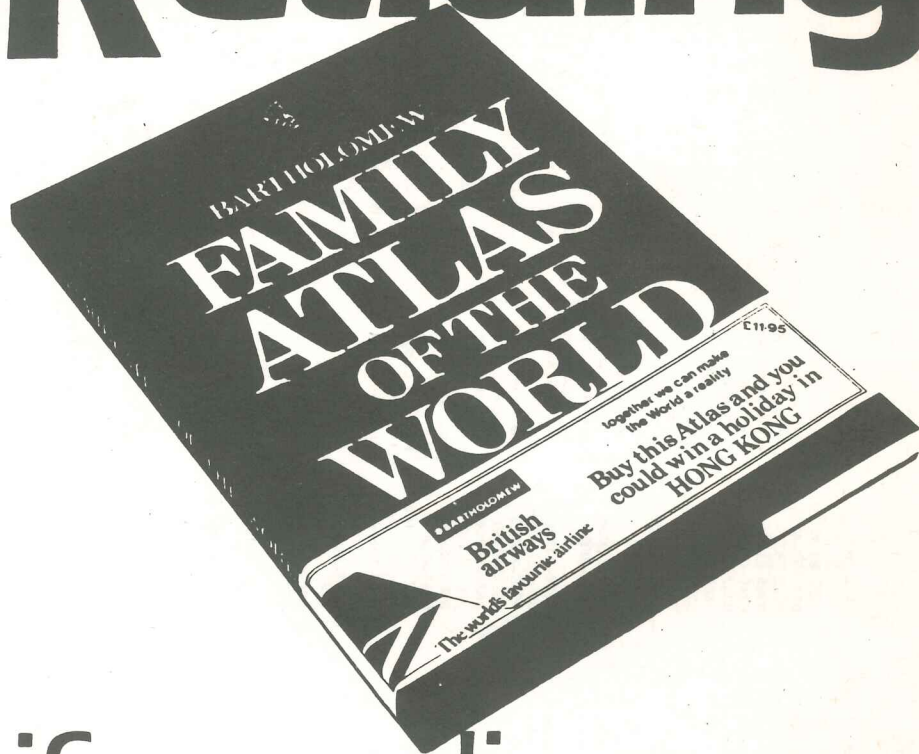
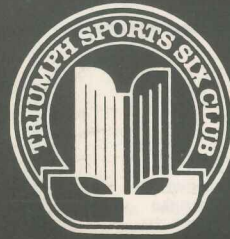


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THE COURIER

the monthly news publication of the
Triumph Sports Six Club **NOVEMBER 1983 No. 41**

BIGGEST TRIUMPH CLUB IN THE WORLD



JET SETTING

T.S.S.C. The Club that's going places....

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EDITORIAL

What makes a car club successful? Many people ask me, how does the TSSC tick? Constant progress due to enthusiastic members, who are enjoying a hobby or every day transport. Whichever, 1984 looks like a year to top all others, with the Club growing larger all the time and new Areas bringing in further organisation. Renewals have given everyone back here a boost with satisfied members giving encouragement. This is bound to give everyone connected with the TSSC the added commitment and enthusiasm to fulfill the tasks in the coming year. Obviously, we have received criticism as well and we will endeavour to act on comments and suggestions, wherever possible. But, apart from one rather mindless letter (you know who you are), most people seem well satisfied with the general running of the Club.

We have received very favourable reactions to the Self Help Scheme, with many people writing in to offer their services (car wise!). To put the records straight, Julie and Jeff of the Milton Keynes Area are responsible for the compilation of this Scheme, Jo and myself have the job of typing and printing the booklet. So, any further additions or alterations, should be sent direct to Julie and Geoff, at the address below:-

**Julie Greenaway
19 Herdman Close
Wolverton
Milton Keynes**

Information of additions/deletions, will be sent in sheet form at various intervals, with a totally up-to-date booklet to be published each year. Hopefully, the Scheme will get bigger and better each year.

Don't forget to come and see me at the Brighton Classic Car Show or the AGM, if you have any points to raise.

