION.

## Cannock

Myself and two other members are hoping to start a new Club Area in Staffordshire, to serve Cannock and surrounding regions.

Our first meeting will be held on Wednesday 4th January '89 at The Jubilee Inn, 8 pm. So, therefore, it will be held on the first Wednesday and the third Sunday of the month at The Jubilee Inn. Sunday meetings will be at lunchtime - 12.00 to 2.00 pm.

The Jubilee Inn is situated on the Pye Green Road. If you want further info., please phone Neil (or his mum) on Cannock 77215 or call at 35 Millie Place, Blackfords, Cannock, Staffs WS11 2DU.

*R J Beavan*

## Cornwall

Hello this is the first of irregular reports by odd members of the Cornwall Area (or it is odd reports by irregular members?).

Sunday 27th November saw the Cornwall Area mark the end of the recent dry spell by holding its annual Treasure Hunt (ably organised by a member and his wife whose names I am too modest to mention).

Winners were new members David and Veronica who won on a tie break from David and Linda due to the fact that they were actually driving a Triumph! They now have the dubious honour of dusting the club trophy for 12 months. On to more serious matters, will all Cornish members note that meetings for the first six months of 1989 (January to June) will be held on the last **THURSDAY** of the month at a new regular venue The Plume of Feathers at Mitchell (on the main A30) commencing on **26th January 1989**.

*Richard Cunningham*

## Cotswold

I've had a good and happy year as Area Organiser. We are looking for more members and also supporters. We had a raffle and a funds jar for loose coins at the meeting and we raised £10.50 - well done supporters of the Children In Need Appeal. Apologies for not attending the Seminar at Swindon; I had a bad cough and flu. Happy New Year to all TSSC members.

*John Stark*

## Hants & Surrey

It was great to see everyone at Potters in November - with so many new faces too. Many thanks also to all our visitors for their support. Despite the good turnout, there is still room for lots more - so come on lets try even harder in 1989.

The M25 meet at Tattenham Corner was a most enjoyable day out with a very good setting and wonderful weather. Hopefully this will prompt other areas to host such events so that they might encompass the whole 'M25 region'.

Preparations are well under way for the Hants and Surrey Event Spectacular on Sunday 21st May 1989 (more details next month, but make a note in your diaries). Although this is mainly a one day event, we need volunteers to help out over the whole weekend - so please let me know as early as possible if you're willing to lend a hand.

Finally, watch this space for news of the next beer and skittles battle against Hants and Berks in the New Year.

See you on **9th January**.

*Mark*

## Hastings

Many thanks for the 10 pin Bowling Challenge from Nigel Wilce and the Sussex Area members - we enjoyed the winning experience and look forward to other joint ventures during 1989.

Please can we have a few more members turn up, so that we can organise some events; there are plenty of you around Hastings Area and our new A.O., Paul Tamony, needs YOUR support if this Area is to survive.

Many thanks to Steve and Karen for their help after the 'defection' of Adrian, and also to Nick for standing in until now, when Paul has agreed to run things - but the Area can only develop if we get some more people and cars to the meetings. Mark down these dates: January 2nd and 26th, February 7th and 16th and make a New Year resolution to come to The Wheatsheaf and support your new A.O. and the Area, and make it a Happy New Year.

*Len Bosshard*

## Isle of Wight

Hi folks, not much to say this month, owners and cars are in, all tucked up for the winter. We have just had another Treasure Hunt which was won by Rose and David Tizard (fix fix I hear you cry) our Landlord and Landlady, who kindly donated half their winnings to the Area Funds (cheer cheer). I'm not sure who was second but Lorraine and myself were third and we won a compass, good eh. Martins doing well with our local news sheet, I hope you are receiving yours, if not get hold of him and let him have your address at the next meeting, which will be the last Thursday of January 1989. Also any contributions for the news sheet would be most welcome. Well thats all for now, hope you have a good New Year and see you soon.

*Paul Fishburn*

## Northern Ireland

The December meeting saw the usual faithful few members but also one or two new members. As the last meeting of the year it marked the end of an eventful first term as area organiser for myself and the meeting started off with a summary of our achievements this year.

At the December meeting last year there were very few members and there was no elected area organiser. Things seemed bad when Tom Merrow could make it to meetings coming all the way from Donegal over the snow covered pass and local members could not. Since then attendance at meetings has rarely been spectacular but things have definitely changed for the better. Progress slow - but steady.

Club members attended the Waringstown Action Cancer Cavalcade which brought us much needed publicity. Pete Waller and myself attended the International Weekend at Peterborough and I hope many more members will go next year. The highlight of the year was definitely the Ulster Classic Car Show at which we demonstrated that our cars and our club are second to none. We have already been invited to next years show.

