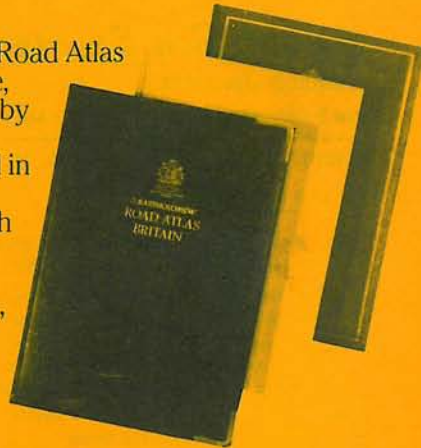


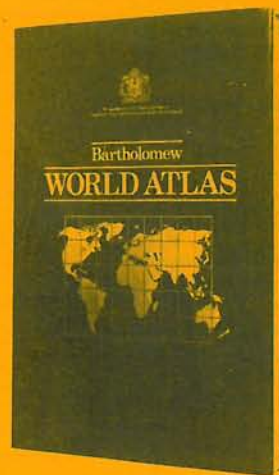
GIFT ATLASES

The 1982 gift edition of the Road Atlas Britain provides all the accurate, up-to-date information needed by the road user in a luxurious package. The Atlas is presented in a rich leather-style material in a choice of four colours, each with gold blocked titles. Colours available are maroon and blue (both with matching slip cases), tan and black de luxe.



Price: £6.95-£10.95

BARTHOLOMEW PRESENTS



WORLD ATLAS

For those who can't afford to give the Earth, the Bartholomew World Atlas offers a touch of luxury for just **£14.95**. The Atlas cover is in elegant black and gold and inside are the map pages enhanced by tinted surrounds. The maps cover the countries in remarkable detail, incorporating changes in politically sensitive areas, the creation of new independent states and changes of sovereignty.

For full details contact your local Bartholomew representative or



John Bartholomew & Son Ltd
Duncan Street, Edinburgh EH9 1TA
Tel: 031-667 9341 Telex: 728134

Magazine typed and produced by Bill and Jo Sunderland.
Printed by Magna Print from copy supplied.
1 Victoria Street, Wigston Magna, Leicestershire, England.
Tel: (0533) 884474

THE COURIER



NOVEMBER 1982 No. 29

the monthly news publication of the
Triumph Sports Six Club

☆ TSSC ☆

ANNUAL GENERAL MEETING

**Belmont Hotel
LEICESTER**

**28th NOVEMBER
10 AM**

TSSC The Club that's going places -----

CLUB DIRECTORY ... 1982**PRESIDENT**

JOHN GRIFFITHS
31, Hellings Gardens
The Green, Broadlyst,
Nr. EXETER,
South Devon.

VICE PRESIDENT

MATT MAUDSLEY
"Rushdene", Hillcrest Rd.,
Hordon-on-the-Hill,
ESSEX. SS17 8LR
Tel: 03756 74945

GENERAL SECRETARY

BOB NOTLEY
53 Vicarage Crescent,
REDDITCH, Worcs.
B97 4RG

Tel: Redditch 60328

COMMITTEE CHAIRMAN

JOHN GRIFFITHS
Address as for
President.

TREASURER

GLYN RIDGEWELL
31 Longfield Road,
Great Baddon,
CHELMSFORD,
Essex.

Tel: 0245 71987

OVERSEAS AFFILIATION SECRETARY

MATT MAUDSLEY
"Rushdene", Hillcrest Rd.,
Hordon-on-the-Hill,
ESSEX. SS17 8LR
Tel: 03756 74945

NEW SPARES SECRETARY

JOHN KIPPING
55 Whitmore Park Road
Holbrooks
COVENTRY
CV6 4DN

Tel: 0203 83926

CLUB STATIONERY OFFICER

CHRIS SQUIBBS
Address as per the
Membership
Secretary.

INTERNATIONAL GT6 REGISTER SECRETARY

MIKE LONG
1 Earlsbourne,
Church Crookham,
ALDERSHOT, Hants.
Tel:

INTERNATIONAL HERALD REGISTER SECRETARY

CHRIS LONGHURST
24 The Lea,
FLEET,
Hants.
GU13 8AU
Tel:

COMMITTEE MEMBERS 1982

EDDIE EVANS
Address/Tech. Sec.

ROLAND DREW
Yatesbury Calne, Wilts.

JOHN CUDMORE

Address/Oxford Area Organiser.

MEMBERSHIP SECRETARY

CHRIS & TRUDI SQUIBBS
24 Prince Rupert Avenue,
DESBOROUGH,
Northants.

Tel: 0536 761930

"THE COURIER" EDITOR & ASST.

BILL & JO SUNDERLAND
19 Prince Rupert Avenue,
DESBOROUGH,
Northants.
Tel: 0536 760769

AREA LIAISON OFFICER

DAVID BAYLISS
64b, Wimbeldon Park Road
Southfields
LONDON
SW18 5SH

Tel: (H) 01 - 874 1941

CLUB EQUIPMENT SECRETARY

JONTY WILD
12 Mackerel Hall,
ROYSTON,
Herts.
Tel: 0763 42058

INTERNATIONAL VITESSE REGISTER SECRETARY

ANDY JONES
16 Wyver Crescent
STOKE, Coventry
CV2 5LQ
Tel: 0203 452541

INTERNATIONAL SPEC. REGISTER SECRETARY

ROGER D. POWELL
Town Pond Cottage,
Town Pond Lane,
Southmoor,
OXON OX13 5HS
Tel: 0865 820749

TECHNICAL SECRETARY

EDDIE EVANS
24 Holland Park,
Barton-under-Needwood,
STAFFS.

Tel: 028 371 2834

"TURNING CIRCLE" EDITOR & ASST.

BILL & JO SUNDERLAND
Address as per
The Courier

EVENTS ORGANISERS

TONY JONES
TONY & JANIS SPICER
Laburnham Cottage
336 Clarence Road
Sutton Coldfield
WEST MIDLANDS.
Tel: (H) 021 - 353 9961

CHANGE OF ADDRESS: INFORM -

TRUDI SQUIBBS
Address as per the
Membership
Secretary.

INTERNATIONAL SPITFIRE REGISTER SECRETARY

NEIL WILLIAMSON
7 Meadow Avenue,
FORDINGBRIDGE,
Hants. SP6 1LN
Tel: 0425 52301

INTERNATIONAL AMPHICAR REGISTER SECRETARY

KEITH GOULD
Parkland
Ladburn Lane
Shilton
OXFORD.
Tel: 0993 841999

CHRIS SQUIBBS
Address/Memb. Sec.

BOB NOTLEY
Address/General Sec.

PUBLIC RELATIONS OFFICER

PATRICK FALEUR
33 Llwyn Menlli,
Ruthin Clwyd,
NORTH WALES.
LL15 1RG
Tel: [H] Ruthin 4136

'COURIER' BACK ISSUES

MAGGIE MAUDSLEY
Address as per the
Overseas Affiliation
Secretary.

EVENTS CO-ORDINATOR

JONTY WILD
12 Mackerel Hall,
ROYSTON
Herts.

Tel: 0763 42058

INTERNATIONAL BOND REGISTER SECRETARY

CHRIS GARDENER
3 Frenchwood Knoll,
PRESTON,
Lancs.
Tel: 0772 54469

MIKE LONG
Address/GT6 Sec.

JONTY WILD
Address/Club Equip.

Editorial

Back to so called normal. Thanks for your pleasing comments regarding our Turning Circle publication; I hope we can follow it up with as good a GT6 magazine next Spring.

Autumn has hit us with a bang and as antifreeze comes back into its own, many re-builds will begin. Just to give you some helpful hints, Ian McKeeggie Leicester Area Organiser, has reported his GT6 re-build of last Winter.

Jackie from London sent me a letter the other day, asking if there was any procedure regarding attendance at monthly meetings. Well, for members new and old, meetings are held for all to attend at your leisure. Area Organisers will welcome your visits and give you even more feeling of being a member of the TSSC. So, Jackie and all budding enthusiasts, if possible support your local Area - and join the hub of the Club.

The AGM is just a few weeks away. If you have an interest in the running of the Club, attend, as your views could help to steer the way to even more success.

As you will probably be aware, the AGM marks the end of office for many of our Club Officials. I would like to thank all those who have actively participated through the pages of The Courier and Turning Circle, bringing up-to-date news, technical data and local events to the notice of our readers. In particular, a big thank you to Chris Longhurst, Herald Register Secretary, who has regularly submitted useful information for publication. His work has been of a consistently high standard both in layout and illustration. Thank you Chris, may you long continue.



1982 Hill Climb Champion, KEVIN GINGER, in action.

COMPETITION COMMITTEE MEMBERS

J.M. GRIFFITHS
Competition Secretary
Hillclimbing - Sprinting

D. BAYLISS
Circuit Racing
Bogey Times

E. EVANS
24 Hour
Racing

Intro

Annual General Meeting - 28th November, 10.00am, Belmont Hotel, Leicester

Your annual chance to meet all the Club Officials and influence future policy. We never get a great turnout at this event but those who can make the trip, please do as the Council of Management appreciates your support.

Turning Circle:

Last month's Turning Circle was great, fab, suuper, etc., etc. Wonderful effort. Warm thanks on behalf of us all to BILL & JO.

Christmas Weekend:

You will find details of the celebrated TSSC Christmas Weekend elsewhere in this copy. If you can come, please ensure your application is forwarded to me not later than 15th December - AT THE VERY LATEST!

Hillclimbing/Sprinting:

A detailed analysis of the year's events, times and positions appear elsewhere in this copy. Well don, Kevin on winning the championship. The prizes will be awarded at the Hillclimb Forum on Friday 26th November at the Fosse Manor Hotel. If you want to stay overnight, please telephone the hotel direct. Stow-on-the-Wold 30354. The Proprietor (Yvone Johnstone) has agreed to reduce the bed and breakfast rate to £10. Please say you are a TSSC member.

Vintage Triumph Register:

I am very pleased to report that we have made firm contact with the Vintage Triumph Register, the organisation responsible for all Triumph club activities in the United States. They presently have some 3,000 members.

Marque Secretaries may be interested to introduce themselves by way of letter to their opposite number, now as Vehicle Consultants.

HERALD: Andrew St J Mace
Thais Road -- RD1
Averill Park
New York 12018

SPITFIRE/GT6: David Pelham Esq
1900 Fairway Drive
Springfield
IL 62704

I was pleased to note that their magazine no. 32 this year 'The Vintage Triumph', carried mention of the TSSC, although, unfortunately quoted Steve Jarmyne's address in Rainham. I do hope all mail has been redirected.

I would like to develop the overseas side of the Club as we have much to offer our colleagues, especially on the spares and literature front. I would ask overseas members to keep in touch, in particular via the COURIER so we can gauge the help and information required.

NEWS REVIEW

Letters of Complaint:

Recently I received two letters over a 4/5 week period from a certain Area complaining about various aspects of the Club. It is only right that I should inform you that people do also complain as well as praise, but I am pleased to report that such letters are few and far between, although let me emphasise that the Council of Management is always willing to accept constructive criticism and amend policy or entertain new ideas submitted.

I believe I have satisfied the Area in question.

On a brighter note, I feel and I am sure you do as well, justifiably proud in the TRIUMPH SPORTS SIX CLUB's achievements this year.

In particular, I am thinking about the outstanding success at STIR, the result at Stoneleigh, the standard of our own shows, especially the Birthday Barbeque and the Donington Concours, the standard of our publications, especially the two 'Turning Circles' produced this year, the hillclimb/sprinting successes and the ever increasing local membership with accompanying Area events.

With the Annual General Meeting before us, we can reflect on 1982 with great pride, for we the TRIUMPH SPORTS SIX CLUB have rekindled the TRIUMPH flame that only a few years ago, was flickering.

In particular, I would like to make a special mention of the following people whose efforts this year for the Club have been outstanding.

1. Roger Collins: the ambassador of Concours.
2. Bill and Jo Sunderland: poet laureats to the TSSC!
3. John Cudmore: for STIR ing it up! Plus the continuing success of the Oxford Area.
4. Barry Newitt: our Birthday boy! (Barbeque) plus the continuing success of the Anglia Area, plus supervising the Courier car construction.
5. Tony and Janis Spicer: our Concours couple! Plus the most number of broken bones.
6. Chris and Trudi Squibbs: the bows of the ship (Membership).
7. Bob Notley: Stoneleigh plus providing a new Club member! Well done Sue as well.
8. Dennis Watson: for undertaking the restoration of the Herald Coupe.
9. Dave and Liz Clements: Lombard Celebration RAC Rally.
10. Kevin Ginger: for his dedication and participation, often on his own, in so many hillclimbs and sprints.

The list could go on and on, so let me stop here, but thank you all for your contribution to the TSSC, 1982.

Glasses up; here's to 1983!

JOHN M GRIFFITHS
PRESIDENT

1982 HILLCLIMB/SPRINT CHAMPIONSHIP

From Kevin Ginger

Round 10 - Goodwood nr. Chichester:

8 cars had entered for this round of the 1982 Championship. Unfortunately, Bill Haseldine was a non-starter and Paul Lucas' Spitfire did not appear - Paul, turning up in his 3.0 Capri which left only 6 Club cars competing for the honours.

Practise brought about numerous problems for our cars; Ian Butterworth's newly prepared Spitfire blew its head gasket, which Ian and Paul Lucas managed to replace in what seemed record time; Richard Bruford's clutch on his 2.5 PI Vitesse, decided to stop working, which meant he had to start the car in gear for the rest of the day; John Griffith's Kenlowe fan was making mysterious noises, which had developed the day before and were getting decidedly worse; and my modified GT6 was suffering from too much roll stiffness. Still, lots of grazed knuckles and greasy hands saw us all make it for the afternoons racing.

1st run saw John Griffiths in his usual dynamic form, turn in a paint-blistering time of 114.64. Then we saw Paul even though he was in his 3.0 Capri, turn in a time of 113.46. Then came my turn and on Paul Lusas' Pirelli P7's, which I was trying out, I went round in a time of 112.54. Unfortunately, Richard Bruford's 2.5 Vitesse broke down again, this time his main fuse blew! Ian Butterworth's Spitfire ran a very creditable time of 121.07 but once again, his head gasket blew. Later on during the afternoon, Anthony Mee and Trevor Shakespeare both out at Goodwood for the first time, did a very respectable time during their first runs. Our second run saw Paul, John and myself knock another second (approx) off our first runs, which meant that by now the cars were starting to motor, average lap speed approx (85 mph). Ian produced his time by 2 seconds, now running on Grand Prix's instead of the Pirelli P7's; Anthony Mee mysteriously did not improve on his first run but Trevor Shakespeare knocked 12 seconds off his first run time - with a substantial improvement.

GOODWOOD RESULTS		Car	(secs.)	Bogey Time	1st Run	2nd Run	Pts.
1st	Ian Butterworth	Spitfire IV		125	127.07	119.93	8
2nd	Kevin Ginger	GT6 MKIII		115	112.54	111.91	7
3rd	Trevor Shakespeare	Vitesse 2 lit		130	140.45	128.54	6
4th	John Griffiths	Vitesse 2 lit		115	114.64	113.54	5
5th	Anthony Mee	Herald 2 lit		130	130.00	132.3	4
6th	Richard Bruford	Vitesse 2.5 lit PI		120	N/T	N/T	3
-	Paul Lucas	Capri 3.0		*	113.46	112.97	0
-	Bill Haseldine	Vitesse 2 lit		**	-	-	0

* Not Eligible
** Non Starter

Championship Points After 10 Rounds

1st	Kevin Ginger	34 points
2nd	Ian Butterworth	24 points
3rd	John Griffiths	22 points
4th	Andy Jones	18 points
5th	Paul Lucas	17 points
6th	Richard Bruford	11 points
7th	Martin Brown	10 points
8th	Ray Lye	9 points
9th	Trevor Shakespeare	7 points
10th	Tony Mee	6 points
11th	Trevor Bendell	5 points
12th	Bill Haseldine	2 points

All other Championship contenders have yet to score a point.

FINAL ROUND 3.10.82

GURSTON DOWN NR. SALISBURY, WILTS

8 of us from the Club were entered for this meeting. Unfortunately, Paul Lucas could not make it, so that left just 7 of us to battle it out for the honours.

I personally had my heart set on breaking John Griffith's class record but alas, this was not to be. Practise was run on what turned out to be quite a difficult track condition. I say difficult because part of the track would be dry, then the next part of it would be damp and this made a very tricky combination.

John Griffiths was fastest in practise, Ian Butterworth second and Richard Bruford coming in third. My own practice run proved to be disastrous because on the top part of the hill, I stuffed my GT6 into the bank on a very right bend. Fortunately, the bank was very soft, so the only damaged sustained was to my ego.

First timed runs of the day saw John Griffiths in his consistantly unbeatable form, take the lead in the class followed by Ian Butterworth and Richard Bruford respectively.

Yet again, I found myself leaving the track. This time under heavy, late braking, which caused the car to spin at the bottom of the first hill, so that left me running last in the class after the first runs.

Second run saw John Griffiths go round in just 34/100 of a second slower, just to prove consistency. His first run time was enough to take the class win but poor Ian Butterworth spun his Spitfire, which left him without a time on his second run. This time I managed to get my second run together with a time just 99/100 of a second than John Griffiths to take 2nd place in the class and relegate Ian Butterworth to 3rd. Richard Bruford finished 4th, Trevor Shakespeare 5th, Martin Brown 6th and Ray Lye 7th.

Results after bogey time allocations:

1st	Ian Butterworth
2nd	Trevor Shakespeare
3rd	Martin Brown
4th	Ray Lye
5th	John Griffiths
6th	Kevin Ginger
7th	Richard Bruford

This being the final round has ended what must have been the biggest and best year so far for the Club in competition racing. It was good and welcoming to see such a grand turnout of spectators to cheer the drivers on throughout the year but we must have more drivers next year if we are to continue to grow in motor sport - as fast as other one make car clubs. So, some on all you boy racers, get your cars out next year! Cars do not have to be heavily modified to compete with the race specials as this year has shown!!

KEVIN GINGER

NAME/EVENT	CAR	BOGEY TIME	BEST TIME	POSITION	POINTS
------------	-----	------------	-----------	----------	--------

GOODWOOD 28.3.82

K. Ginger	GT6 MKIII	2.15	2.3.37	1	2
P. Lucas	Spit. MKII	2.05	2.23.95	2	1

SCAMMONDON 3.5.82

K. Ginger	GT6 MKIII	-	32.92	1	1
-----------	-----------	---	-------	---	---

GOODWOOD 8-9/5/82

K. Ginger	GT6 MKIII	2.10	1.55.77	1	8
A. Jones	Vit. MKII	2.20	2.10.4	2	7
I. Butterworth	Herald	2.30	2.21.4	3	6
P. Lucas	Spit. MKII	2.05	1.56.84	4	5
J. Griffiths	Vit. MKII	1.54	1.55.3	5	4
R. Bruford	Vit. MKII	-	2.29.3	6	3
B. Chapman	Spit. MKIII	2.15	c/o	-	-
T. Bendell	GT6 MKI	2.10	N/S	-	-

LYDDEN HILL 15.5.82

K. Ginger	GT6 MKIII	-	175.73	1	1
-----------	-----------	---	--------	---	---

CURBOROUGH 23.5.82

P. Lucas	Spit. MKII	-	48.76	1	7
J. Griffiths	Vit. MKII	-	51.02	2	6
K. Ginger	GT6 MKIII	-	52.12	3	5
I. Butterworth	Herald	-	52.7	4	4
A. Jones	Vit. MKII	-	52.9	5	3
R. Bruford	Vit. MKII	-	N/S	-	-
B. Chapman	Spit. MKIII	-	N/S	-	-

GURSTON 23.5.82

T. Shakespeare	Vit. MKII	53.00	50.21	1	1
----------------	-----------	-------	-------	---	---

GOODWOOD 6.6.82

K. Ginger	GT6 MKIII	-	116.4	1	2
I. Butterworth	Herald	-	c/o	-	-

GURSTON 20.6.82

M. Brown	Vit. MKII	55.00	50.4	1	10
R. Lye	Bond Equipe 2L	55.00	52.48	2	9
A. Jones	Vit. MKII	51.00	48.60	3	8
J. Griffiths	Vit. MKII	43.00	43.18	4	7
I. Butterworth	Spit. MKII	48.50	48.85	5	6
R. Bruford	Vit. 2.5L	45.50	46.2	6	5
T. Bendell	GT6 MKI	50.00	50.70	7	4
P. Lucas	Spit. MKII	46.00	47.31	8	3
K. Ginger	GT6 MKIII	43.50	45.38	9	2
T. Shakespeare	Vit. MKII	53.00	N/S	-	-

SNETTERTON 3.7.82

K. Ginger	GT6 MKIII	-	1.46.1	1	3
T. Mee	Herald 2L	-	1.54.3	2	2
P. Lucas	Capri 3L	-	1.44.2	3	1

ULTON PARK 17.7.82

K. Ginger	GT6 MKIII	-	69.25	1	3
B. Haseldine	Vit. MKII	-	73.09	2	2
P. Lucas	Capri 3L	-	66.85	3	-

GOODWOOD 12.8.82

I. Butterworth	Spit. MKII	125	119.93	1	8
K. Ginger	GT6 MKIII	115	111.91	2	7
T. Shakespeare	Vit. MKII	130	128.52	3	6
J. Griffiths	Vit. MKII	115	113.54	4	5
T. Mee	Herald 2L	130	132.00	5	4
R. Bruford	Vit. 2.5	120	N/T	-	3
B. Haseldine	Vit. MKII	-	N/S	-	-
P. Lucas	Capri 3L	-	112.97	-	-

GURSTON 3.10.82

I. Butterworth	Spit. MKII	48.00	45.48	1	7
T. Shakespeare	Vit. MKII	50.00	49.34	2	6
M. Brown	Vit. MKII	50.00	49.7	3	5
R. Lye	Bond Equipe 2L	52.00	51.88	4	4
K. Ginger	GT6 MKIII	44.50	44.99	5	3
J. Griffiths	Vit. MK II	43.00	44.00	6	2
R. Bruford	Vit. 2.5	45.50	46.74	7	1

SUMMARY

1st	Kevin Ginger	37	points
2nd	Ian Butterworth	31	
3rd	John Griffiths	24	
	Andy Jones	18	
	Paul Lucas	17	
	Martin Brown	15	
	Ray Lye	13	
	Trevor Shakespeare	13	
	Richard Bruford	12	
	Tony Mee	6	
	Trevor Bendell	4	
	B. Haseldine	2	
	Bob Chapman	2	
	D. Bolt	-	
	R. Ferguson	-	
	P. Farmer	-	

CLUB RECORDS

Prescott	J. M. Griffiths	Vit. MkII	56.74	5.9.81
Wiscombe	J. M. Griffiths	Vit. MkII	52.28	29.4.79
Loton Park	J. M. Griffiths	Vit. MkII	71.54	19.2.79
Gurston Down	J. M. Griffiths	Vit. MkII	43.18	20.6.82
Harewood	J. M. Griffiths	Vit. MkII	52.73	20.7.80
Weston-super-Mare Sprint	J. M. Griffiths	Vit. MkII	18.83	4.10.80
Goodwood	K. Ginger	GT6 MkIII	111.91	12.9.82
Lydden Hill	K. Ginger	GT6 MkIII	175.73	15.5.82
Snetterton	K. Ginger	GT6 MkIII	106.1	3.7.82
Scammondon	K. Ginger	GT6 MkIII	32.92	3.5.82
Oulton Park	K. Ginger	GT6 MkIII	69.25	17.7.82
Curborough	P. Lucas	Spit. MkII	48.76	23.5.82

MOTOR INSURANCE. CUT THE COST!