**BILL SUNDERLAND
EDITOR**

JOHN KIPPING'S - THE ENTHUSIASTS CENTRE

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INTRO

What can one say about last months Club publications? Fantastic! I know I speak for all of us when I congratulate and thank Bill and Jo for their enormous effort in producing such classy and enjoyable reading.

I was delighted the way the SELF HELP SCHEME booklet has come together and hope you will all make use of this very worthwhile Club service.

Annual General Meeting:

Please note, the AGM is to be held on Sunday 20th November at Gartree Prison, near Foxton, Market Harborough. The meeting commences at 10.00 am and all members are very welcome to attend. Please ensure you bring your membership card. I look forward to seeing as many of you as possible.

Christmas Weekend:

As many of you will know, we have always held a special Christmas Weekend 'do' and for the last 5 years this has been at The Fosse Manor Hotel, Stow-on-the-Wold, Gloucestershire. Due to the fact that I am shortly to commence a new job and various other personal commitments, I do not feel able to organise this for the first time. I would, accordingly, welcome a volunteer, at least for this year. Please give me a ring if you think you can organise this. It would be a pity to spoil a long-standing Club tradition.

John Hill's:

Apart from the new Spares Catalogue which is detailed elsewhere in this magazine, John also goes on to say that they are clearing out and discontinuing the TR side of their operation and concentrating on the smaller Triumphs. They have commissioned the production of some early Spitfire seats and are looking at the production of much better floor repair panels for the Spitfire and GT6.

Thoroughbred and Classic Cars - Classic Car Challenge:

Thoroughbred and Classic Cars magazine was 10 years old in October! That makes you feel old doesn't it! I can remember buying the first issue; yes, that's right, the one with the red MG TC and MGB GT V8 on the front cover. Seems like yesterday.

Anyway, enough of the nostalgia, T & CC have decided to hold a Classic Car Challenge (to become an annual event) - the semi-finals and finals of which are to be held at The Classic Car Show, Brighton. As usual, the TSSC will have a stand at the show (4th, 5th and 6th November, 1983).

The representative of the TSSC in this exciting competition is to be Mike Costigan of Southwell, Nottingham. Mike is something of an expert on particularly pre-war and late fifties/early sixties automobile history. We wish you well Mike.

Triumph Sports Six Club Spares:

Important Notice: Due to a small technical error, my piece on the TSSC SPARES function was miss printed last month. It should have read as follows:

As most of you will know, Jeff Baker took over the mechanical and electrical side of the Club spares from John Kipping in October, 1982. John continued to act as the new Spares Secretary and offered the Club member a quick and efficient service. During his time in office, he has built up a considerable knowledge of our cars and has offered a valuable spares location service when he has been able to help directly.

Naturally, with such a first-class service, things were bound to grow and in the 12 months to May, 1983, he reported to the Council that his turnover had been £14,109.88 Expenditure for the same period was £13,680.47, with nearly all profits, (small as they were) going back into more stock. With this volume of business, John discovered that to continue on a part-time basis would be completely impractical. He, therefore, decided to set up in business full-time and envisages selling at competitive rates with Club members having preferential terms and availability.

What about the Club's spares, you ask:

Jeff Baker, having had nearly twelve months experience of the Club's spares function under the wing of John Kipping, was obviously the right man to continue the job. It is with pleasure that I confirm that Jeff is now the official Club Spares Secretary and has taken immediate responsibility for the stock of Club spares, built up over the years. To ensure the transfer from John Kipping to Jeff Baker was properly conducted, the Council arranged for Eddie Evans (Technical Secretary) to value the stock by visiting the lock-up where it is housed.

I am confident that Jeff will continue to offer the Club an excellent service but please do remember that the job is unpaid and part-time and even Spares Secretaries do like to have eight hours sleep!

All the very best Jeff in your new role and many thanks to you John, for all your hard work during the last eighteen months. I hope your new business will be a similar success.

TITBIT:

In April 1965, 21 year old Wendy and 18 year old Penelope Branford of Scarborough, set off in a 1961 948 cc Herald across Europe to Istanbul. The worst moment of their trip was when they hit a load of yoghurt which had spilled from a vehicle on a treacherous corner! Apparently they got into a dreadful skid. The car was registered YPY 344.