The club also had its first 'concours d'elegance' in September at which Pete Waller took best car and also best engine bay, my Spitfire took best interior (miracles still happen) and after a re-vote best boot was subsequently awarded to Steven Kernovan whom I

haven't seen since to give him his plaque - the original result was a draw but Steven was clearly the winner once I had checked our rules.

So what is there to look forward to in 1989? Firstly we are going to have a video night hosted by Pete Waller in January. Secondly we are going to draw up a calender of events which the club will be attending. Thirdly we will be having our own coastal run from Belfast to Downhill. This will be in June and more details will follow. We have entered 5 cars for 1989 Ulster Classic Car Show, so members prepared to show their cars should let me know - I have two in mind, one the white sixteen hundred Vitesse we saw at Warrington and the second is Normans infamous GT6 Convertible (triple webbers and all) - what about it lads?

Finally, foolishly, the members have re-elected me again as Area Organiser and I would like to thank all our members, especially Alastair, David, Dessie and Pete. Seasons Greetings to you all.

*Paul Robinson*

## Scotland Forth

Just a short note this month. The Skittle Night was a good laugh, even the firework display was good. Thanks to Ceclia's parents for the hot soup and mugs of tea. I am looking forward to the Christmas Night Out, even though it's a new location. It's a shame I booked a table for so many and now half have dropped out. Still, it's their loss. On a good note, it was nice to see two more new faces at the last meeting. I will not be at next month's meeting due to getting ready for my Christmas holiday, so I'd like to wish all members a very Happy New Year and look forward to an even better year in 1989.

*Martin Williamson*

## Scotland West

I must apologise for my absence recently due to more than one thing. I have recently found time to put the new sills etc. onto my Mk4 Spitfire and hope to spray it over the holidays. By the time you read this it should be Post Office red and up for sale with a years MOT. The MkII GT6 will take its place in the garage followed by the Rover coupe then the Vitesse MkII convertible.

My wedding car hire is beginning to take up weekends and I will have to look for somebody to help run this Area, especially the weekend events which I will be unable to attend fully. Anyone with free weekends please contact me. I will still give as much support as I can and, of course, will attend all monthly meetings.

The Scottish Triumph Association has dwindled but not the TSSC and some TR members who still attend along with Stag owners. I am the only organiser left out of four, but hope to encourage their support for events through 1989. We will have more inter-Area TSSC events this year and I hope to maintain a full calendar with the help of another person still to offer their services.

*John Malcolm*

## Surrey

At last it's all over! We just have the January sales, mid-term sales and Easter eggs to contend with.

Before Christmas, as at 7.12.88, the total raised for Children In Need stands at £652.73. So a massive congratulations to all who attended the Pub Crawl once again.

The bowling in mid-December was won by the Herald and Vitesse team, who absolutely smashed the GT6/Spitfire team by about 100 points.

Surrey Area had a great time at the West Kent Fancy Dress Disco. We walked off with both Best Female (Bridget) and Best Male (Tom and Andy) prizes. We also took most of the raffle prizes including the 'Samantha Fox' turn-off poster.

Seven members then slept the night in an ex-L.T. double-decker bus. It was not as uncomfortable as it sounded and at least no one had to drink and drive.

Events this month include a camping weekend, probably in the New Forest, a bowling session and lots of other fun-packed events. Come to the meetings to find out more. They are on the 11th and 25th January. See you there!

*Mark*

## Swindon

Happy New Year to all Swindon members. The December meet concluded activities for the year with our Christmas Party. This was a great success and 20 people enjoyed their roast turkey, then worked it off with a game of skittles.

The trophy for the Area Challenge was awarded jointly to Steve and John,

with Paul second and Shaun third. Many thanks to all who supported the events which made up the challenge.

Next year's challenge will also consist of four events, all to do with Triumph cars and driving. Bonus points will also be awarded - 2 per meeting attended or event attended which was organised by the Area. So the incentive to win the 'gold cup' is even greater.

The next year promises to be full and as fun-packed as ever, so come along and join the fun or suggest events at meets.

**Future Programme:**

**9th January - (note date change). Meet at The White Hart to discuss the year's programme.**

**15th January - Snow Run leaving White Hart at 11.00 am. Hopefully we will have some snow!**

**6th February - Meet at The White Hart.**

*Ivan Kirk*

## Thames

Things got pretty Trivial at our second November meeting with our Us versus Them Trivial Pursuit Evening. A great contest of half the bar putting their wits against the other half. The game went on for ages, it just shows how clever we all aren't. Anyway I think We won but then They could just as easily have won. Who cares it was all a bit of fun.

December saw Chris out on his own again, well done but all that work will have to wait, Chris, until you are fully recovered. The other Chris and Guy are now getting things ready for the next Competition Season, which reminds me, congratulations to Chris for winning his class this season.

The first weekend in December saw Mike, Elaine and I at Wembley all weekend helping on the Club Stand at the Classic Car Show: plenty of tinsel and Christmas presents, but a bit of a disappointment after Brighton. The Sunday was very busy apparently with a 45 minute queue to get in.