SPECIAL MOTOR INSURANCE SCHEME FOR TRIUMPH SPORTS SIX CLUB MEMBERS

Name	Excess £25 <input type="checkbox"/> £50 <input type="checkbox"/> None <input type="checkbox"/>	Driving convictions? YES/NO
Address	Legal Defence	If YES, details Dates Offence Fines
	Windscreen £50 <input type="checkbox"/> £100 <input type="checkbox"/> Unlimited <input type="checkbox"/>	
Postcode	Present Insurer	
Tel No.	Present Policy expires on	
Date of Birth	No. of years no claims bonus	Disabilities YES/NO
Occupation	Renewal premium this year £	If YES, details
Are you a holder of a Provisional or Full British Licence?	Drivers other than yourself who will drive your vehicle Name Date of Birth Type of Licence	
For how long?	1	
Make & Model of Vehicle	2	
Year of manufacture	Occupation 1	
Engine Capacity cc Value £	Occupation 2	
Approx Annual Mileage	Any accidents in last 3 years? YES/NO	
Is vehicle kept in locked garage? YES/NO	If YES, when? (Dates)	
If NO. Parked on road/off road	Circumstances	
Comprehensive/TP,F&T/Third Party only		
Insured only/Insurer & Spouse/Named Driver		
Social, domestic & pleasure only <input type="checkbox"/>	Costs	
Social, domestic, pleasure & business <input type="checkbox"/>		
Details of business use		

Complete this form and post it to Lifesure Ltd, 34 New Street, St Neots, Huntingdon, Cambs PE19 1NQ. Tel: 0480 74604/75148



LIFESURE
The Sports Car & Classic Car Specialists



Whats On Next ?

Metal Car Badge	£3.00 + 30p. P/p.
Licence Holder (old style reversible)	£0.30 + 10p. P/p.
Licence Holder (new style)	£0.30 + 10p. P/p.
Rear Window Sticker (new style)	£0.30 + 10p. P/p.
Woven Badge (Triumph Sports Six Club)	£1.80 + 12p. P/p.
Key Fob (new style - leather with Metal Badge)	£0.70 + 12p. P/p.

T Shirts	£4.55 + 50p. P/p.
Sweatshirts	£7.95 + 80p. P/p.
Sports Courtell V neck with TSSC badge	£14.55 + 75p. P/p.

Send cheques or postal orders made payable to the Triumph Sports Six Club to:-

Chris Evans, 24 Holland Park, Barton-under-Needwood, Staffs.

Tel: (028 - 371) 2834

Back Issues of the Courier are obtainable from Maggie Maudsley at 50p. each.

Please enclose a large S.A.E.

From West Midlands Area Promotions:

TRIUMPH SPORTS SIX CLUB LAPEL BADGES

The Club Emblem embossed on a Gold Background - diameter of a 1p. piece.

£1.50 each plus S.A.E. Contact DAWN STORTON, 25 Croft Close, Yardley, Birmingham, B25 8XJ

T.S.S.C. KNITTED SCARVES:-

"T.S.S.C. machine knitted in white on a double thickness tasselled scarf. A useful addition to your wardrobe now winter's coming along. Most colours available.

£5.00 each plus 50p. p.&p. Contact JULIE BAKER, 2 Mulberry Road, Wyken, Coventry, CV6 7HY

A.G.M.
 Notice is hereby given that the Annual General Meeting will be held on Sunday, 28th November, 1982 at 10.00am.

Venue: BELMONT HOTEL,
 DEMONTFORT STREET, LEICESTER.

1. Re-election of members of the Council of Management:
 - A. In accordance with the Articles of Association the following will retire and are eligible for re-election:-
 John Cudmore
 John Griffiths
 Bob Notley
 - B. The following, seconded since the last A.G.M., have to stand for re-election:-
 Glyn Ridgewell
 John Kipping
 - C. The following are standing for re-election at their own request:-
 Jonty Wild
 Dave Bayliss
2. Re-election of other Club Officers, to include Area Organisers and Register Secretaries.
3. New subscriptions - U.K. Members
 Overseas Members
4. Report on Club activities since last A.G.M.
5. Financial Report and presentation of Accounts.
6. Report on Membership since last A.G.M.
7. Changes to the Articles of Association.
 - A. Article 6 (c) to be amended to read:
 "The name and address of the candidate should be stated on the application and be submitted, together with the relevant subscription".
 - B. Article 6 (b) to be amended to read:
 "Application for membership will be considered by the Membership Secretary on behalf of the Council".
 - C. Article 6 (e) delete the words "by the Council".
 - D. Article 6 (g) to be deleted.
 - E. Article 6 (h) to be amended to read:
 "Subscriptions shall be fixed annually by the Council and shall fall due on the 1st September of each successive year".
 - F. Article 6 (i) para. 1 amend:
 "within two calendar months" to read "within one calendar month".
 - G. Article 6 (l) para. 2 delete paragraph.
8. Any other business - any members wishing to add an item under this section of the agenda, must do so 14 days before the A.G.M. by submitting such items to the General Secretary in writing and signed by two Club members.

NOTES:

- A. Nomination forms to be submitted to the General Secretary to arrive by the first post on Saturday 13th November, 1982. FORMS RECEIVED AFTER THIS DATE WILL BE TREATED AS NULL AND VOID.

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 from erroneous or misleading information found therein.

TSSC ANNUAL GENERAL MEETING

Belmont Hotel
Demontfort Street
Leicester

Notice is hereby given that the Annual General Meeting will be held on Sunday, 28th November, 1982 at 10.00am.

A buffet lunch will be available for those who require it. However, ADVANCE NOTICE WILL BE REQUIRED. Those requiring lunch please complete the following form for immediate return to:

TSSC AGM TICKETS
IAN MCKEGGIE
12 POCHIN DRIVE
MARKET HARBOROUGH
LEICS

TSSC AGM TICKETS
P J BASHER
19 BYWAY ROAD
STONEYGATE
LEICESTER LE5 5TF

I/WE REQUIRE BUFFET TICKET(S) @ £2.00 PER PERSON. I/WE ENCLOSE CHEQUE/P.O. FOR £(TO BE PAYABLE TO TSSC (LEICESTER) LTD)

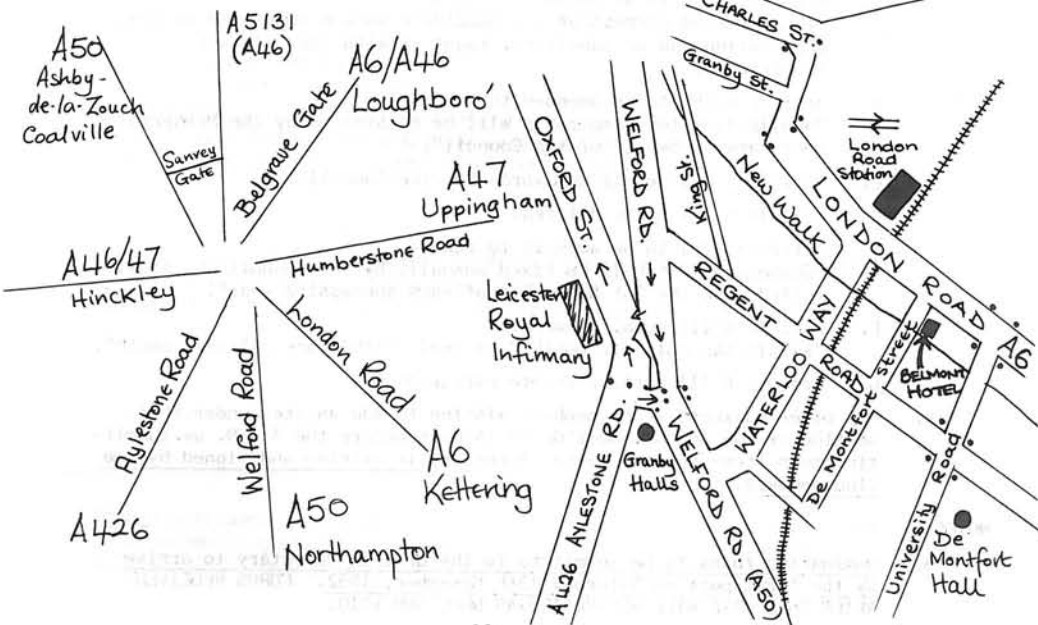
Signed:

Address:

Tel. No:

Membership No.:

How TO GET THERE



APPOINTMENT OF CLUB OFFICERS
(Management Council Members, Register Secretaries)

NOMINATION FORM

I (Block letters)

Membership Number

WISH TO NOMINATE
(Block letters)

FOR THE POST OF
(Block letters)

Signed:

I (Block letters)

ACCEPT THE ABOVE NOMINATION AND AGREE TO STAND FOR THE POST OF
(Block letters)

Signed

Membership Number

THIS FORM MUST BE SENT TO THE GENERAL SECRETARY TO ARRIVE BY THE FIRST POST ON SATURDAY 13TH NOVEMBER, 1982

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

AREA ORGANISER'S NOMINATION FORM ON REVERSE

AREA ORGANISER'S NOMINATION FORM 1982/1983

I Mem. no.
propose To stand as Area Organiser for
..... Area, Signed

I memb. no.
agree to stand as Area Organiser forArea
My address is
.....
.....
Tel. no.
Area meeting place
Day of month and time
Signed

CUT ALONG DOTTED LINE

(Use this portion of the form, if necessary, to hold local ballot for Area Organiser).

- 1. 2.
3. 4.
5. 6.

Tick one name only.

Successful member should return one (1) completed Nomination Form to the General Secretary, to arrive by 13th November, 1982.

PLEASE CUT ALONG DOTTED LINE

WHAT'S ON NEXT?

CLASSIC CAR SHOW AT BRIGHTON

The Classic Car Show at the Metropole Hotel, Brighton, from November 5-7 is rapidly becoming the premier European event for the classic car movement.

In 1979, the first year the exhibition was sponsored by Thoroughbred and Classic Cars magazine, there were 35 clubs represented. 100 club sites have now been booked for the 1982 event and the enlarged Autojumble area is already well subscribed.

Appearing at the show for the first time this year are: Bentley Drivers Club, Reliant Sabre Scimitar Owners Club, Horsham Histories, Panther Car Club, Bond Info., Renault Owners Club, Club Peugeot, Metropolitan Owners Club, Club Lotus Racing, Stag Owners Club, Imp Club, Junior Zagato Register, 'F' Victor Owners Club/Register, Ford AVO Owners Club, Vintage Sports Car Club, Facel Vega Owners Club, Ro80 Club and Crayford Convertible Club.

A new feature for this year's event, and one which it is hoped will go a long way to easing the parking congestion experienced in previous years, is the Park and Ride Service. Visitors can park in the 1,000 space Brighton Marina, then board a 1945 open staircase double decker bus for a free ride to the Metropole Exhibition Halls. Parking is at a special rate of £1.50 per car.

Throughout the exhibition, a selection of general motoring and period racing films will be shown in the video theatre in the Norfolk Rooms.

Leading motoring writers have been invited to sample a cross-section of the cars on display at Brighton and with Steve Ovett opening the show, the combined publicity should ensure a further increase in the number of visitors to the exhibition.

WEST MIDLANDS AREA CHRISTMAS BINGE:

This year we're having our festive indulgence on Friday, 10th December, at The Parson and Clark Hotel, Chester Road North, Streetly, nr. Sutton Coldfield, West Midlands. The price is £8 a head for the Christmas meal including the disco afterwards, (steak meals are available at varying prices plus £2 a head for the disco). The numbers are limited, so book with all the speed you can muster. Contact: Janis and Tony Spicer, Laburnham Cottage, 336 Clarence Road, Four Oaks, Sutton Coldfield, West Midlands. Tel: 021 353 9961.

LEICESTER CHRISTMAS MEETING:

The Leicester Area invite neighbouring areas to join us on 29th December for our Christmas meeting to be held at the normal venue (Shoulder of Mutton, Great Bowden, Nr. Market Harborough). The night will include disco, buffet, bar (with extension) and raffles and as is our custom, low cost and value-for-money is paramount. Only £3 per head, so bring your friends for a super time. For tickets or further information, contact, Ian Mc Keggie (Mkt Harborough 63934, 12 Pochin Drive, Mkt. Harborough) or Phil Basher (Leicester 739256, 19 Byway Road, Leicester). N.B. COMMITTEE MEMBERS WILL HAVE TICKETS AT AREA MEETINGS

TSSC CHRISTMAS WEEKEND 21ST and 22ND JANUARY, 1983
FOSSE MANOR HOTEL, STOW-ON-THE-WOLD, GLOS.

I am please to give below details of the Christmas Weekend for 1983 and I am now open for bookings. Please complete the booking form and return to JM Griffiths, 31 Hellings Gardens, Broad_lyst, Exeter. Bookings will be taken on a first come, first served basis and again, I must warn you that all the rooms are not of the same standard and therefore, those who book first will get the bestrooms. Please enclose your cheque with the booking form and indicate whether you are prepared to share a room.

Christmas Weekend cont'd ...

Friday 21st January

Members will start to arrive anytime after approximately 4pm

7 - 8.15pm Dinner - Table d'hote

After dinner, films will be shown in the lounge

Saturday 22nd January

Breakfast

Morning drive in the Cotswolds

Buffet lunch

Talk - speaker to be arranged

7.30pm Dinner (Christmas Fayre) (no disco!)
We are hoping to provide our own entertainment??!

Sunday 23rd January

Breakfast

Visit to Heythrop Hunt Kennels to see both horses and hounds

Buffet lunch at Fosse Manor

The inclusive cost of the weekend is £47 per person and is made up as follows:-

Bed and breakfast on the Friday and Saturday

Dinner on both evenings

Lunch on Saturday and Sunday

½ litre wine with the meal on Saturday

Visit to Heythrop Hunt Kennels

.....£45.83
inc VAT, 12½% service charge

Administration cost 1.17

£47.00

THAT'S CHEAPER THAN LAST YEAR!

Well, let's hope it doesn't snow like last year - on the other hand, it was good fun wasn't it?

TSSC LTD - 6TH NATIONAL CHRISTMAS WEEKEND, 21ST 22ND & 23RD JANUARY, 1983

I/We would like to book the following accomodation for the TSSC Christmas weekend.

A) Single Room B) Double Room (Double or single beds) C) Family Room

I will be attending on my own/with my wife/partner/husband and children

I am willing/not willing to share a room with a Club member

I have enclosed my cheque for £ Cheque number

Please delete as appropriate and return to:

JM GRIFFITHS
PRESIDENT/COMP SECRETARY
TSSC LTD
31HELLINGS GARDENS
THE GREEN, BROADCLYST
EXETER EX5 3DX

Signed: Address:

Tel:

Date:

Membership Number:

International Marque Secretaries

HERALD REGISTER SECRETARY

All you ever wanted to know about steering racks but were afraid to ask -
11 - Reconditioning the Steering rack.

The first point to make is that if you can obtain a new/reconditioned rack it is worth doing so. To completely recondition a steering rack (e.g. new rack, pinion, inner & outer ball joints, rubber gaiters etc) would cost more than a recon. rack. On the other hand if only one or two items need attention it may be more economical to do it yourself.

Wear in the old rack.

Your rack may have worn at a number of points; outer track rod ends, inner ball joints, rack box bush, pinion, rack, pressure plunger or U.J. between pinion and steering column. Most of these jobs, except bush and pinion replacement can be done with the rack left in position.

The steering rack may also fail the 'D.O.' because of splits in the rubber gaiters, these can also be replaced with the rack in situ.

Removing or making access to the steering rack.

Whether you are removing the rack completely or working on it in position, you will make life easier by removing the engine side valances (this doesn't apply if you have drum brakes!). Each is attached to the suspension subframe by two bolts ($\frac{7}{16}$ th AF socket/spanner), to the radiator by two bolts ($2 \times \frac{7}{16}$ th or $1 \times \frac{1}{2}$ & $1 \times \frac{7}{16}$ th), to the horn crossmember (on all chassis cars) by $2 \times \frac{7}{16}$ th bolts, and to the chassis by $2 \times \frac{1}{2}$ th spire screws; undo all these and the valances can be lifted out. Don't forget to protect the radiator.

To remove the rack undo the track rod end nuts ($\frac{9}{16}$ th) and break the interference fit with a ball joint splitter. Undo the bolts ($\frac{7}{16}$ th early cars, $\frac{1}{2}$ later cars) holding the U.J. to the pinion and column and then undo the nuts ($\frac{1}{2}$ AF) holding the rack U-bolts to the chassis. You may need to hit the U.J. to release it from it's splines if it is rusted on.

Inner Ball Joint Overall. (Fig.1)

You will need two $1\frac{3}{16}$ th AF spanners to do this job; access to a spring balance (fishermans type to 5 kg) will also be useful. First remove the gaiter from the 'offending' ball joint - which will be very floppy if it is worn - and knock back the tags on the lock washer (see Fig.1) before undoing the cup nut. Renew the spring (120953 -25p), thrust cup (120955 -30p) and tab washer (120957 - 11p). The spring and cup should be greased before fitting. Make up a shim-

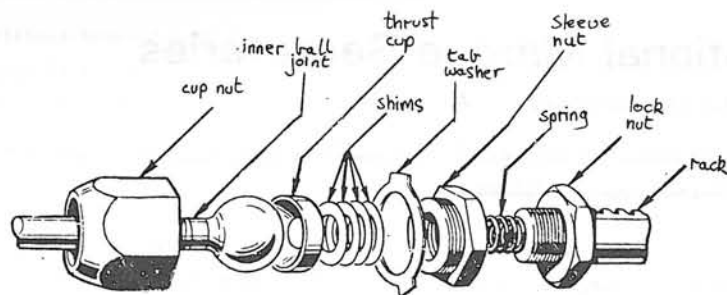


Fig.1 inner ball joint Assembly.

pack with one or two extra 0.002" shims (130031). replace the cup nut and see if the inner ball joint can be articulated when a load of $1\frac{1}{2}$ lb (0.7kg) - use the spring balance - is applied to the outer end of the inner ball joint. If it is too stiff remove shims and try again; if too loose insert more shims. It is important that the ball joint should articulate freely - don't over tighten it because you think it might get through the MOT easier - it might seize up completely if you do. when the adjustment is satisfactory knock down the lock tabs over both the cup and the sleeve nut. before replacing the rubber bellows repack them with $\frac{1}{2}$ oz grease.

Steering Rack Bush (128002 - £3-20)

Wear in the rack bush (NS end of rack tube) is easily confused with inner ball joint wear. To check for bush wear jack up the front of the car and turn the steering to half lock towards the NS. Grasp the rack behind the inner ball joint and just in front of the rack box (you are facing the NS) - ie you are holding the inner rack and not the ball joint or rack box. if you can move the rack from side to side in the rack box the bush is worn.

To remove the bush first remove the pinion (held by circlip on later cars), pressure plunger ($1\frac{1}{16}$ " AF spanner) and NS inner ball joint assembly; the rack can now be slid out of the rack box. The bush must be knocked out of, not through the rack, as it's inner face rests on a 'shelf' in the rack box (Fig 2). A long drift ($\frac{3}{32}$ " diam.)* is required to do this job.

To insert a new bush i have used the following procedure. Place the new bush in the freezer some time before commencing the job. Hold the rack upright in a vice and heat up the bush end with a blowtorch (not to red heat). Place the cold bush in the rack box and knock it in flush with the end of the rack

* (see note at end of Herald section)

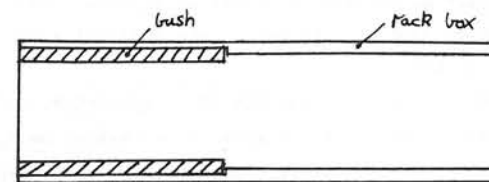


Fig. 2 Bush in NS end of rack box.

tube. Instead of hitting the bush place a piece of metal over it and hit this ! After allowing to cool and greasing the rack box, reassemble; making sure all shims are replaced. To be on the safe side fit a new tab washer to the inner ball joint assembly that you have disturbed.

I'll cover pinion, pressure plunger and column U.J. renovation next month (i hope) as you are probably getting bored with steering racks by now!

Commission Number Guide - 13/60's

Saloon: Aug 1967 GE1DL (introduced); Jan 1969 GE37666DL; Jan 1970 GE59510DL; Dec 1970 GE78335DL (final comm.no.)

Convertible: Aug 1967 GE5CV (introduced); Jan 1969 GE37666CV; Jan 1970 GE59510CV, Jan 1971 GE79499CV; Sept 1971 GE83432CV (final comm.no.)

Estate: Aug 1967 GE4SC; Jan 1969 GE37666SC; Jan 1970 GE59510 SC; Jan 1971 GE79499SC; Sept 1971 GE83433SC (final comm.no.).

Herald 1200 Estate Rebuild.

As I mentioned in October's Courier I have recently acquired a Herald 1200 Estate. I was hoping to have some pictures of the car 'as collected', but the post office managed to destroy my film! Anyway 199 AWV is a Herald (or Hepald as it says on the bonnet) of 1963 vintage, commission number GA93015SC, engine number GA91780Hs. It has had two owners from new, the last being club member and Humber enthusiast Peter Higgins, who bought the car in 1960.