Crash Helmet Labels:

Please note that BSI have introduced a new helmet label with a serialised number system. The label is white printed on a blue background and carries BS 2495-77 Incl. Amend 5 certification. The labels become valid immediately. The previous oval labels ceased to be issued at the end of April 1983 but will continue to be valid until further notice from the RAC MSA.



JOHN M GRIFFITHS

NEWS REVIEW

John Broomhead, Fleece Mews, Bedale, North Yorks, telephone: (0423) 66597 are offering third party and comprehensive insurance service discount for 'our' cars.

John Hill's Limited have informed us that they have recently published a new catalogue which comprises of parts for both the Spitfire and GT6 but also included is a supplement for the Herald and Vitesse owners. We are advised that this catalogue is 'crammed full with technical illustrations' to aid both buyers and anyone undertaking their own repairs. Send for your copy now.

On Offer:-

MK4 Spitfire Bonnets - brand new, ex-British Leyland, undamaged stock in factory primer. Perhaps the last bonnets left in the country? They are of US specification but ideally suited to the UK market, the only difference being the provision for some small side repeater lamps in the front wing.

As you know, if you ordered a Spitfire from the factory with a hardtop, they never included the frame or fittings for a soft top. Consequently, we find that we get many enquiries for the completed hood assemblies and we would advise that we have some genuine British Leyland factory hoods mounted on the folding frames, sold as complete units and these are ideal for somebody who owns a Spitfire supplied with the hardtop only. The price for these completed units is £150 + VAT and any carriage. Alternatively, for those members who have only a soft top and are interested in a works style MK4 hardtop, we do what we call a works copy, made in GRP but it does complete with safety glass side and rear window and an interior headlining. They're much easier to lift but the major consideration is that they are a fraction of the price at £165 + VAT.

Stainless steel oversills for Spitfire and GT6. These give a chrome effect to the sill and they are supplied with a heavy duty aluminium retainer and black plastic strip to fit inside the retainer. On special offer to TSSC members at £19.50 + VAT + carriage at £5.50 + VAT, UK mainland only.

Author Street, Redditch, Worcs B98 8JY, tel: Redditch 20880

Club Events: Jonty Wild, Club Event Co-ordinator

If any events organisers have dates or provisional dates for national/international events, or shows for 1984, please contact me immediately. Thanks. (address on inside front cover).




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SPITFIRE & GT6**

SPARES CATALOGUE

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Hallmarked, hand-engraved, sterling silver pendants and stick pins of Club cars are now available from a TSSC member.

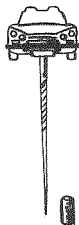
Examples of Spitfire and Vitesse Convertible stick pins, actual size, are shown. The Spitfire features raised bumpers and wheel trims. The Vitesse or Herald is available in Saloon or Convertible versions with raised bumpers, grill, side lights, number plate and 9 ct gold headlamps.

All stick pins come complete with silver protector and pendants hang on a 16" chain. Both supplied in a felt pouch.

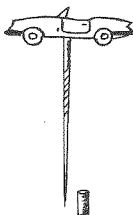
Spitfire Stick Pin or Pendant £10.50

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RECRUITMENT COMPETITION

Below is the list of this years winners. I'm afraid it was necessary to delay publishing to allow time for renewals, as I felt that it would be wrong for an ex-member to win in the draw.

First Prize: For obtaining the most new membes, the cheque for £50 goes to Barry Smith (membership number 83/5461).

Second Prize : For obtaining the second highest number of new members, the cheque for £25 goes to Graham Peacock (membership number 83/5321).

It is good to see the newer members enthusiasm gettings its just reward.

The additional prizes of Halford vouchers to the value of £5, were drawn at the last Council of Management meeting. The draw being out of a hat containing a membership number for each new member obtained. The winners were as follows:-

Neil Barrack	83/4704	drawn by Richard Bruford
Chris Mitchell	83/6268	drawn by B Notley
Simon Elliott	82/4131	drawn by R Drew
David Eaton	81/2116 (USA)	drawn by J Baker
?	77/0016	drawn by J Kipping

Obviously, a Halfords voucher isn't going to be of much use to David Eaton in America, so I'll have to think of something else. Would member 77/0016 contact me a.s.a.p. as I have as yet been unable to find out who you are.