Well now that 1988, Christmas and the New Year have all gone by, all that's left is to finish up the Christmas Cake and on into another exciting year of Club events. Those of you camping nuts had better dust down the canvas, clean the barbecue and re-stock the bar. Thames will soon be ON Tour again. Some of us are already practicing our 'More Beer!' cry. Come prepare this year with an Area Sweatshirt - order yours from me now!

*Mike & Tracy*

## TSSC OFFICERS 1989

Technical 4 Cylinder:

Carl Heinlein

82 Rampton Road, Willingham, Cambs.  
Telephone N/A

Technical 6 Cylinder:

Peter Gidden

Flat 4, 23 Manor Park, London SE13 5QZ  
Telephone 01 463 0357

Herald

Chris Longhurst

24 The Lea, Fleet, Hants GU13 8AU  
Telephone N/A

Herald 13/60

Dave Beardsley

12 Falstone Green, Wigmore Park, Luton Beds LU2 9TT  
Telephone (0582) 416684

Spitfire MkI/II/III

Nick Lord

16 Saddington Road, Smeeton Westerby, Leics.  
Telephone (0533) 792810

Spitfire MkIV/1500

Sheridan Earl Russell

39 Mallard Way, Kingsbury, London  
Telephone 01-205-6397

Vitesse 1600/MkI

John Thomason

154 Coleford Bridge Road, Mytchett, Camberley,  
Surrey GU16 6DS Telephone N/A

Vitesse MkII

Andy Bonner

47 Brambly's Close, Basingstoke, Hants RG21 1UP  
Telephone N/A

GT6

T.B.A.

Bond

Peter Jacklin

76 Five Arches, Orton Wistow, Peterborough PE2 0FQ  
Telephone (0733) 232818

Specials

Dennis Graves

13 Austin Close Irchester, Northamptonshire NN9 7AX  
Telephone (0933) 313166

Trevor Collett

14 Lodge Road, Fetcham, Surrey KT22 9QY  
Telephone (0372) 376661

Amphicar

Jennie Coombes

T.B.A.

Competition Secretary

Tony Lindsay-Dean

42 Gladstone Ave, Feltham, Middx  
Telephone (01) 890 6777

Overseas Secretary

T.B.A.

Events & Equipment

Jonty Wild

13 Common Rise, Hitchin, Herts SG4 0HN  
Telephone (0462) 56315

Archivist & Librarian

Mike Costigan

'Dumble Rise' 38 Ridgeway, Southwell, Notts NG25 0DU  
Telephone (0636) 814050

Show Car Register

Dennis Benson

'Courier Cottage,' 78 Barley Mow Ln, Catshill,  
Worcs B61 0LP Telephone (0527) 77059

Area Liaison

Mike Crewes

112 Blackmoor Wood, North Ascot, Berks SL7 8EM  
Telephone (0344) 885541

## CLUB SERVICES 1989

### CLUB OFFICE

The following services are available from the Club Office

**TSSC MEMBERSHIP £19.00 UK £20.00 EUROPE**

**TSSC REGALIA, MAGAZINE BACK ISSUES**

**TSSC INSURANCE INFORMATION PACK**

121B St Mary's Road, Market Harborough, Leics LE16 7DT Telephone (0858) 34424

### TSSC INSURANCE

QUOTATIONS — FOOTMAN JAMES & CO 021 561 4196 (ask for TSSC Insurance)

VALUATION SERVICE — PAM GRIFFITHS 0245 443152 (8pm - 9pm)

### TSSC HANDBOOK

JONTY WILD — 13 Common Rise, Hitchin, Herts SG4 0HN 0462 56315

### TSSC VIDEO LIBRARY

STEVE LOVE — 19 Roughmoor Crescent, Taunton, Somerset TA1 1EU 0823 333212

### TSSC SPECIAL OFFERS

TRIUMPH SPORTS SIX CLUB 13 Common Rise, Hitchin, Herts SG4 0HN 0462 56315

### RAC SCHEME

TRIUMPH SPORTS SIX CLUB — 121B St Mary's Road, Market Harborough LE16 7DT

### MAGAZINE COPY DATE

All magazine material must be received by the 15th of the month prior to month of publication - TSSC PO BOX 28 Market Harborough LE16 7FX

### TSSC ACCOUNTS

BILL SUNDERLAND CLUB MANAGER — Send to Club Office

### TSSC PUBLIC RELATIONS

PETER WILLIAMS — 10 Chesham Rise, Cherry Lodge, Northampton 0604 405416

### TSSC FINANCIAL SERVICES

INFORMATION PACK — Available from the Club Office

### TSSC ADVERTISING

BILL SUNDERLAND — 0858 32110

## CLUB SERVICES 1989