AWV is pretty rusty - in fact the chassis is the rustiest i have ever seen - and certainly beyond my repair capabilities. The bonnet will also need discarding, as will its only door ! what is left you ask ? - well the body shell is repairable, the roof is good and the interior is excellent. Often Estates seem to have been used to carry builders rubble so the interior is well above average for a '63 estate. The other bonus is no filler - often a car looks better than it really is because of masses of filler in rusting holes - on AWV there are just the holes, so at least i know what i'm letting myself in for!

I aim to get A&V back on the road - hopefully by next summer - and I will feature those 'little jobs' - like taking the body off and turning it upside down for repair - in the Courier.

My first job was to strip out all the trim/ upholstery before starting on body shell repairs. There were no great difficulties here; soundproofing was labelled and bolts put into labelled bags to make the task of reassembly easier. The item which I had most difficulty with was the rear seat assembly. It is not immediately obvious how this is removed so I will cover the job in some detail.

Herald Estate - Rear Seat Removal.

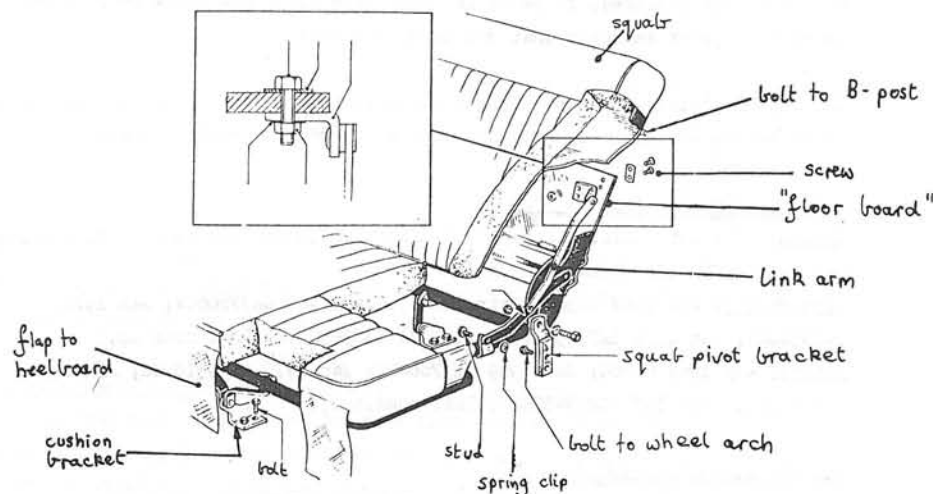


Fig. 3 Herald Estate, rear Seat - attachment details.

The removal of the rear seat assembly must be carried out in a particular sequence, otherwise damage to the pivot/link arms may result. First remove the four self-tapping screws holding the flap on the front of the seat cushion to the heelboard. The flap can now be lifted to reveal eight bolts (four pairs) which secure the cushion brackets to the floor pan.

These bolts screw into captive nuts fixed to the underside of the car. The bolts are likely to be rusted into these nuts, so access to the underside of the car is desirable. Jack up and support the rear of the car and remove both rear wheels (see later for reason!). The cages holding the captive nuts can be removed with a screwdriver and the nuts held with molegrips or spanner (preferably by Mr Haynes' friend!) while the bolts inside the car are undone.

Next disconnect the link arms by removing a spring (Salter) clip and stud

from each side. The seat cushion can now be lifted out. Next release the bolts securing the seat squab (back) to the B-posts and remove the four screws and nuts which hold the 'floor board' to the rear seat squab bracket.

Finally undo the four bolts (two each side) holding the seat squab to the wheelarch. These are screwed into captive nuts in the wheelarches, so access to the nuts is easier with the rear wheels removed. After these four bolts have been undone the rear seat squab can be lifted out.

Drift for Steering Rack Box Bush.

I've just remembered that a 1/2" Ar Draper socket (1/2" drive) can be used to drift out this bush. Drop the socket down the rack tube 'nut' end first - the shoulder on the socket will engage in the bush. A long rod is still required to bear down on the socket, but the dimensions are not so critical as when the 1/2" socket is not used. I'm not sure if other brands of socket will fit, try them and see!



British Sports Car Centre

303 Goldhawk Road London W12 8EZ
Telephone 01-741 3997 01-748 7823/4

PRESS RELEASE

Why is it you can never find a good sports car mechanic and spares dealer when you want one? Probably because there aren't many about! You're usually faced with either a good mechanic and no spares, or all your parts and no mechanic. Unfortunately, it's a very common problem! The British Sports Car Centre in London's Goldhawk Road, as well as providing a superb sales service with continuous stock lines, have now opened their workshop for mechanical problems, repairs and services. All work is carried out by an experienced sports car mechanic. For all enquiries, telephone Pete on 01-748 8359.

The workshop has a large amount of storage space, presently occupied with various British sports cars, in the process of being dismantled. The BSCC are operating a scheme whereby any hopeful spares hunter armed with a screwdriver, can stroll around and basically pick and choose the various parts required. All that's then left to do is 'haggle' with the boss for the best price! For spares enquiries telephone Loukas on 01-741 7075.

As many have seen, the BSCC have never been backward when it comes to discounts, and they've kept to this standard with their workshop prices, giving good service at a reasonable labour rate.

Having recently re-stocked the shelves with many new spares for all MG, Triumph and Jaguar sports cars, you now receive an even better over-the-counter sales service, with no long waits for urgent out-of-stock spares. Also, the mail order service makes easy buying for long distance customers. You won't find a better store in London for friendly service, good advice and quality spares!

Sort out your Spitfire & GT6



Nov. '82

GT6 and SPITFIRE

Rear wing	early	£32.50
Rear wing	late	£39.50
GT6 MK III — near side		£49.50
Outer sill		£ 9.50
Front wing	late	£25.00
Front ¼ panel — fibreglass		£19.50
Front ¼ panel — steel		£32.50
Front steel panel		£29.50
Rear panel	early	£19.50
Boot lid — fibreglass	early	£22.50
Gearbox cover — fibreglass		£19.50
Stainless steel oversill		£12.50
Lower sill Chrome trim		£ 7.50
Door skin		£15.00
Rear wing Repair panel	front	£ 5.00
Rear wing Repair panel	rear	£10.00
Floor pan Repair panel	each	£ 9.00
Spitfire MK 4, GT6 MK3 rear light		£ 9.50
Steering rack	exchange	£29.50
Rear inner wing	early	£19.50
Spitfire and GT6 spoiler		£12.50
GT6 Heated rear windscreen		£19.50
GT6 rear door		£29.50
GT6 MK3 rear exhaust box — GEX3483		£35.00
Spitfire rear shock absorbers		£ 8.50
Oil cooler		£19.50
Spitfire MK4 rear exhaust box		£19.50
Front and rear bumper	exchange	£29.50
Hood frame MK4 and 1500		£59.50
Hood and frame		£150.00

Our Workshop is now open for Sports Car Repairs!

Buy it by phone!

ALL PRICES EXCLUDE V.A.T.

Trade and Export enquiries invited.



British Sports Car Centre

303 Goldhawk Road, London W12 ENGLAND 741 7075 748 7823/4



Economy for the enthusiast

Technical Questions and Answers

TECHNICAL ADVICE FROM EDDIE EVANS:

Letter from A Robinson

Q. I wish to alter the driving position of my 1971 Herald 13/60 and believe the steering wheel position is adjustable. Can you offer any help as to how this is done?

A. The steering wheel position can be altered using the telescopic effect of the steering shaft on all Club cars.

The column assembly is secured to the underside of the dash by a 'U' bolt; slacken this by loosening the two nuts behind the dash. Now go down to the impact clamp on the steering shaft near the floor. On the back of the clamp is an Allen screw with a large lock nut; slacken the lock nut first and then loosen the allen screw with a 3/8" allen key. Slacken the two bolts on the other side of the clamp (7/16" A/F). The column and steering wheel can now be adjusted up or down.

Once the required position is set, secure the column assembly by tightening the U bolt under the dash. Set the wheel so it is just clear of the column, to prevent the wheel squeaking on the column as it turns. Firmly tighten the two bolts on the impact clamp then screw in the allen screw until firmly home but do not tighten excessively. Tighten the lock nut on the allen screw.

A point to remember is that if you have the seat right forward and the steering column as far forward as possible, then in the event of an accident there will be no telescoping effect in the column.

Letter from G Gilmore (GT6 MK11)

Q. I have a sticking carburettor piston. It's OK assembled loose but when I tighten the screws on top, it seizes and becomes sticky. I have checked the piston, damper and carb. body for damage and all is well. I have centered the jet according to the Haynes manual but still no luck.

A. Assuming the needle is undamaged, then it is probable that the jet is not centered correctly; they can be difficult and critical at times. A quick way to ensure correct centering is to remove the complete jet assembly and re-fit after assembling the rest of the carb.

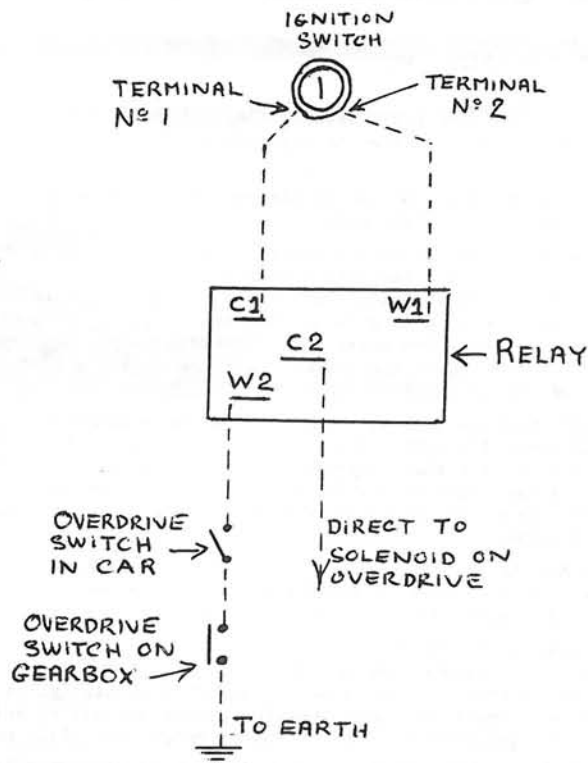
Unscrew the bushing screw (hexagon nut underneath) and withdraw carefully, bringing with it the jet, spring, washer, 'O' ring, bush and silver washer on top. Sometimes the silver washer sticks inside, give the carb. body a few taps and it should drop out. Check the parts for damage whilst keeping them in correct order.

Now, with the airvalve (or piston) fitted, tighten down the top cover and confirm that the air valve falls freely; the damper can be left out for the moment. Re-fit the bushing screw, complete with jet, spring etc., pushing it up carefully and then begin screwing, ensuring the air valve stays down. Keep checking the fall of the air valve as the assembly is screwed up and if it begins to stick, then push it down sharply a few times, using a screwdriver etc. poked down through the top cover. This will ensure the jet is centered by the time the bushing screw is screwed fully home. If the air valve becomes very tight, don't force it, back off the bushing screw slightly and continue.

Letter from G Warren

Q. I am fitting an overdrive gearbox to my Vitesse and have all the necessary parts including relay, but not the wiring. Can you tell me how the bits should be wired in?

A. The connectors on the back of the relay unit should be wired as shown overleaf in the circuit diagram. The relay unit can be mounted anywhere behind the dash.



Letter from D Farrell

Q. I have great trouble starting my Herald 12/50 from cold but find that if I cover the air intake with my hand whilst my wife cranks the engine, then it starts much easier. I have checked all the usual, such as timing, points, plugs, mixture etc., can you suggest what might be the problem?

A. It seems the engine is incapable of sucking petrol in initially. By placing your hand over the air intake you are creating a vacuum which helps the engine to draw the fuel into the cylinders. The cause could be a worn butterfly spindle which is leaking air and thus reducing the vacuum. However, it is more likely due to a lack of compression in the engine. Have a compression test carried out on the engine. If any of the cylinders are low, then pour a teaspoonful of engine oil through the spark plug hole of the affected cylinder and repeat the compression test. If the pressure is now higher, it suggests bore wear or piston ring problems; if there is no change, then the valves probably require attention.

AUTOSPRINT Buckingham BUCKINGHAM 3800

We can recommend and supply ALL TUNING PARTS for TRIUMPH CARS
We can undertake any TUNING on ENGINES and SUSPENSION, based on ACTUAL RACING EXPERIENCE.

We only recommend and use PARTS we KNOW work.
MANY NEW PARTS IN STOCK.

Discuss your needs with us. We KNOW all the problems.
WE'VE HAD THEM !!

Technical Feature

A G.R.P. HARD TOP ON A VITESSE

By Richard Jupp

It seemed a tough decision to make at the time, way back in 1978, whether or not to buy a hard top for my faithful, convertible Vitesse MK1, as the soft top was becoming tattier by each passing minute. The usual problem of an 'opaquing' rear window and the stitching giving way in more places than I could keep up with my needle and cotton. But to spend almost £100 for just a roof, when I had only paid £240 for the whole car two years before, seemed out of proportion somehow.

Nevertheless, I was soon on my way to Worcester to visit the premises of Messers Smith and Deakin Plastics, after first phoning to make sure they had one in stock. In those days the hard tops came in three stages of finish:

- Basic: Hard top mould, with all the rubber edging strips, clips and windows in a plastic bag.
- Standard: Hard top mould, with rubbers and windows fitted, leaving you to paint the underside.
- Deluxe: Hard top mould, with rubbers and windows fitted and a super paint job done for you.

I selected the basic kit and the thought struck me, how on earth would I get a large G.R.P. roof shell home? The answer was forthcoming from the staff who must have sold dozens before mine, as they carefully lifted it onto the soft top and simply tied it down, leaving me to drive back under two roofs.

Once home, the hood was folded down and the hard top lifted on into place to check for size and the method of bolting it down, after first pressing on the rubber deging to prevent it scratching the paintwork. Here is where you discover that the clamps and 'J' hooks supplied for fitting are worse than useless because if you were to use them, the roof would move about when the doors are closed, allowing the windows to catch against the edges and it doesn't require much thinking to work out that glass does not bend that easily: **Twice!** So some new method of securing the roof had to be devised. I chose to use a piece of steel bar, bent to a 'L' shape for the rear fixings. The longer side being fibre-glassed to the roof sides and the shorter side being drilled so that a bolt will pass through and screw into a drilled and tapped metal plate fixed to the top of the 'B' post, just where the door closes.

The front was held into position by similar flip-over clips as for the soft top, whilst metal brackets being fixed in place to support them.

The sealing between the roof and the windscreen frame took a little longer: On my particular car it touched either side but left a gap widening to 1½" in the middle to be dealt with. So, off with the roof and cover the top of the windscreen frame with Baco foil following the contours as closely as possible, I re-positioned the roof and applied some resin and filler powder to fill in the gap. Allowing this to harden, I then removed the roof and stood it up on its front edge. More resin and powder were mixed together, not forgetting the hardener to fill in all along inside, flushing over the newly fitted brackets. It's a good idea to screw in some bolts with masking tape over the threads to prevent the screw holes from filling up as well. Allow to harden, fill in any small holes that may appear, sand down and now comes the painting part.

First, I sprayed the contents from a can of grey primer, which gave about three coats overall, the outside surface comes already finished with a 'gel' coat applied during moulding, so only the front edge and inside needed painting. After the primer had dried, I dipped a length of cotton into a can of red paint and lowered this onto the grey, making a series of random red squiggles. This pattern was completed by using white and black paint in a similar manner. The effect, I thought, was pleasing and different, but shortly afterwards, a friend remarked that it looked like the inside of a gents toilet. (Do you think he was taking the p?).

A G.R.P. Hard Top On a Vitesse cont'd .../

After painting, the perspex windows were fitted using the rubber sealing strips supplied. Here a tip about using Fairy Liquid would have avoided very sore ends to my fingers and thumbs. The plastic guttering was pop-riveted into place and the rubber edging tapped on with a mallet. Sticky back foam was applied along the front edges which rest onto the windscreen frame to make for a water-tight seal.

By using the flip-over clips, this ensures the roof fits in the exact position each time and makes for quick removal. I thought they would interfere with the soft top frame when pulled up. The well cover can be left on with the hardtop fitted, which gives a nice internal finish.

During the winter months, it was found that condensation would form on the inside surface on frosty nights, and this would freeze. After driving with the heater running this would start to melt and drip all over the driver and passengers, who seemed to object to this. An insulation problem, which was solved by using fur-fabric bought from Bentalls Department Store, stuck on with Jiffy-tex paste. This gives a really luxurious furry roof lining and at least stopped, it looked like a gents toilet.

It was worth it, the money and all the work? Definitely, for now I have a Saloon for winter use free from all the usual noise and drafts and a Convertible for those warm sunny days that we eagerly await each year.

SPITFIRES (U.K.)

SPITFIRES : GT6's : VITESSES : HERALDS :
SPARES : REPAIRS : RESTORATIONS :

COMPREHENSIVE PARTS AND ACCESSORIES DEPT.

**** BODYSHOP ****

REPAIRS ***** SERVICING

90, EVINGTON ROAD, LEICESTER.

Tel: (0533) 543338

GT6 REBUILD

By Ian McKeeggie

When I was 18, I went to a garage to assist a friend with the purchase of a TR4A. Whilst he was sorting out the final details, I had a close look at a car I'd admired every time I was passed by one; a GT6. I promised myself that when I had finished college, I would have one. It took a little longer than I hoped but I eventually got it. This was in May 1981, the start of a big love affair - she was not very pretty when I picked her up but had lots of potential.

I decided to go right through the car, back to front, top to bottom and inside out. And I had plenty to go at! The first thing I found was that this is certainly not a job for the weak hearted, as the deeper I looked, the more problems I found. Stick with me and I'll go through it.

My first priority was to get the thing running properly. The speedo reading was 26,264. This told me that either she'd been a heck of a long way, or had a new speedo. I decided to start. First I checked the engine out and all seemed OK. The gearbox dropped oil, synchro was shot and it kept slipping out of third. A quick 'phone call to Dave McDougal and I could breath again. He rebuilt it for me while I waited. The next worry was that I could not go over 60mph, due to propshaft vibration. I had no choice but to get a new one. Great, I thought, out on the road, foot down and away. Whoops! Wrong - diff. howled like a freight train. I managed to get a very low mileage secondhand one to replace it. 7 o'clock Saturday morning I started. Firstly, remove shocks and then spring end bolts from suspension nits; then after removing cover plate from inside the boot, release the six bolts from the top of the diff; A tricky business when you release the last bolt as the spring is still under pressure and flick up. The next step is to remove the propshaft and driveshaft ends. At this point, place a jack under the diff. to support it, running through the top of the diff. toward the rear and the chassis member is a long bolt; remove this and the diff is free. However, I needed to lever it out. This is where my first major set-back occurred. Having fitted the new diff. (special tool needed to re-fit spring ends), all I had to do was fit the propshaft. Wrong, it was a 411 not a 389! Point to remember, check flange holes before you start, as the 411 is smaller. This diff. was from a 2L Bond, so should have been right. After some panic, we got another.

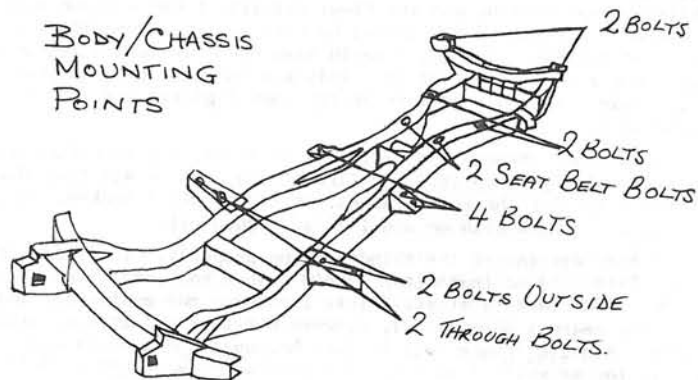
Wa Hay! Away for the Summer! My experience is that unless you know the origin or the person who supplied the diff. (any spare) be careful.

I decided that in the Winter I would strip the (now called Pig) timing right down and totally rebuild it. Having seen how hard Bill Sunderland worked on the underside of his Vitesse to get the underseal off, with the body on, I decided that I would take the body off and turn it on it's side. Having collected lots of old carpet, D Day was set. December 2nd.

Friday evening, on December 1st, I started by removing the fuel tank, carpets, seats and seatbelts, tunnel cover, speedo cable, labeling, O/D wires and reversing light wires. I disconnected the hand brake cable inside and rear and took out anything loose from inside (spare wheel, tools etc.).

Now under the bonnet. Remove heater hoses, brake and clutch pipes with master cylinder attached, choke cable, throttle linkage, rev. counter cable, oil light wire/pressure gauge pipe, water temperature gauge wire, coil and alternator wire, horn wire, lights and indicator wires, remove battery, disconnect earth from block, starter motor cable. Disconnect steering column at grip on the UJ at the base, remove clamp on steering column inside the car (at the base of the outer tube). Now slide up the steering wheel and column until it is clear of the chassis (I did not put it up and it caught on the chassis and bent). Check that all connections to body are away.

Now remove the rear bumper, end bolts inside and the middle bolts outside. As it will be some time before reconstruction, mark all wires. Remove shocks. Now to the bolts holding the body on - just my luck, it started snowing.



At this point I needed some help, Chris Squibbs, Bill Sunderland and a couple of neighbours gave me a hand. Having laid out the old carpets to fit the body shape, we lifted the body off and turned it on its side in the garage and wheeled the chassis away and covered it up. I could now see what was ahead of me, (the body/chassis spacers should be labeled as to where they came from). I was glad I had decided to remove the body as there were so many areas which were not accessible with the body one. I found that all the underseal had gone brittle so I had just caught it in time, as after scraping off all of this off I found traces marks of where the water had gone in through the cracks and seeped along.

Having stripped the underside of the body to bare metal, I studied it for rust. The only areas were around the rear wheel arch/floor joints and the side panels where the floor joins the rear wing. Having cut out what little rust there was, I plated the areas. As a precaution, I painted the whole of the underside with a rust cure.