Congratulations and thanks must go to all of the above, especially to Barry Smith and Graham Peacock, who both must have put in a lot of effort. I would also like to thank the following members, all of whom came close to winning:-

Colin Harrison	79/1020
Peter Gabbott	80/1247
Leon Guyot	81/2119
Lionel Marshall	83/5376
Julian Hadlow	82/5126
Yvonne Beardsley	83/5421
Rouston Hoggarth	83/5808
Brian Walters	82/3760

If it is within my power, I'd give a prize for consistency to Leon, who has appeared in the 'top ten' figures for the last 3 years.

In conclusion, I am very pleased with this years competition, it has brought in even more new members than last year and, of course, they are still coming. In fact, I am still getting 10 - 15 enquiries/new members every day. I would like to thank everybody who has taken part in this years competition and made it such a success - please feel free to go on using the windscreen leaflets. If you need more, either contact me at the address below or contact Trudi Squibbs.

Jonty Wild
33 Brookmead
Meppershall
Shefford
Beds SG 17 55A

AREA LIAISON OFFICER

I have no less than four new Areas to report this month:-

ANGLESEY/N.W. WALES, contact Ian Bird of G.E.S. RAF Valley, Gwynedd, Anglesey.

NEWPORT/S.E. WALES, contact Tim Frenzel of 7 Herbert Avenue, Pontymister, Risca, Gwent.

YEOVIL, contact Andy Topp, 2 Limerick Villas, North Street, Milbourne Port, Sherbourne, Dorset.

READING/BASINGSTOKE/NEWBURY, contact Norman Smith on Tadley 4629. Meetings for this area will be at The Badgers Wood, Baughurst, nr. Aldermaston on each third Wednesday of the month i.e. 16th November.

Lastly, a plea to ALL Area Organisers; please send me your nomination forms as soon as possible (they were printed in the last Courier).

Good luck to the new Areas.

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Is vehicle kept in locked garage? YES/NO	Occupation 1	
If NO, Parked on road/off road	Occupation 2	
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COMPETITION SECRETARY

OOOPS!

There was a mistake in my results for Goodwood in the last Courier. My apologies to Geoff Gowers who in fact won the standard class (in his first event), with me now in a close second place after the bogey times were taken into account.

BAD NEWS

David Young has written off his GT6 **on the road** and it does not look likely that he will be able to take part in the remaining rounds. Hopefully he will have it rebuilt, or another car, for next season (no, no not an Imp).

GOOD NEWS

David Young has taken up my offer to share my car at the remaining rounds and, with David at the moment beating me in the Standard Class, it will be an interesting finish to the season.



YES I AM A T.S.S.C. MEMBER. BUT HOW DID YOU KNOW I WAS A VITESSE MAN?

IMPORTANT NOTICE TO ALL HILLCLIMB AND SPRINTERS

The end of the season competition forum will take place at 6.30 pm, Legends Wine Bar, Chertsey Road, Woking, Surrey on December 9th. Presentation of this year's awards and plaques will take place there, also the rules and regulations will be decided for 1984 and it is important that everyone who is intending to compete next year, attends this meeting as all important decisions will be decided by votes. Also, anyone who is interested in racing of any kind will be welcome.

You must let me know by December 1st, who is going to attend because attendance figures will have to be known and eating arrangements made. Please contact Kevin Ginger, tel: 01-653 0303 or Paul Lucas, tel: 02404-3549, as soon as possible. Thank you.