As the sills were not too clever, I decided to replace them. This is a good time to do this job as there is no stress on the body and the chance of flexing is minimal. Having treated the underside, I then considered which areas could hold water or mud. Again, we came back to the wheel arches. Firstly, the flanges around the outer wing hold mud. The point at which the inner wing meets the floor and the suspension tunnel again, which will hold mud and water. The only other point I found was a hollow on each side just to the front of the suspension tunnel. All these points I rounded with filler, so that all the water would run off. Whilst I had the filler out, I rounded the flange along the bottom of the sill. End result? NO right angle corners.

The next choice was how to re-cover it. I could re-new the underseal but I did not fancy removing it again, or I could prime it and paint it with Hammerite. Benefits: Tough with no key - gotta be right. I gave it three coats and it looked fantastic. Finish bulkhead in body colour.

Now the filler, the chassis. I found it easiest to support the chassis in the centre (not too far forward or it would tip up). As I had already stripped the rear end once, it should have been a piece of cake - yes? No! Before removing driveshafts and propshaft, mark them in order to return them to the same position. To remove diff. and spring do as before. Now remove petrol pipe and brake pipes, inc. flexivles. With these away the wishbones

can now be removed; the rear of the chassis can now be cleaned, treated and painted as with the body. Point to remember: When not working on the underside of the chassis, support it because it could drop.

Rear suspension units: Remove trunnion bolts. If this has not been greased or is out for some time, it could have seized in (mine had!). This being the case, it's off to the garage. Strip down hubs. Now clean all components. It could be prudent whilst at this stage to have the wheel bearing changed (not a job for the amateur. Again, rust cure and paint up. All components requiring it, i.e. spring, driveshaft, hubs, wishbones, diff., back plates etc. Hooray! The first parts are ready to put back together. A point to think of if you can afford it, replace all nuts and bolts; this not only makes life easier for the future but it enhances the final effect. Also grease all nuts and bolts.

Brake pipes: If you have not already got copper brake pipes, I would seriously consider swapping them. My first reaction was to buy the pipes ready made up. At 70p - £1 per foot, this can work out to be very expensive. It is relatively simple to make your own and considerably cheaper. Copper not only looks good but lasts well too and buffed up and lacquered looks very pretty. Remember, this is a fiddly job with the body on. Check the fuel pipe for corrosion; if OK, buff up and lacquer. Again, copper would be better. Once the rear end is re-assembled you can put the wheels back on and put it back on its feet.

Front end: It is an easy task to remove the bonnet. Don't be tempted to remove the whole bracket assembly. If you just remove the two hinge pins, with a friend, you can lift it straight off. From this point it is an easy job to lift the engine and gearbox. Again, mark the prop flange. Jack up the chassis, remove wheels & stub axle by undoing the two bolts at the top and the one at the bottom. At this point, check the top ball joint for play. These are relatively cheap to replace. Secondly, check the trunnion. If this feels very stiff, it could well be on the way out. To check it, remove the hub, disc and back plate, to enable you to unscrew it. Check for cracks and con ition of thread. Try greasing it and replacing it. If this eases it, you should be OK but you would be better advised to replace it. Whilst the stub axle is off you can easily take out the spring/shock assembly three nuts on the top, one nut and bolt on the bottom. Strip both sides. This leaves the chassis ready to strip, treat and paint. Renew trunnion bushes and re-build suspension. Check brake discs are shiny across the entire surface, if not, they could need skimming. Also, check brake pads. Check wheel bearings for play and replace if required. Brake pipes, as with the rear would be better in copper and do look very smart and again, last longer.

Remove quarter valances to enable you to get to the last part of the chassis. Check the valances for rot. It is not worth filling or plating them as they are prone to rot from the inside. When you replace them, coat well inside with Waxoyl and the areas which are to be put together with chassis.

Engine: Clean down engine block and paint up. Check core plugs whilst they are accessible, renew as required. Best to do the lot. Clean bell housing and gearbox. Re-fit radiator.

Get it back together: Before putting the body back on, spray the whole of the underside and the chassis with Waxoyl, spraying it in every orifice. Lay out spacers in the order in which they came off. Replace body very carefully, lining up bolt holes. Do not slide the body around, lift it for every move. Reverse the dismantling.

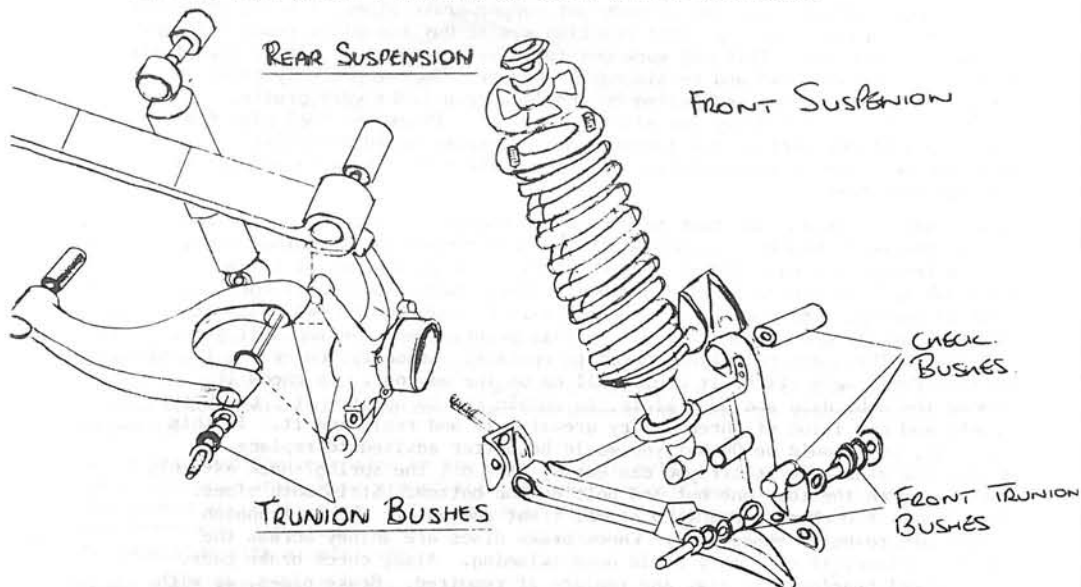
Body: Check the inner wheel arches from inside the car (you'll have to remove wheel arch carpet). They may look good from underneath. Mine is a MK111 and as we know, have potential problems with the join above the windscreen. To preserve this I leaded the top of the joint and water-proofed the underside with silocon jell - the stuff used to seal the edges of baths and sinks.

I then removed all rear lights and trim, removed door trims and trim strips and prepared the body for spraying. No a job for me. Away she went for the final stage. At this stage it is important to cover the engine bay completely, front to back, wheels and arches and tape a skirt right around the underside to avoid overspray and keep all that hard work safe and pretty.

All that remained was to put it back together again. Whilst there is still a lot of work to do inside and under the bonnet, she is now the love of my life (next to Val of course). The climax came when I took it for its MOT. The look on the examiners' face was a picture - pity we could not print what he said!

I would like to stress a point: Remember to mark everything as it could be a long time before you put it back.

If I can help anybody, don't hesitate to 'phone me Tel: 0858 63934.



PEN TO PAPER

INJECTION - PI IN THE SKY?

By Richard Bruford

Symptoms: Dying Vitesse engine and need of more power for hillclimbing
Cure: Fit a 2.5 injection engine

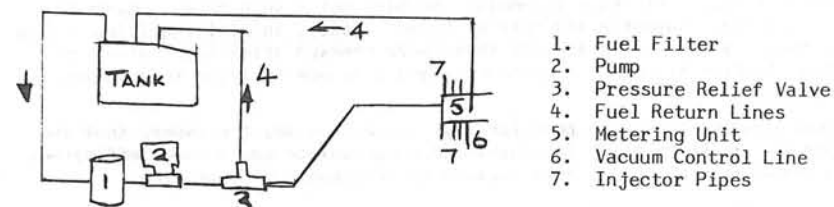
I was lucky enough to get cheaply a rusty 2500 MK11 injection Estate. Two days after buying a 2500 engine from a scrapy ard. First I tried the scrapyard engine to see what happened. It needed Vitesse end plates, front and rear (though you could cut the 2.5 engine mountings off the front end plate, which would save disturbing the timing). I used 4 shims on the engine mountings instead of the original two and, consequently, didn't have any sump problems. I used the Vitesse starter motor, distributor, exhaust and carbs - but it didn't go. Two sleepless nights later I realized you had to time the distributor by turning it CLOCKWISE not anti-clockwise - VROOM!

It was extremely torquey, didn't like going above 4,000 revs, drank oil and knocked. Three weeks later I decided to fit the engine out of the Estate, which had been reconditioned 5,000 miles ago. I thought I could do it in one day - WRONG! On the engine the crankshaft was about an inch longer at the back, aaargh! I ended up cheating by getting the first 2.5 crank re-ground but apparently this bit can be machined off. I don't know why it was longer, both engines came out of Automatics, perhaps it is the age of the engine - any suggestions?

I then ran it in on a trip to Goodwood. Yes, I obeyed the running-in rules and yes, I did get the slowest times of the day - even the MG's beat me! One problem was the Vitesse starter motor would only turn it when cold, it could be rather embarrassing and should have worn, the other engine was! The 2.5's pre-engaged stater fits straight in but you have to do away with the remote starter solenoid.

The next problem was carburation - I wanted to fit a 2.5 TC manifold and carbs but these are like gold dust because people use them for their PI's. So I took the plunge and injected it. It wasn't as difficult as I expected but make sure you study some sort of workshop manual first.

This is the basic layout:



I used the original outlet from the tank, which is alright but surges below reserve, and brazed in the two return pipes but watch out, tanks can explode (Mini Lucas, a spare that hadn't been used for a while). The original fuel pipe was used for the return and I fitted the Estate's main fuel lines, which is a one-piece plastic hose and just fits through the chassis complete with the unions. Remember the system works at 120PSI, therefore, jubilee clips are out!

Unfortunately, it is necessary to cut and firebre glass the corner of the scuttle to fit the metering unit. The petrol filter, metering unit and pressure relief valve is mounted on a board in the front of the petrol tank, keeping them as low as possible, so that the pump is gravity fed.

I hope this article is of use to and encourages anybody planning to convert their car. Good luck and it won't 'arf go afterwards!

LETTER FROM DAVID ROBINSON, WARMINSTER, WILTS:

I am unable to trace a water leak in my Spitfire MK111. It manages to completely saturate the drivers footwell carpet underlay, whilst leaving the passengers side dry. I've stopped all visible holes in the floor to no avail.

Perhaps someone else has experienced this problem and solved the mystery. I would be grateful for any suggestions.

LETTER FROM COLIN BELL, WEST YORKSHIRE:

In these times of economic austerity, the desire to accumulate money is often nurtured and methods of bringing about the redistribution of wealth are sought.

The budding entrepreneur seeks ways of exploiting growth industries and no doubt many genuine businesses are born out of the desire to service a need. Unfortunately, the possibility of a 'fast buck' does, it seem, attract a proportionate amount of rogues.

Nostalgia in all its forms, has had and indeed, is still enjoying a great deal of attention, with people prepared to pay exorbitant prices for what, by any other standard would be deemed junk. Vehicles are not immune to this exploitation. A look at the local paper will provide numerous examples of 'collectors cars', a particular favourite being the sentence used to describe a clapped out hag in need on an IMF loan and years of single-minded dedication, you've guessed, 'ideal for restoration'. With a little forethought and planning an investment such as this can be avoided.

To my mind a far more worrying trend and one which seems to be on the increase, is the indiscriminate breaking up of vehicles to provide lucrative second hand spares. Now, I don't deny that some cars have literally reached the end of the road and restoration is out of the question but isn't it possible that some cars have been lost forever because of ignorance or greed.

It is the duty of every true car enthusiast to avoid whenever possible these things happening and maybe then our children or even our childrens children will enjoy the pleasure of driving a true collectors car.

LETTER FROM RICHARD PREECE, LEOMINSTER:

I acquired my MK111 Spitfire 3 months ago, after a 'little tiff with a Honda' whilst riding my Velocette motorcycle. This car was, at first, only to be a form of transport while I rebuilt the bike but I soon became charmed by its handling, character and turn of speed. Sadly, initial enquiries dashed any thoughts of restoration but these were renewed after being given an intro. leaflet by one of your members and I am now applying to join your Club.

I must compliment a Club that firstly, approaches me, the owner, (not the other way as is so often the case) and congratulate you on your efficiency and personal service. I look forward to membership of your Club.

LETTER FROM OLIVER ST JOHN, DEVON:

So that other members do not make the same mistake as I have done, be warned by my experience.

The Aerodynamic Roll-Bar that Dunham & Haines (SAH) supply for a Triumph Vitesse 2 Litre is not the same as that for the Spitfire Mk I, II or IV as their catalogue states. I have just wasted an afternoon trying to fit a Spitfire roll-bar to my Vitesse Convertible because SAH assured me that it would fit.

I have now ordered the correct Roll-Bar direct from the manufacturers - Aleybars Limited, 7 Lime Tree Close, Hessett, Bury St Edmunds, Suffolk IP30 9AY.

LETTER FROM RICHARD PREECE, LEOMINSTER:

I bought my MK111 Spitfire 3 months ago, after a 'little tiff' with a Honda, whilst riding my Velocette motorcycle. This car was, at first, only to be a form of transport while I re-built the bike but I soon became charmed by its handling, character and turn of speed. Sadly, initial enquiries dashed any thoughts of restoration but these were renewed after being given an intro leaflet by one of your members and I am now applying to join your Club.

I must compliment a Club that, firstly approaches me, the owner, (not the other way as is so often the case) and congratulate you and your Club officials for your efficiency and personal service.

I look forward to membership of the Club.

(Thank you Richard, on behalf of ourselves and the Club Officials. I felt this letter should be included as it is representative of much of the correspondence which pops through our door every month. Most of the time we don't have space to publish such letters but feel it is important that other, hard working colleagues in the Club should be aware of the praise we receive on their behalf. ED & JO).

LETTER FROM GEOFFRY BOWEN, BIRMINGHAM:

I have been the owner of a GT6 MK111 for a few years now and I have been steadily restoring the car over the past year. I am now looking at the following possibilities:

Improving BHP: A. Suggestions on how best to do this on limited financial budget, (e.g. £100 - £200) + I would not like to sacrifice too much petrol economy if it can be avoided.

B. How about dropping a 2500cc injection engine in temporarily (i.e. for as long as I keep it) + having the crankshaft fully balanced and fitting new piston rings. My current engine has done 80,000 miles and rebores etc are very expensive.

C. Would any cylinder head modifications be appropriate or would camshaft modifications help? Could I use my GT6 head on a Triumph 2500 Saloon injection block? Are there any differences between the cylinder heads?

Improving suspension - any suggestions?

Wider wheels for improved rear end traction and greater stability - ideas most welcome. Can this be done without problems on the rear wheel camber?

LETTER FROM CAROLYN AND LYN, KENT:

We are two, cold, distressed ladies (young!), looking for an offer to warm us up again! We both drive Spitfires namely MK111 and 1500. The kind of offer we are looking for is some one to volunteer to fix our heaters as they have both packed up - we believe it is the motor of the fan but, us being two females and totally ignorant about heaters, we require some help. Contact: Carolyn on 01 300 7711 or Lyn on 01 462 7986.

LETTER FROM JON BURTON, NEWTON ABBOT, DEVON:

I recount the following story as a catalogue of difficulties, disappointments and frustrations which ran on over an embarrassingly long period.

On my way to Bristol, on June 25th, my Vitesse came to a sudden and very distinct halt on the motorway. The differential, one which I had bought from Gareth Thomas some years before and which had served me quite well, incidentally, had become indifferent to life and had re-arranged itself inside the casing. With the help of the AA I managed to get back to Exeter - too late for my days meeting in Bristol, but at least able to catch a train to arrive in time for the evening. During the following week, I set about trying to trace a replacement part, no easy task considering that I was new

Letter from Jon Burton cont'd .../

to the area of Devon and had not established many contacts. The usual channels of Club members proved fruitless, so I turned to one of the Turning Circle regular advertisers, Sport Six Spares, to see what they could offer. Over two days I discussed the pros and cons of payment and transportation with both Tony Dean, the owner and one of this partners. I was given two separate quotes of £110 and £100 for the same part. Apart from being different prices given by partners of the same set-up, neither was anything like the price of £75 quoted in Turning Circle. However, I was in no position to argue the point. If the replacement part was A1, I was not going to quibble about the extra cost.

I sent a cheque off on June 29th, two in fact; the first was for £45, the returnable deposit, which under a specific agreement with Tony Dean, would not be cashed immediately in order to give me time to return the old unit and thereby obviate the need to use it; the second, for £112 would pay for the new unit and for delivery - promised straight away. I waited. I waited a bit more. Still no sign. I knew that Securicor might not deliver too quickly, so I decided to be patient. Through a very obscure and chance encounter with the girlfriend of one of the partners in an Exeter travel agency, word got back that I was still down in darkest Devon waiting for my diff. I received a 'phone call some days later asking if I knew whether or not my cheques had been actually paid through - they had, and both, contrary to the arrangement. £167 paid out for a unit that I would not see for three weeks.

When it finally did arrive at Exeter, we got it home with kind help from John Griffiths. The car, already at the premises of Barry Paine at Dawlish, was ready and waiting. During the week of July 19th, Barry and I undertook the necessary work (true spirit of the Club!) and we made the car ready for the road once more. It was a good days work, considering that the clutch had seized through prolonged inactivity. I took off down to the village for a spin to see how she sounded. 'Sounded' was the operative word. My Vitesse sounded like a Bedford army lorry. Most of the locals must have thought the Marines had returned from the Falklands. I was not-so-proud of being the owner of the Duffest Diff in Dawlish.

Tony Dean got an ear-bashing over the 'phone. He was sympathetic and promised to send off a new unit without delay. He still had no idea of my address, so I give it for the 3rd time. Needless to say, time brought nothing more than anger and frustration. Back to the 'phone. More apologies. Further promises. Where did I live? - again! Finally, it arrived on the doorstep one Sunday via the services of one of the 'partners'. I made sure that he heard the diff. I had been sold! Back to Barry's, eventually - when I and he had time to spare - thanks again, Barry. We really are becoming experts on fitting diffs. The old original unit had gone back with the guy who delivered. Tony Dean has asked me to have the first replacement unit out of the car and ready to be taken back too. Not this time Tony! I can't drive my car on empty promises. My second replacement runs well and silently. Leaks a bit from the halfshafts, mind. Still, I don't think that I can expect too much for £100 can I?

To date then, I have spent £167, six weeks waiting, two days hard work and numerous 'phone calls to London. I have not received my deposit as promised. The first replacement stays in the garage (main pinion wobbles about like a Mini gear lever) until I do. However, I must seriously question the continued advertising in Turning Circle of the Sports Six Spares. Their advertisement is certainly in contravention of any Advertising Standard as prices given bear no relation to the actual cost of these units. Whilst I agree with the President, John Griffiths that the TSSC has done much to promote Club cars and make the availability of spares easier, I would also propound that it has attracted a wealth of less scrupulous businesses who see in us the possibilities of 'cashing in'. I would say that Sports Six Spares could well be trusted to come up with the goods for those who live close enough to ensure that promises are kept. However, to the TSSC members who do not live in Whitton Road, Hounslow, I would offer the following

Latin quote: 'Uberrimae Fidei' - 'Let the buyer beware'.

LETTER FROM LES BONNER, WOLVERTON, MILTON KEYNES:

I am writing to warn members not to make the same mistake as I did and to make more enquiries particularly to John Kipping, regarding prices for spares and their availability from the Club.

I rang John Hills, at Reading, for front outriggers for Spitfire. The person I spoke to couldn't tell me the price but as I needed them urgently, I placed my order using my Barclaycard number.

The outriggers duly arrived but with no invoice or Barclaycard receipt. I rang John Hills again to ask the price for the invoice. No luck with price but an invoice was promised. A week later I did get a copy invoice for £9 each! Yes, £9 plus postage, plus VAT, making a grand total of £24.15.

I subsequently found I could buy them for £2.80 each from John Kipping and with postage and VAT, it would have cost me £9.89! Draw your own conclusions.

LETTER FROM VERNON A PUTTICK, DOVER KENT:

I am writing in reply to Vic Milford (Sept '82 Courier).

I too have had problems with White Rubber Bumpers, particularly when by wife or I have found white marks on our clothes, after accidentally brushing past the car in the garage. After trying all over the place, to buy white tyrewall paint, without success, I bought some 'Humbrol' white upholstery paint.

I painted the bumpers with three coats of this paint and I am pleased with the results. Whether the experts or the purists will approve or not, I don't know but at least the 'powdering' is no longer a problem, the bumpers look good, there is no sign of the paint cracking after about 5 months since application and I no longer get a milky-white contamination on the sponge when I wash the car.

If other Club members have had success with other methods of overcoming these problems, it would be interesting to hear. If Vic Milford decides to try my suggestion, I should mention that it is first necessary to thoroughly wash the rubber with detergent and cold water, to rinse a couple of times with cold, clean water and to make sure that the bumpers are absolutely dry before painting.

LETTER FROM RALF BACHMANN, NETHERLANDS:

Maybe one of the members or somebody else, can tell me more about the following engine numbers:

DM 1425 E SS belongs to a 1500 engine and DG 1892 E SS belongs to a MK1V 1300 engine - both found in a Spitfire. My question is, which model range is 'DM and DG'? I know well that a spitfire has the prefix 'FM, FD, FH or FC'. I also cannot find out what ESS means. If somebody can help me please contact me:

RALF BACHMANN
HEYENOORDESEWEG 42
6813 GA ARNHEM - NL

LETTER FROM OLIVER ST JOHN, EAST BUDLEIGH, DEVON:

For members wishing to keep their cars looking original and who are also worried about engine security: A silver headed, self-tapping screw through the bonnet catch and into the bonnet will secure the catch unobtrusively. The screw should be placed about 1/4" from the bottom of the catch. Cost is negligible and installing is easy.

LETTER FROM ALAN CAULFIELD, WESTLEA, SWINDON:

HELP!! Can anyone supply me with first hand information on fitting accessory or after-market seats to the Spitfire? Which ones will fit the limited space in the Spit and does it fit without modifications?

On the other hand, does anyone have a drivers' seat or pair from a MK1V for sale?

John Hill's
 for Leyland Sports Car spares
 incorporating
MGB CENTRE & TRIUMPH WAREHOUSE
 ARTHUR STREET, REDDITCH, WORCS B98 8JY
 Telephone: REDDITCH 20880

HERALD

BONNETS, BODYPANELS, DOOR SKINS
 STEERING & SUSPENSION SPARES
 HOODS & CHASSIS SECTIONS

SPITFIRE

MOST BODYPANELS, CHASSIS, GRP HARDTOPS
 CARPETS, TRIM, HOODS, TONNEAU COVERS

GT6

INTERIOR TRIM, BODYPANELS, BONNETS
 CARPETS, BRAKE DISCS, STEERING &
 SUSPENSION SPARES

GENERAL

WIRE AND STEEL ROAD WHEELS, EXHAUSTS,
 EXCHANGE SEATS, SEATBELTS, ACCESSORIES

Please send S.A.E. for Lists — STATE MODEL AND YEAR

BREAKING ALL MODELS INCLUDING VITESSE AND BOND

HUGE RANGE OF STANPART AND BL ORIGINAL PANELS & COMPONENTS

John Hill's
1983 CALENDAR £2.95



- * Size 20" x 16 1/2," 6 leaves plus cover.
- * Printed in colour throughout.
- * Space for notes alongside dates.
- * A must for Calendar Collectors.
- * Don't delay order this exciting calendar now.
- * An incredible price at £2.95 each inc. p & p.

John Hill's 1983 CALENDAR

Surname _____ Initials _____
 Mr/Mrs/Miss _____
 Address _____

Please send me _____ John Hill's 1983 Calendar(s) at £2.95 each including postage and packing.

I enclose Cheque or Postal Orders, payable to:

John Hill Value £ _____ or Access/Barclaycard.

PLEASE WRITE NAME AND ADDRESS
 ON BACK OF CHEQUES

Send your remittance to:

John Hill's, Arthur Street, Redditch,
 Worcestershire B98 8JY.

NATIONWIDE

NEW AREA

For some months now, the Herts Area have been meeting at two venues. The success of the monthly get-together at The Red Lion in Offley, Nr. Hitchin, on the first Tuesday, has led us to believe that we can stand on our own two feet as a separate area. This will be known as 'North Herts' and we with South Herts continued success with their meetings nearer London. We intend to carry on for the remaining months of the year having our usual noggin and natter with a view to getting some ideas together about organising definite events for 1983. It is up to the local members around Hitchin and Luton to make this a success and I would ask everybody who can, to attend next months meeting on November 2nd, (My birthday - so lots of beer!!). so we can sort out exactly what you, the member, wants. Any further information can be obtained from myself, Kevin Walker, by telephoning Hitchin 59786 between 9 and 6pm or Hitchin 55949 between 6 and 8pm.

ANGLIA AREA NEWS, BARRY NEWITT REPORTS:

The Coach and Horses Inn seems to have gone down well with those who turned up. We have plenty of room for all, so do come to the November 4th meeting for a Film Show of our President doing his hillclimbing. We will also have to do the voting for the Anglia Area Organiser at the November meeting ready for the AGM.

Our 2nd December meeting will turn into our Xmas dinner evening, tickets to be bought at the November meeting or from me by post SAE please.

Menu 1 £7.50

Mushroom Soup
Roast Turkey - Stuffing
Cranberry Sauce
Bacon and Chipolata - Roll
Roast Potatoes, Brussel Sprouts
? Beans

Menu 2 £8.50

Prawn Cocktail
The rest of the menu stays
the same as Menu 1

Xmas Pudding with Brandy Sauce
Coffee

AVON AREA NEWS, JAMES STURGEON REPORTS:

As seems common at this time of year, the turnout at meetings seems to be falling and in order to stop the decline, I would like to make a few alterations and also remind Avon members of our meeting dates and places. I have not had this information entered in the directory in the back of the Courier as both meetings are under review.

At present there are 2 meetings per month: On the first Monday at the Hunters Lodge nr Priddy at 8pm - Priddy is about half way between Midsomer Norton and Wells; take turning off the A39 and the pub is on a crossroads East of the village. On the third Wednesday at the Talbot in Keynsham at 8pm, Keynsham High Street, opposite Talbot Dealer.

I would like to re-align Avon Area, or to put it another way, reduce the Area to cover virtually the county of Avon, instead of a large part of North Somerset and Gloucestershire. Last month there was a proposal for a New Area to cover Gloucestershire and we already have Somerset Area. The new Avon Area would be bordered approximately by the following towns:

Thornbury, Weston Super Mare, Shepton Mallett, Bradbord on Avon and Horsham. This should enable more members from Bristol, Both and surrounding area, to take part in TSSC events.

In line with the change of borders of the Area, I further propose to drop the Priddy meeting and replace it with one North of Bristol at somewhere like Winterbourne, but the day and date would remain the same. Also, the Keynsham meeting would be kept but changed to a different pub and held on the third Tuesday instead.

I must persuade more members to attend meetings so that it becomes worthwhile organising specific activities such as film shows and quizzes etc. I will be looking for volunteers to form a committee to help organise these events and shows such as Bristol Classic Car Show, as we require more professional approach to promote the Club. If I am re-elected next month, I will alter the area shortly afterwards. Any comments or criticisms are welcome as always.

It would follow that as we no longer cover Yeovil, the Festival of Transport could be organised by another area. I would be quite willing to concede this event only so that Avon Area can concentrate on other events. If the Taunton (Somerset Area) or Devon would like to take this on, I don't think there would be any objections.

On another note, I am still waiting to hear of any establishment shop, garage or whatever that local members have been to and obtained good service as this is the only way to help other members to get a good deal. I don't believe that all of you do every job on your own car all the time, so write to me or to the magazine and help me to help you.

My car has recently had a new gearbox from TW Motor Factors in Bristol for £61 and fingers crossed, it seems very good now the diff is knocking.

Lastly, we are hoping to organise a Christmas Party - designed for the poor members like myself - more details next month.

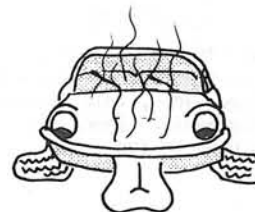
CORNWALL AREA NEWS, RICHARD CUNNINGHAM REPORTS:

Not much to write about this month as not much has happened but watch this space in the December issue for details of the future of the Cornwall Area. Next meeting: Friday November 26th, 8pm at The County Arms, Truro.

DERBYSHIRE (JUNCTION 29 M1) AREA NEWS, KEITH AND KEN REPORT:

November meeting is on Wednesday 4th at 8.00 onwards. Sandwiches available by the ton. Any nearby areas welcome if more than 5 cars, ring 0246 568941 (Ken) to advise on numbrs (re. food). Last two meetings have been well attended with more than 15 cars and 20 people. See you next month.

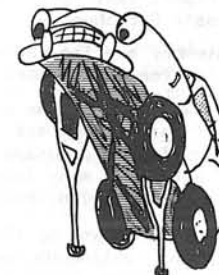
Triumph Hospital



STUART WARREN
2 Vicarage Cottages,
Offley, Hitchin, Herts.
Tel: Offley (0462 - 76) 680

COMPLETE RESTORATION AND SALES
REPAIRS AND SERVICING
M.O.T. FAILURES PURCHASED

We specialise ONLY in TRIUMPHS on the HERALD CHASSIS



DEVON AREA NEWS, STAN WALTERS REPORTS:

Our September meeting went very well though for some reason, the turnout was down on the normal. Those of us that did turn up (20 people), had a very good evening looking at Steven Ashe's slides, taken at all our summer shows and events. We also saw the video film taken during the Newton Abbot World of Wheels. We all saw the evidence on film of John Griffiths trying to slip the Judge a fiver!

We then spoke about coming events such as Treasure Hunt, A Falklands Slide Presentation by an eye witness and our Xmas Buffet. So, anyone requiring any information on these events, give me a ring. I won't bite!

ESSEX AREA NEWS, IAN THORNTON REPORTS:

The October meeting was quite well attended with about 21 club cars and sundry other makes. Martin Field was on hand with a video camera, filming and interviewing and collecting material for use on the club stand at the Brighton Classic Car Show. Matt brought along his GT6 which will be one of the exhibits at Brighton, the weather, of course, being fine and dry! Ian Butterworth of hillclimb fame, came along in his Spitfire.

The Essex Area Treasure Hunt, organised by four of the ladies, was held on 19th September. Unfortunately, the rain hardly let up but the event was nevertheless, well supported. The course of about 30 miles, or a lot more depending on how many clues were missed, started and finished at the Old Windmill, South Haringfield. Entrants were started at 5 minute intervals to avoid the concertina syndrome. The winners were Glyn and his navigator Paul, runners up were Nick and Lorna. The prizes were presented at opening time by the Mayor of Chelmsford, who happens to be a relation of a club member!

The November meeting will be followed by the Essex Area A.G.M. - map of location in Chelmsford to be provided at the meeting. Please attend if you have something to say about the area is run, wish to change the members of the committee or have any ideas for events during the coming year.

The Christmas Event has now been finalised. It will be held on Saturday 27th November at The Bell, Horndon-on-the-Hill at 7.30pm. The cost is £7 per head and includes sit down buffet, wine and disco. Please see Maggie at the November meeting, when she will be pleased to take your money.

GLOUCESTERSHIRE AREA NEWS, R S FLOWER REPORTS:

Come on all you Gloucestershire Sports Six members! There's no need to be shy. I now have an address and telephone number, so there is no excuse for not getting in touch (225 Hatherley Road, Cheltenham, Glous, tel: Cheltenham 510145). Not only that, but I'm also almost mobile again. There are plenty of GT6's, Spits., Heralds and Vitesse and a Bond or two in the Cheltenham area, surely some are members cars?

GRANADA AREA NEWS, JOHN BINGHAM REPORTS:

No report last month but plenty of activity in preparation for the Northern Classic Car Show.

September meeting was well attended with yet more new faces and a surprise visit from TSOC members.

The Classic Car Show was the first of its kind in the northwest and for us, our first 'indoor set' and biggest challenge. The event was undoubtedly successful in arousing interest in the cars and promoting the clubs. Over the week-end, many interested visitors kept us busy, talking at length about the cars and club, both of which had a full write-up in the programme.

I wish to convey my thanks to: Jim Westwell, for his help in setting up and near continuous manning of the stand, Kevin, Carl, Dave and Jane for their participation, Colin for the loan of his GT6 MK11 and to the club for boundary posts and chain and the regalia that never arrived.

Forthcoming events include 'crackers and bangers' at No 20 on November 5th, Buxton auto jumble and hopefully spectating on one or more special stages of the RAC Rally.

HEREFORD AREA NEWS, JIM RICKARDS REPORTS:

Please accept my apologies for not having kept you up to date but I have had commitments at work which also kept me from attending the last meeting. Even though attendances are small, my thanks to those of you who do make the effort, especially to Martin Brown who came up all the way from Slimbridge, which must have been an 80 mile round trip. Meetings will continue to be held the first Wednesday of every other month at The Green Dragon, Bishops Frome, the next meeting being on 1st December. I hope that the wintery evenings will persuade you to enjoy a pint in front of a warm log fire with a few friends.

Herts Area News

I hope you have been thinking of things to do for the forthcoming year and about a Christmas event. All these will be collected when we see you next and discussed.

At the Area AGM in October I made it clear I would not be standing for re-election. Much has been done in the 3½ years the area has been going, most of which has been attributable to there being a properly run committee to look after affairs. Never has there been a time when we have become stagnant in our ideas, least of all now but member participation in producing schemes of thought is most important for that committee to produce working solutions. I ask you then, not to ignore the occasional cries for help from the committee, if you value the existence of this area in the future.

At the moment meetings are at The Red Lion, Offley, 1st Tuesday of the month.

LEICESTER AREA NEWS, PHILIP BASHER REPORTS:

Again a good turnout - in excess of 25 cars but I did not count the bodies. Arrangements were made for: Cotswold Convoy - Sunday 19th Sept; Treasure Hunt - Sunday 26th Sept.; Skittles Evening - Friday 15th Oct.; Go-Karting TSSC v MGOC - Monday 25th Oct.; Christmas 'Do' - Wednesday 29th Dec. Also discussed were nominations for next year for Area Organiser. September Sunday Meet - 5th: Another well attended lunchtime natter. The Coach and Horses at Markfield seems to have caught on as a popular venue for the north side of Leicester. This meeting takes place on the first Sunday of every month.

September's visits: On Wednesday 8th several of us braved the wilds of north-west Leicestershire to attend the Nottingham Area venue at Redgate Lodge at Donington Park. Geoff Fletcher made us welcome and I know all the Leicester Members enjoyed themselves.

On Monday 13th we joined the Rugby Area at Claycoton for their meeting. We had a good evening and it was decided to have supper at the Fox and Hounds as the finale to the Cotswold Convoy.

Cotswold Convoy, Sunday 19th: We all (5 cars including Andy Jones' recently acquired RS2000 - TSSC car?) met at Sharnford - what happened to all the rest? Program as follows: Pleasant, if damp, drive down to Bourton-on-the-Water, arriving in nice time for lunch after having been persuaded to stop at Moreton for coffee - majority decision. Lunch was taken, followed by either an amble around Bourton or a visit to the Cotswold Motoring Museum.

Mid-afternoon saw us back on the road as far as Chipping Campden, where we visited the Campden Motor Museum, followed by tea in a nearby tea room. This pleased Mick. Having chatted to an American couple who at one time owned a GT6+. We then made our way as far as Broadway and managed to lose John Thorpe and his GT6 en route (5 miles). Following a further dampening from our marvellous climate, we then made our way to Claycoton for supper. All in all, a great day.

NORTH EAST AREA NEWS, TONY LAMBERT REPORTS:

October meeting saw a good turnout with 30+ members and guests turning up. I was pleased to see our ranks continue to be swelled by new members. Our Pie and Peas Supper was a great success. Thanks to Brenda for organising the event and providing the delicious gateaux and flans for afters. We have a run to Kielder, organised for later in the month with a prize for the first one to swim the length of the reservoir.

Now that the long winter nights are with us, I need suggestions for indoor activities (that we won't get arrested for). So any bright ideas, jot them down on a £5 note and send them to me. Any members who cannot make the Monday night meetings, give me a ring, as we occasionally have weekend activities and I will keep you informed.

NOTTS AREA NEWS, GEOFF FLETCHER REPORTS:

A very well attended meeting, 24 people in all, 12 club cars and at least 2 other non-Triumphs turned up ferrying members, whilst their pride and joys were at home being repaired or rebuilt. In Daves case, the high insurance on his GT6 seems to be bothering him. A big welcome, for a stranger, Phil, who has not been seen at meetings for a while. The raffle was won by George Thurlloy, he collected a can of Party Four, to keep him topped up on the journey home no doubt! I hope everybody enjoyed themselves, especially the new faces that turned up and will continue to support the Area every month. Thanks also the Clives' wife for organising the raffle. Our next meeting is November 10th, please bring along a pen, as there will be a quiz of some kind.

OXFORD AREA NEWS, JOHN CUDMORE REPORTS:

A very good meeting in October with movie films taken by Jim Carter of many Club events - Concours at Donington 1981 and '82, STIR at Charlecote Park 1980 and Rousham 1982, and IBCAM at Stoneleigh 1981 and '82. All very nicely filmed Jim and a credit to you.

Next meeting on 10th November, will also be a film night but slides this time - Basil Crowley and yours truly will supply them but please bring yours as well. Christmas Dinner as usual on 8th December at 8pm, 8.30pm @ £7.00 per head at The Grapes, Yarnton. Menu at November meeting. Any members outside our group are welcome BUT MUST CONTACT ME FIRST. The more the merrier!

THOROUGHbred CLASSIC RESTORATIONS



TRIUMPH SPORTS SIX
and TR REGISTER Member

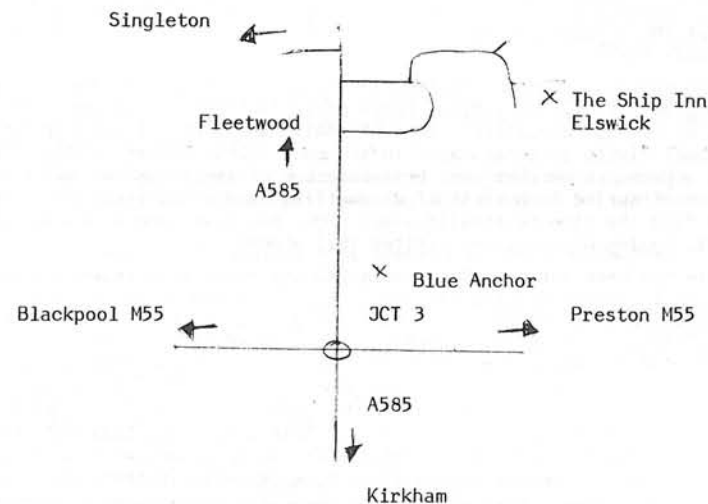
A SPECIALIST SERVICE FOR THE COMPLETE TRIUMPH RANGE

TOTAL OR PART RESTORATION - CHASSIS REPAIR - PANEL WORK
TRIMMING - TOTAL OR PART RESPRAYS.

Call VIC DUNN, 7 Paddock Close, Benson, Oxon. Tel: Wallingford 38194
or CHRIS BAINES on Longworth 820357

RIBBLE AREA NEWS, CHRIS GARDNER REPORTS:

The Area continues to meet on the 2nd Monday of the month at 8pm. However, as from 8th November, we have a new meeting place: THE SHIP INN, ELSWICK, NR. KIRKHAM. Our current meeting place is being rebuilt, and is not available for use. Directions: From Blue Anchor (current meeting place) follow A585 towards Fleetwood. Turn 2nd right (approx 2 miles), signposted Longridge. Turn 1st left (400 yds), signposted Elswick - follow main road into the village, Ship Inn is on the right.



SALISBURY AREA NEWS, HUGH DAVIES REPORTS:

The October meeting at the Greyfisher saw a very welcome increase in members attending, up into double figures for the first time for a number of months. A nice selection of Club cars, although none of the many Heralds from around Salisbury ever turn up.

The previous Sunday saw a number of us up at the Gurston hillclimb and may I thank all members who competed for providing a very enjoyable day.

Next meeting will be on Thursday, November 4th from about 8.15pm.

SCOTTISH AREA NEWS, NIGEL WADDELL REPORTS:

Another good turnout at last meeting, despite the seasonal autumn weather. Members, please note that next meeting (November) will be held in The Sherbrooke Hotel, Pollokshields, Glasgow, 8 pm onwards in the big lounge. May I take this opportunity of wishing fellow members David and Grace Mitchell best wishes for the future as Mr and Mrs and I hope their faithful Spitfire continues to serve them well. See you all at the Sherbrooke.

I have just returned from a week's holiday in the wilds of Perthshire, hence my apologies to all those concerned who attended Octobers N&N during my absence. Sorry, but there tiz!! I didn't know I could go till about 10 days before my departure. Also, just to give everyone plenty of worrying - like 12 months - (at the time of writing) I shall probably be off to the self same venue, same time, next October. If anyone up that way knows the river Earn, you'll probably know what the attraction is!!

Anyway, through contact with my local grapevine, I gather a few new faces appeared at the October meeting; many thanks for turning up, though I'm sorry I couldn't put in an appearance - could I have been awarded the prize for the furthest distance travelled to attend my local meeting, had I turned up, a mere 400 odd miles down the A9, M80, A74M, M6 and M5 etc., etc.? Sorry, I decided the expense would be rather phenomenal! All being well, subject to nothing unforeseen happening, see you all in November. Many thanks to Chris for standing in for me at such short notice, I gather you managed remarkably well!

On other matters, sometime in the near future, I may get around to making an inventory of all the various spare parts littered around our shed, garage, attic, my bedroom etc., etc., lots of small, secondhand items salvaged on occasional visits to scrap yards in the past years, before joining the TSSC. Mainly because ye parents keep reminding one of the amount of space taken up by ye offspring in pursuit of dismantling cars etc., etc., and never seeing to find the time to rebuild same! JMG may have some knowledge of these matters, having on occasion, visited this abode!

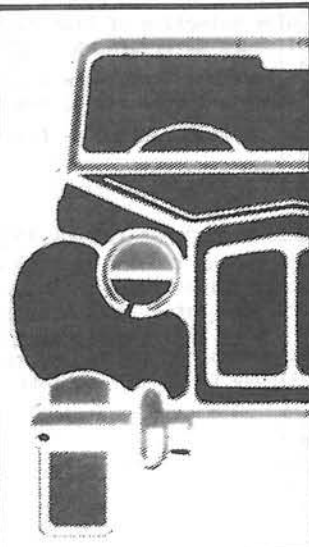
As there has been very little response to the adverts in recent issues of The Courier, concerning the two Herald 1200's, would anyone care to offer some assistance at weekends (an afternoon perhaps?) to dismantle same, keeping those items which can readily be disposed of as spares, with a view to SCRAPPING the remainder. Time has run out, regarding their parking space these past few months. So if anyone does want any of the items as mentioned in the October Courier (pages 31 and 33) off either car, don't wait too long 'cos they won't be available forever. I have been given till the end of November to remove them - permanently. Prices mentioned were just for a guideline - NO reasonable offers refused, especially if those who require anything can actually come and collect what they require, even a whole car.

CHERISHED CAR INSURANCE

A better deal at a better price
Agreed value policies on all
cherished vehicles over 15 years old
We are very competitive, so why
not give us a call and find out
what you can save!

HALL & CLARKE

Insurance Consultants Limited
 67 Park Royal Road, London NW10 7JJ
 Telephone: 01-965 2751 Telex: 934573



Our 1982 Treasure Hunt took place on Sunday 26th September, which was a very wild and windy, although thankfully, dry day. A total of 9 cars turned up for the start, 6 of which were Club cars. Roughly 4 hours from the start all the cars had returned (as compared to last year, when we lost 1 car completely!). There followed much haggling over alternative answers to my admittedly obscure clues. The winners were declared to be Chris Johnstone and navigator, Jenny in a GT6, who improved on their second placing last year. Second and third places went to non-club members in a Golf GTI and Vauxhall Viva. With winter drawing in, our next event is likely to be a film/slide evening. In the meantime we continue to meet on the first Tuesday of each month at the Good Intent, Horndean.

SOUTH WALES AREA NEWS, TIM DAVIES REPORTS:

The S. Wales branch of the TSSC met for the 4th time on September 15th, with an encouraging turnout. It has been decided to hold the meetings on the 3rd Wednesday of every month, with the venue remaining unchanged at the Castell-Mynach pub, Llantrisant.

The Area Secretary has been busy writing to the local press and car publications, informing them of our new existence as a Club, with the result being 3 new members from the Gwent Area.

Future events planned are video film session, at the next meeting (Oct. 20th), a Treasure Hunt, Christmas Party and any other events we can squeeze in between.

There is still no response from older TSSC members in the S Wales Area but our leaflet campaign is proving quite successful.

To end on a lower key, a genuine attempt to get a S West Wales branch of the TSSC off the ground in the Swansea Area (ref. back page of August Courier) was not entirely successful, due not to insufficient planning or organisation but to apathetic response of local members. Anyway, well done Hywel for a good effort. See your all at the November meeting.

SUSSEX AREA NEWS, COLIN HARRISON REPORTS:

There is some cause for celebration this month as Sussex Area has now been meeting for a year. Well done everybody for coming along to the meetings and making them so enjoyable. Since our area is only now a year old, I thought it would be a good idea to have an inter-area meet, with Kent (West) Area, who like ourselves are relatively new. The meeting starts at the usual time of 12.30pm and takes place on Sunday, 21st November at The Five Bells, Chailey on the A275.

Lambert & Genders Ltd Insurance Consultants

1. Agreed Valuations
No age limit (1959 - 1982)
2. Discount every year to Club members
3. Competitive rates, quotes available - no obligation.

Ring **POCKLINGTON, YORKS 3350** (24hour Answering Service)
 or after 6 p.m. **WILBERFOSS (YORKS) 4367**
 Reg: 160 584 England

THAMES AREA NEWS, LEON GUYOT REPORTS:

Area meetings continue to be very well supported with a good turnout of new members - more please. I would like to thank Bruce Jopling for finding our new venue (details below) and bringing it to our attention. Apologies to Nigel, now ensconced in one of our nations further education establishments - see you when you secape. I now understand that Nigels Vitesse has another TR6 engine and is running as sweet as a nut, does it really produce 150BHP?

A note here to say that Thames Area now has 1. A spring lifting tool for hire @ £5 deposit, (returnable) and £1 per week hire charge. 2. An OHCO Handihoist MK111 engine hoist (SWLSCWT), with 2 leg adjustable sling chain at £25 deposit (returnable) and £5 per week hire charge. These tools can be hired by asking Leon, although you may have to collect them yourself. The hoist should fit into a Herald Estate/Landrover.

Thames Area can be emblazoned on normal TSSC sweat shirts to match, for £1 and £1.50 P&P, cheques to TSSC-Thames Area with sweatshirt to Leon at area meetings. Now, let's see a really good turnout for the Brighton Classic Car Show on 7th November - see last months report for details.

CHRISTMAS SOCIAL

*****: Order your tickets NOW for our 1982 Christmas Dinner and Disco Dance to be held at The Grange Hotel, Bookham, Surrey. 7.30pm till late on Saturday 11th December. Full meal and disco dance at this select country hotel for just £7 per ticket, ticket sales limited to 100 only - first come, first served - NO TICKETS AT THE DOOR! Large, private car park and bar facilities available (barman's name is Tony). Send cheques etc. made payable to Triumph Sports Six Club - Thames Area to Leon F Guyot, 5 Kenilworth Avenue, Wimbledon, London SW19 7LN - BEFORE DECEMBER 4th 1982. Members from other areas are cordially invited but especially East Berks Area, East Surrey, West Kent and Surrey, Hampshire - remember, first come, first served - BOOK NOW PLEASE. Directions to venue will be sent with each ticket order - they can also be bought at area meetings. The last ever Thames Area meeting at The Bell will be held on Thursday 11th November.

IMPORTANT - NEW MEETING PLACE FOR THAMES AREA FROM THURSDAY 25TH ET SEQ.

After 17 months at The Bell in Hampton, we have decided, due mainly to space limitations, also the quality of facilities and the presence of non-Triumph types at our meetings and the screaming for someone to move the 'old Triumph' in the car park, we are moving on to better and bigger things i.e. 'The Winning Post' Free House and resaurant at Whitton, Twickenham, Middx. A few of us went along to investigate this venue on 7th October and found it much to our general satisfaction, (9 cars in fact and not even a proper meeting). The 'Winning Post' is located on the north side of the A316 Chertsey Road. From the direction of Richmond, you cross Richmond Bridge, then stay on the A316 towards Chertsey, then after traversing the third roundabout, where you will see Curry's Motors, usually all lit-up, the A316 becomes a dual (not duel) carriageway, you continue down to the next (4th) roundabout which you must go right around and go back up the other side of the carriageway for 2-300 yds., to the entrance to The Winning Post. It might sound a little daunting but it is not really at all difficult once you've been there. Future meetings at The Winning Post to be at 8pm on 25/11/82, 9/12/82, 23/12/82 and 6/1/83. See you there.

TRENT AREA NEWS, MIKE COSTIGAN REPORTS:

Our inaugural meeting got off to a good start in September, with a small but select group gathering to discuss a wide variety of topics, ranging from the relative merits of Ford GT40 and Ferrari Daytona, to the suspect road-holding of a Zephyr-engined Dellow! The word Triumph was heard to cross our lips on occasions too, with Dave wondering how he could make his immaculate Vitesse MK11 Convertible more original, whilst Bill was planning the next modification to his 2-litre Saloon. Perhaps he should invest in a compass, as he was last seen heading Westward - Lincoln is t'other way, Bill! George was contemplating installing a 2.5PI engine in his GT6, having acquired two such engine for a very nominal price and we spent some while working out the modifications necessary. 44

A helpful BL dealer in the area offering generous discounts was revealed and a source of supply for original passenger footwell carpets for the Vitesse was suggested - if you want to benefit from this sort of information, come along to the next meeting! By the time this is published the October meeting will have taken place, and the November meeting is imminent, because we have moved the date to the first Thursday, as from November, so perhaps we shall see some more new faces on November 4th, at The Fox, Kelham, near Newark. Take the A617 Mansfield Road, from Newark and The Fox is about two miles away, beside the river Trent. The December meeting will be on Thursday 2nd - make a note now, in case The Courier arrives after that date. We shall try and devise something suitable for the festive season, so let's have a good turnout to round off the year.

WESSEX AREA NEWS, KEVIN MINNS REPORTS:

After old Bill Neilson's impromptu (drunken?) report last month, we return with actual news of the Club activities.

Firstly, as you've just read, the Wessex Area has a new Area Organiser, who may be brought drinks under the name of Kevin Minns and contacted on Broadstone 602152. Hopefully, I shall be as competent at the job as Steve Ellis, whose other commitments have overtaken him. With any luck, Steve will remain a very important member within the Area and would like to take this opportunity of thanking him for the excellent work he has done over the last 2 years.

26th September saw the last of our official Sunday lunchime meets at The Horton Inn. I say 'official' since the lunch meet may be resurrected at the next meeting due to its popularity amongst the die hard members of the group. However, a vote may be taken to change the meeting place to another pub that is not so exposed for the winter.

WESSEX AREA NEWS, STEVE ELLIS REPORTS:

The calendar has beaten us this month and I'm writing this in advance of our local area AGM.

There have been 3 events of note during the past months: first the Treasure Hunt, ably organised by Bob and Yvonne for the last Sunday in August. 10 cars took part and a good time was had by all, finishing at the Horton Inn, for our regular noggin. Saturday 11th: Beaulieu Autojumble; the usual eccentric entrance procedure - first queue up to to park your car, then queue up to pay your money and get the tokens that operate the turnstiles, then fight your way through said turnstiles and are we? yes, we're in! The fine weather drew hordes but sadly few people were there to buy, being content just to browse and get in the way of the genuine buyers. I'm still looking for a pair of good driveshafts for my 13/60 Estate and also spare parts and Workshop Manuals for same. Sunday 12th and STIR. Our convoy, after the usual 'spot the leaders' route error' diversion arrived in more or less one piece at midday to Roushams somewhat lumpy field. As on the last occasion, the rally was held at Rousham, there was ample evidence of recent bovine occupation! It was good to see so many old friends there from the Triumph Roadster Club and more especially the Razoredge Owners Club. Perhaps sometime one of my old cars will turn up at the event. Sadly, 1800 Roadster HXK 565 is somewhere in Wales and sadder still, 1800 Razoredge Saloon KPO 123 is in Holland but enough of this nostalgia: I'm pleased to report that Neil Williamson won the driving test for open cars - well done! And I think that win highlights the attitude of the Essex membership: Namely that our cars should be driven and enjoyed, rather than cosseted, only to appear in concours D'elegance. Such cars over-restored as some are with, for example, excessive chromium plate, are a liability rather than an asset, the logical result of which is their appearance at rallies on trailers. By all means restore your car, but not at the expense of its practicability as sporting transport!

Forthcoming meetings: Our regular monthly noggin n' natter is held at The Skittlers, York Road, Broadstone on the 2nd Tuesday of the month, 8pm onwards. All members, new or old, are assured of a warm welcome. Throughout the summer we hold a second meeting (last Sunday of the month) at The Horton Inn on the Wimborne - Cranborne Road. This is mostly an out door meeting, held at lunchtime. If demand warrants it, this meeting could be held indoors throughout the winter too, although we would have to find a less exposed venue. 45

WEST MIDLANDS AREA NEWS, DAWN STORTON REPORTS:

Where were you all on the 5th October? We only had about 15 members at The Herald - about half the normal turnout. Still, not a lot happened, so I'll let you off this time.

The Christmas dinner has been arranged for 10th December at the Parson and Clark Hotel, Streetly - full details are on the What's On Next page at the beginning of this issue. Like all our Christmas do's, its bound to be fun, so book your tickets early as numbers have, unfortunately, had to be limited.

At the meeting to be held on December 7th at the Bull, the committee will be holding its first AGM. There is currently one place to be filled on the committee due to the resignation of one member and we plan to have an election for this post on the night. If you feel you can offer some good ideas and are keen to get involved with our events, which includes the organisation of the National Concours, then ring me on (home) 021 784 4597 or (work) 0926 21354 and let me know.

Next meetin : Sunday, November 22nd at the Chalet, December 7th at the Bull, Shenstone.

Special offer: SELMAR CAR ALARMS, works on Courtesy Switches, with pendulum and immobiliser switch. Pendulum can be switched out if desired and is adjustable for sensitivity. They are key operated with 2,000 perm tations in the range. They are adjustable for the duration of alarm signal, then resets automatically. It works on car horn or siren (105 aB - US police style).

TSSC Price: Alarm £11.99, Siren, £14.75

I need six firm orders before I can place the order. Contact me on the above telephone number.

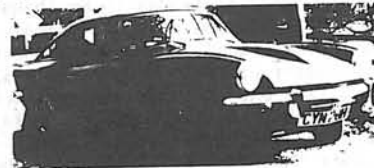
WEST KENT/EAST SURREY AREA NEWS, LYNDA LEE REPORTS:

First, the Area would like to congratulate Steve and Hilary on their new arrival and secondly, thanks to Carolyn for doing a first-class job in my absence (yes, I am feeling guilty for missing a meeting). Apart from the old faithfuls, 9 new faces appeared at the September meeting.

Area Event: Yes folks, it's event time again and yes, again it's convoy time again. This time we are off the wild depths of Sussex to meet Colin Harrison and Co. on Sunday 21st November.

Next meet, usual place at Westerham at 11.30am prompt.

HERALD - VITESSE - GT6 - SPITFIRE - EQUIPE



TRIUMPH SPORTS SERVICES

A small but enthusiastic Company catering exclusively for Club cars. NEW and USED parts stocked. Body Repairs : Servicing : Advice

53 Robinson Road, Loudwater, High Wycombe, Bucks. Tel: Penn (049481) 4508

Personal callers by appointment only, please.

NEW SPARES

Vit. Front Outer Bumpers - £3.50 each
Vit. Rear Bumpers L/H - £3.50
Vit. 13/60 Front Over-riders - £4.00 each
Herald/Vit. Rear Over-riders - £10.00
Herald/Vit. Tonneau Kits - £16.00
Herald/Vit. Rear Mud Flaps - £4.50
Herald/Vit. Kick Plates - £2.50

All inclusive of VAT but plus p. & p.

Stockists
of

KONI

NORTH AND SOUTH YORKSHIRE AREA NEWS, JOHN GRISS REPORTS:

Our meeting on 1st September saw 25 people in The Oakville Hotel and some nice cars in the car park, although we almost had to reduce our membership by 2, Doug and Sue Goddard have sold their GT6 and bought a TR4A, which got a lot of looking at and will give Doug a lot of work in the next few months. The saving grace was that Doug and Sue have begged a 13/60 Estate for £20, which, I understand, will win the special prize at next years N & S Yorkshire Area Concours & Moors Run:

23 entrants put the final touches to their cars in the Royal Oak car park and, right on time, the Judges started their thankless task - to find us two winners. Meanwhile, the Organiser was steadily downing pints away from the fray and by about 1.15pm, it appeared that most people were enjoying a bar meal and a chat. The standard of cars was excellent and the local people who turned up, passed very favourable comments.

By 2.15pm the Judges had finished; the bar was closed and the Organiser had checked the results: Ken Archibald from Edinburgh won the Sports Car Shield in his GT6, and Tony Lambert from South Shields took the Saloon Car Shield in his Vitesse.

Right on time again at 2.30pm, 28 Club cars and a Ford Escort (Eddie Ward, one of the Judges) set off on a ride over the moors. Unfortunately the fog spoilt the views but what a sight for the passers by. If only all the drivers could have been on the side of the road to watch the procession. We parked at Hamer House on the Lyke Wake Walk, for photos but unfortunately the sun became liquid, so we soon dispersed. I really enjoyed the day and have some ideas for next year but would appreciate your views for any improvement. Many thanks to all who made our first big event a success.

RESULTS:

1.	Ken Archibald	GT6	Edinburgh
2.	Fred Brown	GT6	York
3.	Keith Warren	Spitfire	Selby
3.	John Genders	Spitfire	York
5.	Graham Johnson	Spitfire	Malton
6.	Doug Robinson	GT6	Wetherby
7.	Colin Watchmaker	Spitfire	
8.	Doug Goddard	GT6	Thirsk
9.	Mike Barnes	Spitfire	Sunderland
10.	Mark Turner	Spitfire	
11.	Ken Ideson	Spitfire	Keighley
12.	Chris Patman	Spitfire	York
12.	John Hodgson	Spitfire	Pontefract

SALOON CARS:

1.	Tony Lambert	Vitesse	South Shields
2.	Alan Cooper	Vitesse	Fife
3.	Alan Herd	Vitesse	Stamford Bridge
4.	Stuart McDonald	Vitesse	
5.	Ken Bancroft	Vitesse	Heptonstall
6.	Andrew Oakes	13/60	Liverpool
7.	Steve Hoyle	13/60	Leeds
8.	Chris Stabler	13/60	Doncaster

CAR INFO. WANTED

Vitesse MK1 1600 or Herald (up to 1966). Has anyone any information on what parts the factory offered for competition use on either of these models - engine or suspension mods? Brian Pollard of L & B Motors, 336 Blackhorse Rd., Deptford, London SE8 (01 691 2071), who has successfully been racing Standard 10/Vanguards, wants to branch out into our cars. What's required are part numbers, specifications of parts etc., but they must be factory items - not outside tuning items. If you think you can help, ring Brian during normal working hours. He was one of our STIR Concours judges and is interested in promoting our cars.

John Cudmore
Oxford Area

Car Mart

ARS FOR SALE *** CARS FOR SALE *** CARS FOR SALE ***

GT6 MK1, 1967. Dark Blue. Too many new parts fitted to name - excellent condition and in perfect running order, plus many spares. MOT'd til Apr. '83. Taxed till Dec '82. Have to sell due to the fact that I'm posted abroad. Offers around £700. Tel: 8am to 5pm, Needham Market, (Suffolk) 720631 Ext. 246.

Vitesse 1600, reg. no. 121 W00, Saloon with sunroof. A very reliable car in good condition for its year '63. Still runs well but engine needs some attention. Offers please. Tel: East Dean (03215) 3384 (nr. Eastbourne).

Bond Equipe 2L GT. Reg. no. UTD 123H. Sound and totally reliable. Full MOT. A very usable and practical car. Doors re-skinned with aluminium. Everything works but it needs tidying, hence £150. Tel: Wigan 38826.

1969 GT6 MK11. Signal Red with O/D. In excellent mechanical condition owing to major re-build during 1981: recon. engine/g/box/prop; new 3.27:11 diff/bearings/rotorflexes. Many other new parts. Service/fuel log and all bills available for inspection. Very economical - has averaged 31 mpg over past year. Sound chassis - underside and sections regularly waxoiled while in my possession. Generally rust-free but unrestored body offering scope for further improvement. New interior carpets. Numerous extras: tilting glass sunroof, 5½J road wheels with 175/70 SR tyres, Sparkrite contactless electronic ignition, electric fan, oil cooler, petrol consumption monitor, auxiliary instruments, halogen headlamps, rear foglamp, radio and locking petrol cap. Fully road worthy vehicle offered with MOT (till May), tax (till Dec) and stock of useful spares for just £800. Contact: Basil Crowley, tel: West Hanney (023 587) 754, Oxford Area.

Spitfire 1300, 1974, M reg. Below average mileage. Excellent, O/D, clutch new, 4 new shock absorbers, new sills and generally in nice condition. French Blue. MOT June 83, taxed till end of year. £995 o.n.o. Contact: Frances Barker, tel: Swavesey 0854 30314 (nr. Cambridge).

Spitfire 1500. Blue. First registered Nov 8th '80. Reg. no. MGY 666W. Waxoiled, Kenlowe electric fan, Piranha electronic ignition and sports coil, Philips radio, Pioneer speakers and electric aerial, fog lamps dual circuit braking etc. This Club car has been fully serviced and is in beautiful condition. It has only completed a genuine 14,000 miles from new. Redundancy forces reluctant sale, £3,150 o.n.o. Contact: Gary, tel: 01 300 9754.

GT6 MK1. Royal Blue. Sunroof, SAH dual exhaust system. Good car. Would suit enthusiast. £490 or nearest offer. ALSO MK11 suspension, £70. Tel: Bloxwich (0922) 406234.

Bond Equipe 2L Conv., CBF 647H. Good condition throughout. New hood, full and half tonneau, extra instruments, towbar, original log-book, first reg. to Reliant Motor Co., MOT Aug '83. £595 o.n.o. Tel: Haverhill (0440) 61178 evenings.

Spitfire July 1980. Excellent condition. Full underseal. Red. 23,000 miles. One owner. £3,250 o.n.o. Contact: DJ Mackie, tel: (0223) 61083.

Spitfire MK111, 1968. Valencia Blue. Re-sprayed. Stored 5 years then complete overhaul. Engine replaced, new carpets, new Goodyear radials etc. Bills for £650. Years MOT. Only £595 o.n.o. Contact: Bob Fleming, tel: 01 543 1164 (evenings).

1975 Spitfire 1500, White with O/D. Hardtop, soft top, tonneau, bootrack, radio/cassette. Good tyres. MOT and tax to May '83. £1,425 o.n.o. Contact: Philip, tel: Penzance (0736) 5555.

Very early (1961) Herald Conv. 1200. Reg. 357 UPC. It is the type with the chrome handle on the bonnet. Hood and bodywork are good except for bonnet and front valance which are tatty in the usual places. Has been running daily and very reliably for 3 years, whilst in my possession but I now have a Vit. Recently failed MOT due to one rusty front outrigger plus rear box section and several other minor problems. Ideal candidate for restoration. Contact: Malcolm, tel: 021 454 5038.

Cars For Sale cont'd /2

Spitfire 1300 MK1V. 1975. Tax and MOT. V.g.c. O/D, soft top, tonneau, high back bucket seats, radio, cassette, spot lights, hazard lights, digital clock, Selmar alarm and many other extras. Bargain at £1,175 for quick sale. Tel: Gravesend 62130.

1970 Herald 13/60 Saloon. Blue. 58,000 miles. Almost entirely original, immaculate interior, sunroof, sound chassis and mechanics. Two previous owners. MOT to Mar '83. Used as 2nd car whilst renovating my Vit. A sound car for the collector. Offers around £550. Contact: Ian Scoon, tel: Bristol (0272) 634264.

1970 Bond Equipe Conv. O/D. Silver. 2 lady owners and 44,000 miles from new. All MOT's to prove. Hood clutch, tyres and battery renewed in last 8,000 miles. Offered with tax and MOT to Oct '83. Contact: B Rowe, tel: 01 642 5925.

Spitfire MK1, 1963 1147cc. Yellow. Engine, chassis and engine (recon.) OK but bodywork needs attention. Fitted black soft top but Ashley hardtop with boot available at extra cost. Brakes recently overhauled. 5½J wheels (£38 of nearly new tyres on back end and nearly new Uniband Knobbles on front). Spax Adjustable all round. Body drilled to accept Aleybars roll bar. Welded - on brackets for sump guard. Recon. starter motor. Corbeau 'GT' seats. 3 point Minisport harnesses. £290 o.v.n.o. Contact: B Parkinson, tel: 021 422 9797.

Bond Equipe 2+ 2. Rare car. Only 4 on register. Rolled but repairable, may brake, recon g/box, good tyres, all glass in tact. 7 months MOT. Offers. ALSO Bond Equipe 2L, 1967. White. Sunroof. Alloy wheels. O/D. Taxed and MOT'd. Fitted 1600 engine. Nice car. £500 o.n.o. ALSO Bond Equipe 2L. No MOT. Recon g/box for spares or repair. Offers around £80. Contact: Guy Singleton, tel: Salisbury 21902.

1969/70 Bond Equipe 2L Saloon for spares for renovation. Sound apart from usual rust in front footwell and door bottoms. Excellent chassis, suitable for kit car. Offers invited. Contact: Dennis Holden, tel: Cumbria 0229 55566.

20 year old Herald 948 Conv. Taxed to Dec. MOT'd to Mar. Reg. no. T00 377. £200 o.n.o. 2 lady owners. ALSO 13/60 Estate, Yellow in good condition. £250. Contact: Bob Cox, tel: Southend 0702 586006.

Vitesse 1600 1965. Blue with Black flash. Sunshine roof. One owner. 23,400 miles genuine. Upholstery good, paintwork needs attention. MOT and tax 6 months. Open to sensible offers. Contact DL Sykes, tel: 01 501 0782 after 6pm or weekends.

1966 Bond Equipe 1147 GT. One owner for last 5 years. MOT and taxed till October. Sunroof. Bodywork needs re-spray. Recon. engine and g/box. Clutch recently replaced. Rear axle needs attention. Offers please. Contact: MS Haslam, tel: Mildenhall 716185.

Vit. E reg. MOT failure (rusty underneath). Can anyone put this car back on the road. Offers. Contact: Ms J Smith, Blenbury Cottage, Bulsliode Way, Gerrards Cross, Bucks.

1971 MK111 GT6. Sound condition. Long MOT. £675 o.n.o. Contact: I P Johnson, tel: Melksham 706241.

Vitesse 2L MK11, 1970. Royal Blue. New outrigger and siderail fitted for recent MOT which expires Aug. '83. Chassis sound. Mechanically sound. Bodywork reasonable. Taxed. £325 o.n.o. But will consider any sensible offer as an act of desperation. Contact: A Allenyne, tel: Wivenhoe 4667 (nr. Colchester).

Cars For Sale cont'd /3

Herald 13/60 Conv., 1970. Reg. TON 977H. Very good body, chassis and mechanical condition. New clutch, re-sprayed, recent hood, long MOT, sports seats and steering wheel. Host of spares inc. engine, g/box and diff. etc. Wire wheels available. £525 o.n.o. Contact: Bob McDonald, tel: Rotherham (0709) 63307.

Spitfire MK111, rescued from being broken 3 years ago, accident damage all replaced in steel panels but pending house move now, forces sale before completion. 105% of all parts there but requires fitting of minor items (front, bootlid, seats, doors etc.) and part spraying. Also sills required. Mechanically sound and runs. £235 or kick the tyres and haggle. ALSO: Bond Equipe GT (2+2) only 4 on Club register. Off road for past 2 years. Work required for MOT. Some spares available. Not one for the faint of heart! £50. Located, Greater Manchester but contact: Rodger, tel: Stevenage (0438) 68569 evenings.

GT6 MK111, L reg. Sunroof. Early MK111 with Rotoflex rear suspension. This car has been enthusiast maintained and bills can be produced for £1,000. The car has had a recent re-spray and new carpets. In addition, there are two spare engines, one a 2.5, plus a spare new clutch, bearings and rear suspension bushes in total £200. £1,590 o.n.o. Tel: 07356 2785.

Bond Equipe MK11. Requires diff. repair and repair to rear shocks and battery and exhaust. For spares or repair. Price less than £100 - negotiable. Contact: B Moseley, tel: 0702 218139.

Vitesse MK11 2L, 1970. Recent re-spray (Triumph White), 5 new tyres. 12 months MOT. £500 o.n.o. Contact: David Wilson, tel: Macclesfield 24670.

Vitesse MK11 1971 with O/D. 60,000 miles, Sienna Brown. 2 owners from new Due to an expiring lease on my garage I, reluctantly, offer this car for sale. Unused and garaged for 14 months and is very dusty but must be sold as seen. Newish tyres, 7 spoke alloy wheels, ammeter, voltmeter, oil pressure gauges, radio/cassette with 4 speakers. Tel: Coalville 811123.

13/60 convertible '69, Valencia Blue/Tan trim. 11 months MOT. Taxed Feb. '83. 58,000 miles (genuine). Body and engine excellent, many new parts inc. exhaust system, new rad., and all hoses, new floor, outriggers and panels, five brand new SP4 Radials. Re-spray. Servicing and maintenance bills available. Over £500 spent in last 12 months. Baby due forces sale. Offers around £700. Contact: Sheila, tel: Wrexham 761283 (except weekends).

GT6 MK111, reg. May '72 in v.g.c. Under 8,000 miles per annum. Most of original documentation held. Many extras. 11 months MOT. Taxed until December. £1,495 o.n.o. Contact: Chris Johnson, tel: (0702) 206381. Will talk to anyone with cheap Vit. Conv + min £1,000.

Vit. MK11 Conv. Valencia Blue/beige interior. At time of writing, mileage 60,850. Engine 1998cc. In excellent condition. Recently had new rad. Hood replaced '81, still in excellent condition with no scratches on windows. Bodywork is in very good condition, good tyres with one extra tyre available. This car is in first class condition but as I must sell fairly quickly, the price is £1,850 o.n.o. Any inspection welcome. Tel: 01 669 0681 (home), 01 581 6616 (office). Contact: J S Gould.

Spitfire 1500 MK1V, 1976. 36,000 miles. Capmine Red. O/D. Radio. Fitted Sebring fastback hard top. Endrust. Recent clutch and exhaust. Tan interior in excellent condition. Re-spray just over 1 year ago. Soft top, half and full tonneau. Workshop manual. £1,650. Tel: Nottingham (0602) 262898.

1970 GT6 MK11. Fully rebuilt body. Mechanically sound. Recon. g/box. Rebuilt rear suspension. Many new parts. Radio. 6 months tax/MOT. £850 o.n.o. Contact: Chris, tel: 0536 761930.

GT6, M reg., 1974. 36,000 miles. Green with black interior. Rustproofed. Tinted windows. Radio. Well maintained by lady owner. Good condition. Taxed and MOT'd. £2,750. Contact: Pat Sampson, tel: 051 724 34;7.

Cars For Sale cont'd .../4

Vitesse MK11 Conv., 1970, J reg. V.g.c. Wedgewood Blue with matching interior. Electronic ignition. Twin exhaust. New MOT and tax. £900. Contact: S J Ford, tel: Bristol 679130.

1969 Vitesse MK11 Conv. 2L. This vehicle has been mine since 1972 and had only one prior owner. Maroon/black. 1 years MOT. Power brakes, good hood - no leaks, radio, oil pressure gauge, ammeter, fog lamp, tonneau, some spares. No rust. £100 spent on recent work. Can be seen in London. Contact: Macdonald, 01 407 6385 (work), 01 969 6519 (home).

1966 Herald J200 Estate. White/blue. Bodywork v.g. Bonnet replaced 4 yrs. ago. New tyres and battery. A good runner, stored for past 12 mths. Only 2 owners. To be sold with spare g/box. Re-conditioned engine only 2,000 miles ago. A bargain at £195 o.n.o. Contact: John, tel: Reigate 45631 after 5pm.

1968 Vitesse Conv. 2L. O/D. Partly restored: new clutch, soft top, tonneau, rear valance, Spit. wheels and new battery. Reasons for sale: imperfect respray and car jumps out of 2nd gear. Otheprwise in good working order. Offers around £180. Contact: R Osborne, tel: 01 853 0196.

Vitesse MK11 Ccnv. 1971. Yrs MOT. Mechanically sound but bodywork needs attention. White with black roof and an interesting number plate. £550 o.n.o. Tel: Luton 429306.

GT6 MK111. December 1971. O/D, sunroof, stereo, undersealed, Saffron with black interior. Over £2,500 spent on the body and mechanics. Must be one of the best. House purchase forces sale. Offers around £1,650. Tel: 467 4395.

GT6 MK111. K reg. O/D. Rear seat, new carpets. MOT Nov. '83. Waxoyled. Excellent condition. £1,100 o.n.o. Space needed. Contact: John, tel: Stevenage 60017.

Herald 1200, '63 for spares or repair. Diff. has put car off the road. All other parts good for year. Too take away offer £60 o.n.o. Contact: Niel, tel: 01 527 8185.

GT6 MK111, 1973. White with black interior. £1,350 o.n.o. Contact: Pete, Tel: 0227 263523 (Kent).

Herald 13/60 Conv., 1969. Just failed MOT. All outriggers replaced in last 3 years. Recent brakes. All new clutch. Radio. Sound engine. Good tyres but tatty hood. Rough bonnet and O/S floor pan needs replacing. £120. Contact: Geoff Lebbon, tel: 021 358 7448.

Herald 1200, 1959. In v.g.c. 948cc engine available for reconditioning. £150 o.v.n.o. Contact: Mr. A. Winch, 80 Harborough Road, Rushden, Northants.

Herald 13/60, J reg. Grey with red interior. Bodywork needs attention, suitable for enthusiast. MOT'd till December. Contact: Alex Barker, tel: 568 4400 (work).

Herald 1200, H reg. Reliable runner until MOT ran out in Oct. Good tyres. New exhaust etc. Many extras. Offers around £100 please. Tel: Farnborough (Kent) 57180.

Vitesse Conv., '66. One owner. Good condition. 32,000 miles. 9 months MOT. Tax March '83. £1,000 o.n.o. Tel: Ashby de la Zouch 415208.

2.5 PI Estate. This car is fairly dead unless you are a keen welder but has a good engine and injection gear. It does run and can be driven carefully. You could build a 2.5PI Vitesse and have lots of saleable parts, like O/D, left over! £150 o.n.o. Contact: Philip Herbert, tel: Faversham 535521 (or) Maidstone 37019.

Herald 13/60 Convertible. Spice Green with black interior. Mechanics generally OK. Good opportunity for restoration project as per Practical Classics. Chassis Waxoyled but body rather tatty. Almost new Michelin X's

Cars For Sale cont'd .../5

Good hood. Laid up in dry storage since March '82. £80 o.n.o. Tel: 024 688 3261.

GT6 MK111, L reg. White. O/D, sunroof, radio/cassette, Kenlowe, new tyres. V.g.c., extremely reliable. Overseas travel by ex-Club member forces sale. 01 874 3139, contact: Marke Chandler (evenings).

These two cars must go: 69 - 2L MK11 Vit. with O/D, sunroof, White/Black interior, v.g.c. New carbs and cylinder head just fitted. 12 months MOT £500 o.n.o. AND 67 - 2L MK1 Vit. Gun Metal Grey/Red interior without carpets. New exhaust. MOT 12 months. £300 o.n.o. No reasonable offer refused. Tel: 0928 717878 (anytime).

N reg. GT6. First re. 15.11.74. Servo, O/D, usual extras. Average mileage. £1,650. ALSO 1971 MK111 GT6. O/D and many new panels. Extensive restoration carried out. £1,200. Contact: K Wallace, tel: 0203 313816

1968 Herald 13/60 Conv. Near complete restoration, only needs tidying. MOT until June '83. Tax, Jan. Chassis and body rebuilt. Good hood and tyres. £400 o.n.o. Contact: A R Shuttleworth, Woodlow House, Rattlesden, Bury St Edmunds, Suffolk IP30 0SF.

Believed one of the last (com. no. GE 82759CV); 1971 13/60 Conv. One family owner from new. 68,000 miles. MOT Oct 1983. Tax Jan '83. £400. Contact: L F Wayman, tel: Maidenhead 20387.

Vitesse 2L MK11 Saloon, 1971. Light Blue, O/D, rear fogs, HRW, 12 months MOT. 2 owners, 90,000 miles. Mechanics, body and chassis all good. Very clean example. Excellent runner. Company car forces sale. £700 o.n.o. Tel: Chesham 771142 evenings.

GT7 MK111, 1973. Mimosa Yellow/Black interior. O/D. Radio/cassette. Tinted glass. Taxed, long MOT. Used as second car. 2 owners from new. Full service history. Immaculate. Bargain at £1,250 o.n.o. Tel: Goole 69359.

GT6 MK111, N reg. In v.g.c. Dark Green. New rear suspension. Long tax, MOT. Sale due to new arrival. £1,695. Contact: Michael Drewett, tel: 01 370 5298.

13/60 Herald, J reg. Accident damaged but engine and chassis sound. MOT Dec. '82. Offers around £75 please. Contact: Sarah, tel: Cambridge 311434 (day time).

Bond Equipe GT4S (F reg.). White. One owner from new. MOT expires Oct '82. Any offers? Please contact: T Deboo, tel: Stevenage 51431 evenings or weekends.

Herald 1200 Coupe, 1963. Chassis no GA131911 CP. Too good to break. Reg. no. 2057 LV. A snippet at £49.50. ALSO Vit. MK11 Conv., 1971 (J). White taxed, MOT'd. One owner (before me). O/D. 54,000 miles. Good mechanics. Bonnet, floors, doors, new Stanpart sills. All around perfect interior. Now the bad bits: Poor hood, body needs some work and respray, tyres fair and the price £450 (firm). Tel: Shrewsbury 0743 860658.

1970 GT6 MK11. Signal Red. Long MOT. Bargain, £425. 1969 Spitfire. v.g. body. Long MOT. Bargain, £295. 1972 Spitfire MK1V. No MOT but all good. Bargain, £145. 1974 GT6 MK111. Absolutely superb, £1,400. R reg Spitfire/GT6 Conv. Lovely condition. Absolute bargain, £900. For further details on above cars, tel: 0743 722138 (Shrewsbury).

ADVERTISING IN THE COURIER

All advertising in the motoring sections of the Courier is free of charge to Club members. Non-members can advertise in the Courier for a donation, from £3.00 upwards. Advertisements must be WRITTEN, not phoned, and MUST reach me by the 15th of each month, to appear in the following month's issue.

ALL magazine material MUST reach me by the 15th of the month to be included in the following month's Courier.

BILL SUNDERLAND — EDITOR.

PARTS FOR SALE *** PARTS FOR SALE *** PARTS FOR SALE *** PARTS FOR SALE ***

MK1 2L Vit. Conv. parts: Bootlid, windscreen, passenger door, hood frame, radiator, £10 each item. Vit. bonnet, £30. Spit. g/box, £15. Contact: Paul Butler, tel: Clevedon 876927.

Spit. MK111 brand new front bumper, £25. Her 13/60/ Vit bonnet top panel, £20. TR7 front bumper (new), £35. GT6 calipers (Girling), £60 pair. Contact: Stephen Manners, tel: B'ham 021 705 8000 or 021 426 5089.

Rally seats, ex-Bond 2L, will fit any Vit., Her., £15 each or £25 the pair. Bond equipe 2L bonnet, scruffy but restorable, £15. Rostyle hub caps as fitted to Vit., £15 for set of four. Contact: David Apps, tel: Haverhill (0440) 61178 evenings.

Complete 13/60 for spares: Good engine, g/box, diff. All mechanical parts in good order. Interior is in excellent cond., no torn seats etc. Bodywork fair. Open to offers for all parts: Contact: D Johnstone, 0327 41840 anytime or may be able to deliver.

MK11 Vit parts: 2 x 150 Stromberg cars recond'd 3,000 miles. 2 x 175 Stromberg carbs. 2 x quarterlight rubbers, new. 1 x boot surround rubber, new. 1 x speedo cable. No reasonable offer refused. Contact: Peter, tel: Potters Bar (0707) 53136 evenings or weekends.

Courier Van (subsequently dealer converted to Estate), now dismantled - most parts excluding body panels e.g. Dashboard £4, diff £5, door (tatty) £3, tailgate inc. 'Triumph Courier' letters £4, vertical links (4 bolt backplates) with new trunnions £8 each, manifolds, 11 leaf spring, heater unit, steering column wheel and switches (grey), large amount of suspension, brake and electrical components, various chrome and alloy interior and exterior trim, badges, interior fittings etc. Contact: Rodger, tel: Stevenage 0438 68569 evenings. Can meet in North and West London.

GT6 MK1 front suspension assy's complete with hub, disc and caliper etc., £6 each side. Complete engine, less carbs, £15. Steering wheel and column assy., £5. Central instrument panel, complete with switches and gauges, £3. Rev counter, £3. Wheel trims and hub caps, £4 the set. All parts in good condition. Contact: Derek, tel: 01 337 0470 after 6pm weekdays, anytime weekdays.

Herald 13/60 diff and rear chrome badge. Contact: M P Cutler, tel: 021 472 4877.

GT6 MK11 breaking for spares: chassis, good engine - can be seen running, O/D g/box, very good, some trim. All glass plus HRW, 4 oval hole Triumph wheels. All electrics. Many more bits. Contact: P Mackey, tel: 0270 67055.

Vitesse bonnet (1600), white with all fittings and lights and in good condition, £35. Bootlid, £5. 1200 dashboard, good condition, £5 with speedo. Convertible drivers door, £15 v.g.c. Contact: Bob, tel: Astwood Bank (nr.Redditch) 2913.

Project change: Breaking Spit. MK11 1147cc. Engine with all gear attached inc. g/box, £45, GT6 yellow fibreglass bonnet inc light assys., £55, de-rusted chassis with brand new outriggers, Hammerited, £20. All other items various conditions - low prices. Tel: Milton Keynes 0908 311089.

Herald 13/60 bonnet assemblies (new), complete (Pt. no. 575 013) - ex BL stock in Grey primer, £125 each. Set of 4 Cobra wheels inc. excellent Radial tyres to fit Herald/Vit., £120 o.n.o. Anyone want a TR3A hardtop, £40. Contact: Geoff Lebbon, tel: 021 358 7448.

Parts For Sale cont'd .../2

Spit. MK111. Was immaculate until punch-up with lorry put it off the road for good. No rust but bonnet and chassis bent, otherwise would rebuild. Doors excellent with brand new interior trim. Boot lid immaculate. Tow bar suit MK1/11/111. Hood, frame and tonneau. Also factory replacement panels (in primer) Reasonablerear wing MK1/11/111. Rear valance MK1/11. Hood, frame and tonneau MK1/11. 4 x 5½Js (same style as MK1V), 4 x 155-13 tyres v.g. One wire wheel, with tyre. Everything must go, first come, first served. Offers. Contact: P Butterworth, tel: Bournemouth (0202) 33751.

Vit/Herald rear lights, new and boxed, £15 pair. Herald front vertical links (pt. nos. 209222 and 209223) new and boxed, £15 pair. Vitesse MK11 O/D prop. S/H, £10. Also Vit MK11 seats (black and good condition), dash, plus other trim, switches, lights etc. Contact: B Thurgood, tel: Bishops Stortford 812675 evenings.

Herald 1200 parts: Excellent g/box, £25 o.n.o. Petrol tank, £10 o.n.o. Rad, £10 o.n.o. All parts ready dismantled. Also anyone wishing to offer a pair of good condition black seats for Herald 1200 in exchange for pair blue same. Plus matching door panels. Contact: Wayne Heritage, tel: 617478 (Sheffield).

Brand new Spit. MK111 bonnet. Still in red primer, complete with frame. £150. Contact: Stan, tel: Ply 700555.

O/D g/box, £50. O/D prop., £10. Non-O/D Vit. prop, £10. 13/60 g/box, £20. 1200 diff., £20. 1200 prop, £5. Many other bits and bobs, too many to list. Contact: Janis and Tony Spicer, tel: 021 353 9961 after 6pm or weekends.

Spit 1500 parts: Cylinder head c/w valves and springs, good condition, £25. Clutch cover and pressure plate, almost new, £15. Flywheel, £10. Crankshaft, needs regrind, £5. Three conrods c/w pistons, £7.50 Tel: Camberley (0276) 28284.

Vit/GT6 O/D unit (no solenoid), £40. Vit/GT6 AC Delco distributor (new), £8. Vit. wooden cappings, rear only, £8 pair. Vit. rear ¼ valance trims, good cond., £8 pair. Contact: R F A Husband, 19 Lower Road, Ledbury, Herefordshire HR8 2DH.

Herald 13/60 parts: As a result of converting my Herald to a Vitesse, mechanically, I have the following parts available: Engine, g/box, prop., diff., front hubs, vertical links, springs and discs, rear brake backplates and drums, speedometer, fuel/temp gauge, steering wheel, several wheels with old tyres, headlights, rear lights clusters, carb. parts (150 Strombergs) and numerous other small bits and pieces. Offers invited. All parts were in working order when removed from car. Contact: Dave Pike, tel: Bristol 0272 568282 e venings or 294941 ext 2422 saytime.

Herald/Vit hardtop, black GRP with fittings, £70. Full set of GRP valances, £10. Various engine bits. Contact: Ian, Tel: Hornchurch 54285.

MK11 Vit. engine and clutch assy. Was a runner but now minus starter motor, generator, distributor, coil, manifolds and carbs. Space needed, £15. Contact: Robert, tel: 061 881 2301 (S Manchester).

Five wire wheels 155-13. Four hub adaptors. Two sets of spinners. All in excellent condition, £180 o.n.o. Contact: Mr Spray, tel: Sheffield 335526.

Spitfire petrol tank and windscreen glass for MK11 or 111. £10 each. Tel: East Grinstead 21609 daytime.

Breaking Vit. 2L MK1. Chassis fairly good as is boot lid. All other body panels virtually useless but all mechanical items and trim in good condition. Will consider delivery between Aylesbury and Stockport. Tel: Cheddington (0296) 668664.

205/540-13 slicks on 9" rims x 3 off. Plus 145/530-13 slicks, no rims x 3 off to fit Heralds. £45 o.n.o. Might separate. Tel: 01 368 0727.

Parts For Sale cont'd .../3

New, genuine Stanpart/BL parts for all models. Mechanical, electrical, bodywork and trim items. Including, for instance, dozens of Vit/GT6 caliper overhaul kits, SP2501, ref. Nick Bradbury's article in Oct Turning Circle). Parts Catalogues for Spitfire IV '73 on, Spitfire 1500, GT6 1/11. Workshop Manuals for Spitfire 1V/1500, GT6/11/111, Vitesse 1/11. Handbooks for Herald 13/60, Vitesse 1/11, GT6/11, Spit. 1V/1500. All catalogues, Manuals and Handbooks are genuine original items and the Workshops Manuals are very comprehensive. Send SAE for list, stating model and specific requirements. Also FREE to anyone who will collect: sound Herald/Vit roof assy with sunshine roof complete and very good fibreglass boot lid for same. Contact: John Mann, 5 Nevis Close, Loundsley Green, Chesterfield, Derbys S40 4NS, tel: Chesterfield 71036.

Overdrives reconditioned: D type Vitesse, GT6, Bond, £65. Vitesse 6 Spitfire, Herald, £45. Vitesse, GT6, Spitfire MK1V O/D conversion, £190. Standard to all alloy gearboxes with or without O/D. Suits Spitfire, Herald 948, new gearset sensible offers. Competition parts: G/box with J type O/D suitable for Vitesse, GT6. Dolomite Sprint O/D, £250. GT multi-branch exhaust, £200, for injection engine. Catalogue and price list available free on receipt of SAE. Special offer: MK111 Spit. O/D g/box inc. prop. G/box reconditioned POA. Contact: Gareth Thomas, 26 Park Place, Ealing, London W5 8JY.

MK1V Spit. parts: Engine, complete with clutch, £20. Twin carbs, £15. Boot lid, £10. Propshaft, £5. Rear bumper, £6. Front bumper slightly bent, £2. Drivers seat, £4. Rear lights, £6. Contact: Frank, tel: Sheffield (0742) 376646.

Tuned and customised (probable stage 1) 1600 Vit. engine. SAH parts fitted plus GT6 g/box. Only needs to be seen running. £120 the lot. Contact: N Vickerton, tel: 0401 62229 (N Humberside).

Drive couplings (rubber doughnut) £12 each. O/S front lower trunnion and overhaul kit (QSK R), £8. Girling clutch slave cyl. Vit 63-66, £4 each. Girling front N/S wheel brake cyl. Herald 59-67, £3 each. Lockheed front brake shoes, Herald 'S' and Herald 1200 61 on, £4.50 set. Contact: Brian Lees Tel: Royston (0763) 46128.

4 Cosmic MK11 alloy wheels, £45. 1 pair brand new Wipac hair raiser driving lamps, £20. Vit. 1600 O/D g/box, prop. etc., £50. Vit/Herald hood and frame, £25. Vit 2L MK1 engine complete, £35. Vit 2L MK1 g/box, £25. Contact: Peter Jevon, tel: Walsall 643029.

13/60 parts: Hood and frame, engine (slight knock), g/box, diff., rad., engine ancillaries, front and rear suspensions, front seats (black), dash and instruments, prop., excellent bonnet (Pimento), manifolds. For Spit 111: 2 hood well covers. Contact: Dave Jones, tel: 01 952 0815.

FREE: Herald/Vit doors and ¼ light windows, 2 g/boxes (1200 and 13/60) and many extras. Tel: Farnborough (Kent) 57180.

MK11 bonnet - offers. MK11 rolling chassis - offers. MK11 O/D and g/box with prop, £50. MK111 carbs. (SU twin) - offers. Roll bar, £30. Windscreens (2). Tanks (2). Seats, seppdo, tach etc, ect. Contact: Steve, tel: Comberton 2281.

Due to lack of interest, all body parts and chssis have been dumped. 2diffs, Herald/Spit/Vit. 1600 type, £15 each. Vit/GT6 front and rear suspension, various bits. Vit 2L g/box (non-O/D), £20. 42" prop 2L, £10. Vit/Her/Mini heater units, £10 each complete. Various 155x13 Radial tyres on wheels - good tread, £7 each. New SU electric petrol pump, £10. Vit Conv. front and rear seats (no cuts/tears), £10 each. Various Vit/GT6 instruments and controls. 6 cylinder aluminium/plastic/steel fans, £3 each. 5 splined wire wheels v.g.c. 4 splined wire wheels adaptors (various condition) - exchange for one or more bolt on wire wheels. Steering shaft assemblies, £3 each. Air cleaner boxes (GT6), £3 each. Control regulators, £5. Stromberg 150 CD or CDS carburettors, some re-built, £10 each. Front coil springs, Vit/ or GT6, £6 each. Horns

Parts For Sale cont'd .../4

various, £3 each. Mechanical petrol pump Vit/GT6, £4. 2 Vit/GT6 2L MK1 engines, both completely stripped, cleaned, all oil grease, grit, mud, loose paint, rust, completely removed. Sludge cleaned from sump gauze shield. Tolerances checked, reassembled using grease and copaslip on all threads. One engine stage 1 head 10.8 to 1 compression. Full engine to be sold in each case (no ancillaries). Good offers required - to help finance new project. Contact: Chris, tel: Locksheath 04895 84334, (nr Southampton).

GT6 MK1 2L engine. Good compression and oil pressure. Excellent cond. Low mileage, £100. Also Vit O/D G/box, good cond., £50. Contact: C Penny, tel: 0928 717878 anytime.

Bond Equipe GT4S rear screen, door window glass, rear bumper blade. Vit MK1 headlamp surround, box of 5" lamp units and fittings, Herald 1200 manifold and carb, pair Herald front seats, Blue. 13/60 wheel trims and jibcafs/No reasonable offers refused. Contact: Mike Costigan, tel: 0636 814050 (Notts).

Spit spares: MK111 steel hardtop, £35. Spare rear glass for hardtop, £3. MK11 engine complete, £40. Single Stromberg 150 carb and manifold, £10. FREE, grotty MK11/MK1 GT6 bonnet. Contact: R T Barry, tel: 021 444 8628.

Set of 4 4½J Triumph oval hole wheels from GT6 MK111. With centre caps and nuts. In v.g.c. Contact: R Johnson, tel: Litchfield 22761.

GT6 MK111 wheels, set of 5 inc. chrome centre caps and wheel nuts, £30. Vit MK11 engine inc. ancillaries, £55. Vit. MK11 non-O/D g/box, £20. Vit. MK11 front suspension, £20. Vit. MK11 dashboard, £5. GT6 MK111 fuel filler cap assembly, £5. Contact: Hugh Davies, tel: Amesbury 23517 between 6 and 7.30 pm.

Vit. MK11 bits: Engine complete. 3 Vit. radiators, one with Wood Gefferies fan. 2 Vit bonnets. G/box, O/D., prop, mounting plate, relay. MK11 cylinder head with valves (no cracks). 2 dashboards. Halfshafts. Steering rack. Drivers seat. Boot lid. 8½ gal fuel tank. 4 x 5½J steel wheels. Various speedos, rev counters. Drivers door - needs new skin, windows good. Rear springs (condition no known) various other bits, all prices negotiable. Contact: Keith, tel: Chesterfield 0246 568941.

New spares: Vitesse 2L and 2L MK11: 5 front coil spring - cum-damper units (complete), standard rating, £15 each plus carriage. Herald 1200 etc: One only as above, unknown rating, £15 plus carriage. Herald 1200, 12/50: two rear offside (RHS) complete wing panels (pt. no. 902194), £30 each plus carriage. Contact: Nick Bradbury, tel: 0278 (Bridgewater) 662698. After 6.30pm weekdays, anytime at weekends.

2 GT6 MK111 seats (brown), g.c., £35 pair o.n.o. Rear wishbone (pt. no. 149770), lower, unused, £15. GT6 MK111 bonnet, slight damage, some rust, repairable, £25. Contact: Steve, tel: 01 689 1979 (Croydon).

Herald 1200, 12/50, 13/60, Vit. 6 and Spit '62: Track road ends, £3.50 each. Upper ball joints, £5.23 each. Suspension kit (exc. ball joints), £19. Discs, £10.50. Drums front and rear, £7.65 each. Prices exclude P+P. Wide range second hand spares. Open 7 days (Sun 9.30 - 12.00 noon). Tool hire service. Contact: D Overton (new Club member), THREE D AUTO EQUIPMENTS LTD., 140 UPPER CASTLE STREET, HINCKLEY, LEICESTERSHIRE LE10 1DD, Tel: 0455 636090.

Complete 13/60 Herald for spares. All parts in fair cond. I would like to sell complete if possible, although will break if needed. Will consider swapping for a 2L O/D g/box for Vit. Contact: Dave, tel: 0327 41840 anytime.

New Herald/Vit. spares: (BL prices in brackets) 706118 cam lock LH £3.20 (£9.10). 704782 moulding, rear lamp surround, lower (X3), 60p (£1.60). 515155 wheel cylinder kit, 50p (£1). 132569 stop light switch (X2), £1.50 (£4.40). 105690 brake spring, shoe return, cyl. end (X2), 25p (70p).

Parts For Sale cont'd .../5

609173 w/screen washer pump (X4), £1.00 (£2.85). 610170 checkstrap (X7) 60p (£1.60). 608544 ½ light catch LH (X2) 50p (£1). 803558 ¼ light seal LH £3.50 (£8.80). 803559 ¼ light seal RH £3.50 (£8.80). Also have cylinder head and exhaust gaskets, 3 of each. Inlet/exhaust valves and springs for Vit 6 and MK1. One inner tube 165 x 13. Could take to Granada/Leics/Rugby area meetings. Contact: Bob Heath, Clay Lane, Wilmslow, Cheshire SK9 6DS.

Santa Claus is here so stock up for Xmas! Herald 1200: Engine - can be heard, good, £15. g/box, £10. Diff., £10. Rad., £7.50. Vit. 1600: Engine £15. Diff., £15. Bonnet, v. reasonable, £10. MK1 Vit and GT6: Engines, £10 - £40 - all runners. G/boxes, £10. Vit. rad., £10. MK11 Vit and GT6: Engines, £15 - £45 - all runners. G/boxes from £10. Vit. rad., £20. GT6 rad., fair, £10. MK11 Spit: Engine good? £15. O/D g/box, £25. Carbs and manifold, £6. Exhaust manifold SAH type, £2. MK111 Spit: Engine, recon., £50. G/box reasonable, £15. Diff., £20. Rad., £17.50. Bonnet, £30. Boot lid, £7.50 (good). MK1V Spit: Engine, good, £50. G/box, good, £35 - £40. Diff., £45. Rad., £25. Plus all the above vehicles for breaking inc. chassis and logbooks, £25, some with MOT! Most pre'67 parts under £5. Tel: Shrewsbury (0743) 722138 or 860658.

If you want parts for Vit., Herald, Spit., or GT6, come and get them. I am clearing large stocks of new and second hand parts, so all are dirt cheap. Special bargains inc. engines, diffs., g/boxes, rads and Spit. body panels. Contact: W Galliers, tel: Shrewsbury 0743 7722138.

Breaking 13/60 Estate: Most parts available. Contact: David Gallagher, tel: Chertsey (Surrey) 65742 after 7pm weekdays or weekends.

THIS IS WHERE YOU GET BACK THAT MEMBERSHIP FEE - DISCOUNT SPECIAL

1) Plumstead Motor Spares Ltd, Motor Factors, 233-237 Plumstead High St., London SE18. 01 854 6437 and 4992.

Give special discounts for members on parts up to 50% in some cases. Ask for Ian Childs and show your TSSC cars.

2) Triumph Tune (UK) Ltd., Special equipment and standard parts for Triumphs, Manor Rd., Richmond, Surrey. 01 948 6666.

Give discounts on some parts, ask for Terry Hurrell, mention our Club (info. courtesy of Scott Cartwright and Terry Hurrell).

3) Ronal Panels, Coachwork finishers and repairers to a high standard, including lead loading etc. 7A Devonshire Mews, Chiswick, London W4. 01 994 7778. Give discount on bodywork, mention our Club and that Mike Crews (a member) recommended them to us.

4) Mann Egerton and Co Ltd., (Unipart Stockist), parts Dept, 320-360 Church Road, Merton, London SW19 2QE. 01 648 0661. Will give discount on new parts but on weekdays only - show your card.

5) Texon (Respray Centre), Texon-Croydon Ltd., 115 Canterbury Rd., Croydon. 01 684 9384. Will give a discount, 15% off in winter, 10% the rest of the year. Ask first. Show your card.

6) Stantons Electrical Ltd., Motor Electricians, 208-212 Burlington Rd., New Malden, Surrey. 01 942 0067/8/9. 10% off all electrical work - show your card.

Please remember, when you ask for discounts, do not make demands but show a little tact. These discounts are not easy to come by - think of those members who will come after you and think also of the good name of our Club unlike some others I won't mention.

PARTS WANTED *** PARTS WANTED *** PARTS WANTED *** PARTS WANTED *** PARTS

For MK111 Spit: Soft top frame, type with locking handles; heater motor and O/D boot badge. Contact: Keith, tel: Bristol 0272 602494.

Grommet for petrol tank. Rubber window seals for Herald 12/50. Contact: Bob Yeo, 23 Rochester Road, Aylesford, Nr. Maidstone, Kent.

MK11 Vit. bonnet or Vit. side panels to convert a 13/60 bonnet. Also front valance for Vit. Contact: Dennis Holden, tel: Cumbria 0229 55566.

Spit. MK1V tan carpets and hood. SAH exhaust manifold. Also for GT6 MK111 drivers door with Sundym and spoiler. Contact: Derek, tel: Coventry 0203 616202.

MK1 Vit aluminium bumper, rear R/H drivers' side - part no. 806503. Contact: R Dyson, 35 Orchard Drive, Adermouth, Pontefract WF77DS.

Spit MK111 1296cc engine, suitable for re-build. Must be complete. Steering wheel for MK111, must be in good condition. Set of seat belts from MK1V. Contact: Dave, tel: 09855 370 - Wiltshire.

Spit 1500 hardtop. Contact: E Hopkins, tel: Westbury on Severn 318 (976).

Hardtop wanted for 1971 MK1V Spit. Black if possible buy any colour considered. Must be in immaculate condition. Contact: Mike, tel: Portsmouth (0705) 690446.

Drivers door (complete) for GT6 111. Contact: Dave Wheatley, tel: 05095 4059.

MK1 Spitfire black seat squab. Contact: John, tel: Stevenage 60017.

Wanted Urgently: Complete bonnet for Herald 13/60 Conv. Excellent cond. only please. Preferably Derby/Notts area. Tel: Derby 880758.

For late Herald: N/S rear wing. Front wheelarch panels. Black carpets. Contact: Peter Jevon, tel: Walsall 643029.

GT6 MK11 badges, both front and rear. Some kind soul removed all of mine from my car. Good price paid. Contact: A Bartholomew, tel: Tiverton 0884 254308 (Devon).

Parts Catalogues wanted for Herald 948/1200/13/60. Condition not so important as completeness. Contact: John Mann, tel: Chesterfield 71036.

TR6 rear bumper (3 sections) in good cond. Contact: RFA Husband, 19 Lower Rd., Ledbury, Herefordshire HR8 2DH.

Vitesse 1600 inlet manifold for 150CD's. Also clutch release fork, tachometer, speedometer and Parts Manual (!). Contact: Allan Maclean, 5 Brae RD., Ardrishaig, Argyll tel: (0546) 2004.

One or more bolt-on wire wheels. Dolomite or Teiump large Saloon type. Steering column switches (to convert my Vitesse based special). Calibrated voltmeter gauge. Calibrated temperature gauge. 38" propshaft (GT6 non-O/D). Complete Vitesse or GT6 for spares/repair - runner or non-runner. Contact: Chris, tel: Locksheath (04895) 84774 nr. Southampton.

Spitfire MK1V seats. Contact: R T Barry, tel: 021 444 8628.

Cylinder head for MK11 Vitesse. Must be in good condition. Contact: Bob Heath, Clay Lane, Wilmslow, Cheshire SK9 6DS.

Stromberg175 carbs needed for MK111 GT6. Buy or swop. Contact: Steve, tel: 01 689 1979 (Croydon).

3.89 diff from Vitesse or GT6. Contact: Harvey, tel: Petersfield 0730 2184.

CLUB SPARES

JOHN KIPPING:

The magazine deadline is fast approaching and chaos reigns at No. 55. The secretary (!) has left it to me for a couple of weeks and I have lost the spares list; still winter is fast approaching and time to sit indoors and hope nothing needs doing to the car. So this month, here is a list of a few bits and pieces which are readily available from your local BL dealer - if he can be bothered to order them:

Pt. No.	Description	Full Price with VAT
128135	Halfshaft (not late suspensions)	£20.00
205526	Front Sidelight Herald/Vitesse	£23.46
511533	Front Valance Herald 948	£23.86
511534	Front Valance Herald 1200	£69.00
512947	Workshop Manual Vitesse/GT611/111	£9.70
576408/9	Rear Wings Spit. 1/11/111/GT61/11	£30.76
604917/8	Boot Hinges (not GT6)	£4.95
607978	Boot Handle Herald /Vitesse	£11.27
621563	Drivers Carpet (Tan) 13/60 2L MK11	£22.31
622163	Rear Carpet (Tan) 13/60 2L MK11	£15.07
713267/8	Front Wings 13/60	£23.39
803328/9	Door Vents Assy Herald/Vitesse	£4.37
805826	Front N/S Wing 1200	£14.61
806600	Front Valance/Vitesse	£57.50
806634/5	Sill strengthener Spit/GT6	£2.65
806638/9	Inner Sill Spit/GT6	£3.97
90/338/9	Doorskin Herald/Vitesse	£31.63
903089	Front O/S Wing Spit1/11/111/GT6 1	£15.30
903097/8	Sill Spit/GT6	£12.42
909663/4	Front Wings Spit 1V/1500/GT6 111	£34.21
37H5208	Wiper Arm Rack late 13/60/Vitesse	£5.64

Bad news for the month: The price of many metal panels has had to go up - somebody had to pay the VAT. The average increase is about 10% - I will give a full list of parts available and prices in the next magazine.

PANELS GALORE!

— WRITE OR PHONE FOR FREE PRICE LIST —

Just a few examples from our Quality Stocks

FIBRE GLASS	
GT6 MkIII Spitfire IV bonnet	111.75
GT6 MkI, II Spitfire I, II, III front valance	17.95
Spitfire IV boot lid (Full)	38.80
Spitfire IV GT6 III front quarter valance	21.85
Hardtops for Spitfire, Herald, Vitesse.	From 147.00

STEEL	
Spitfire I-IV GT6 I-III sill	7.85
Spitfire I-V GT6 I-III door skin	14.50

PLUS - FLOOR PANS, INNER SILLS, REAR INNER ARCHES, BOOT FLOORS



2 Edinburgh Place, Edinburgh Way,
Harlow CM20 2DJ,
Essex
Harlow (0279) 442661/2

All prices subject to 15% VAT

SPECIAL OFFER

10% DISCOUNT
TO CLUB MEMBERS
(except Hardtops)

Sport Six Spares

Triumph Specialist

New & Reconditioned Spares, Repairs - Service

80 WHITTON ROAD, HOUNSLOW, MIDD. TEL: 01-572 8320

SPECIAL OFFERS

2.5 Conversions

New 2.5 Crankshaft and bearing shells (Vandervell)
 Conrods with new little end bushes
 New 020 Hepolite Piston set
 New 2.5 Oil pump £260.00
 (Leyland price for crank alone — £215.00)
 N.B. Exchange rebored block available.

Reground Crank 2.5 and bearing shells
 Conrods with new little end bushes
 New 020 Hepolite Piston set
 New 2.5 Oil pump £185.00

Diff. Bargains

New Diffs. for most models
 4.11 Ratio Spitfire, Herald New £100.00
 Vitesse 6
 4.11 Ratio Vitesse 2 litre Competition £120.00
 GT6 £150.00
 3.89 Ratio MK IV Spitfire £120.00
 3.89 Ratio Vitesse MK1/11 £150.00
 GT6 MK1/11/III £160.00
 3.63 Ratio Spitfire 1500 £160.00
 3.27 Ratio GT6 non-O/D £160.00

All prices are exchange and while stocks last.

Reconditioned Diffs.

4.11 Ratio Spitfire, Herald £ 80.00
 Vitesse 6
 3.89 Ratio Vitesse, GT6 £105.00
 MK IV Spitfire £120.00
 3.63 Ratio Spitfire 1500 £125.00
 3.27 Ratio GT6 non-O/D

Again all prices are exchange and old units must have good cases. Mr. Leyland charges £100 on damaged cases. With the recent arrival of the new diffs. and crownwheel and pinion sets, we can again offer ratio changes, especially the much sought-after 3.63 ratio P.O.A.

Reconditioned Gearboxes

3 Synchro. Spitfire and Herald £ 85.00 exchange
 Vitesse 6 £ 95.00 exchange
 3 Synchro. Spitfire, Vitesse O/D £105.00 exchange
 4 Synchro. Spitfire IV £115.00 exchange
 4 Synchro. Spitfire IV O/D £115.00 exchange
 4 Synchro. Vitesse MK I/II £115.00 exchange
 GT6 MK I/II
 4 Synchro. Vitesse MK I/II O/D £125.00 exchange
 GT6 MK I/II O/D £125.00 exchange
 4 Synchro. GT6 MK III £135.00 exchange
 4 Synchro. GT6 MK III O/D

Upated mainshfts available on all 4 synchro models. Competition spec. mainshaft for standard D type and J type overdrive. New D type overdrive mainshafts in stock — £50.00
 New D type clutch in stock — £24.00.

Synchro mesh baulk rings early £ 6.50
 Late £ 7.00

Sport Six Spares

Triumph Specialist

New & Reconditioned Spares, Repairs - Service

80 WHITTON ROAD, HOUNSLOW, MIDD. TEL: 01-572 8320

ENGINE SPARES

We still undertake engine reconditioning to order and tuning, modifying, balancing, heat treating, etc. PRICES ON APPLICATION.

Recently, due to the number of enquiries from members on a limited budget wishing to recondition their own units, we now offer exchange reground crankshafts, Vandervell bearings, makers' oil pumps, piston sets, piston rings, camshaft and followers, reconditioned heads, new rocker shafts, all at DISCOUNT PRICES to CLUB MEMBERS.

Some examples: 2 litre and 2.5 rockershaft	£17.50 + VAT	Our price	£15.00
Rocker for above	£ 3.25 + VAT	Our price	£ 2.60
2.5 makers' oil pump	£37.00 + VAT	Our price	£25.00
2 litre and 2.5 cylinder head, reconditioned, recut seats, valves refaced, head skimmed, new valve guides		Our price	£60.00 exc.

Crack repair specialists

Cylinder heads modified and gasflowed. Modified valves etc. PRICES ON APPLICATION. Clutches, plates and thrust bearings supplied at discount. N.B. Our prices are for genuine manufacturer's clutch covers.

NEW TUNING PARTS

Having had many dealings with Terry Hurrell (formerly of S.A.H.) now Triumph Tune U.K. Ltd., we will be stocking his Extractor Manifolds, exhaust systems, Webber inlet manifolds, Aluminium Rocker covers, Tuning parts and modified suspension parts to compliment our own range of products.

With regard to postal enquiries, please send a Stamped addressed envelope. Telephone enquiries about parts or technical advice are often more fruitful than a vague postal enquiry with no specific requirement. Ask for TONY DEAN.

WANTED WANTED WANTED WANTED WANTED WANTED

We are constantly looking for old transmission units. The general condition of exchange gearboxes, overdrives and diffs., is very poor, the 2 litre range being particularly bad. All too often, a member has come to us with a dismantled unit, horrified at the current price of, say, gearbox spares from Mr. Leyland, thus dashing all hopes of a cheap D.I.Y. rebuild. We have the very same problem on a larger scale, so if there are any members who have any old gearboxes, overdrive units or diffs. collecting dust in the garage, we would be very happy to hear from them and arrange collection and reward.

VITESSE BONNETS

As you probably know, there are no more new bonnets. To try and overcome the problem, we are currently converting new 1360 bonnets which are still available from Mr. Leyland. The conversion involves fitting the Vitesse front panel and modifying the lower portion of the 1360 headlamp. The end product has proved very pleasing. This seems the only way to save those cherished cars ravaged by rust or accident damage. Anyone interested in such a conversion, give us a call.