RACE REPORT - ROUND 10, NORTH WEALD, ESSEX

HILLCLIMB AND SPRINT CHAMPIONSHIP

Ten drivers lined up for this crucial round. They were Kevin Ginger, Paul Lucas, Ian Butterworth, Trevor Shakespeare, Dave Young, Andy Ridgewell, Julian Mendus, Paul Unwin and Bill Haseldine. Jeff Gowers was also entered but was unable to appear due to his car breaking down 2 days previous; also Dave Young had to share Trevor Shakespeare's car after writing his GT6 off one week previous. Full marks must go to Trevor Shakespeare on his kind invitation. Practice was very wet and slippery and we saw Paul Lucas spinning 3 times in one lap and Kevin Ginger spinning once. Otherwise, everyone else drove confidently and surefooted. First runs of the day saw Paul Lucas take the lead in this round of the Championship, in the modified class and Trevor Shakespeare in the standard class but, by the end of the day, Kevin Ginger had managed to snatch the lead in the modified class and Trevor Shakespeare had managed to hold the lead in the standard class.

Fortunately, everyone remained unscratched from this round of the championship, as had not been so common in many of the previous rounds,

<u>Class</u>		<u>Times</u>
B	Kevin Ginger	66.79
B	Paul Lucas	67.21
B	Ian Butterworth	71.83
B	William Haseldine	75.74
B	Andy Ridgewell	76.44
B	Julian Mendus	78.64
A	Trevor Shakespeare	74.89
A	D Young	76.24
A	Paul Unwin	81.26
A	Geoff Gowers	Non starter

ROUND II, GURSTON DOWN, SALISBURY

7 drivers were entered for this meeting: Paul Lucas, Kevin Ginger, Trevor Shakespeare, Richard Bruford, Martin Brown, Ian Butterworth and William Haseldine. As usual wet weather set into Gurston at this time of year, which made the beginning of practice very slippery but had dried out before the end of the practice session. This saw Kevin Ginger unofficially break the class lap record. Everyone else put in good practice times, especially Martin Brown and Trevor Shakespeare in the standard category. First runs of the afternoon saw Bill Haseldine break down with a loose HT lead. By the time they had cleared the track, the rain had started to fall again and left everyone else in the class with a wet run. This Paul Lucas managed to lead by 4/10ths of a second. By the start of the second runs, the track

had completely dried out and the times started tumbling. Both Paul Lucas and Kevin Ginger broke the class lap record officially; Kevin Ginger by 8/100ths of a second faster than Paul Lucas to take the class win. Everyone else was also exceedingly quicker than their first runs, notably Martin Brown and Trevor Shakespeare, both in standard cars, who returned 47 second runs and 48 seconds respectively. Absent from this meeting was John Griffiths, apparently having gearbox problems? Unfortunately, no times are at hand at the present but these will follow in a later edition.

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Will be held at The Metropole Hotel, Brighton over the weekend of 4th, 5th and 6th November and the TSSC will have a stand. The standard (SIC) of our cars is on par with the best, so come along and take a look. Apart from the Triumphs there are other fancy motors on show, plus autojumbles, literature etc., and the London to Brighton old crocks run on the Sunday. A good day out or come for the weekend, you'll not regret it.

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545037	Herald 13/60	Handbook 2nd edn	£5.00
508073	Herald Convertible	Special Parts Cat. supp. no. 1	£2.00
511236	Vitesse 6	Handbook	£3.25
545189-74	Spitfire 1500	Handbook Oct. '73 1st edn.	£5.00
511242	Spitfire MKI	Handbook	£4.00
512915	Spitfire MKII	Handbook	£5.00
RTC 9110	Spitfire 1500	Parts Catalogue '74-'78	£12.00
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RTC 9230B	Spitfire 1500	Workshop Manual	£16.00
512944	GT6	Handbook, 2nd edn. MKI	£5.00
515754	GT6 MKI & II	Parts Catalogue	£12.00

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HERALD REGISTER

CHRIS LONGHURST

Know Your Heralds - Standard-Triumph Gazel

The Triumph Herald, in various guises, was produced in India from 1960 until the 1980's. The cars were badged as Standard Heralds in their earliest forms and as Standard Gazels in later form. They were produced by the Standard Motor Company of India, initially from components imported from the UK but later from Indian manufactured items. The Gazel is a four-door Saloon (fig. 1), built on a modified 948/MK1 1200 chassis and fitted with a live rear axle in place of the 'infamous' independent rear suspension.

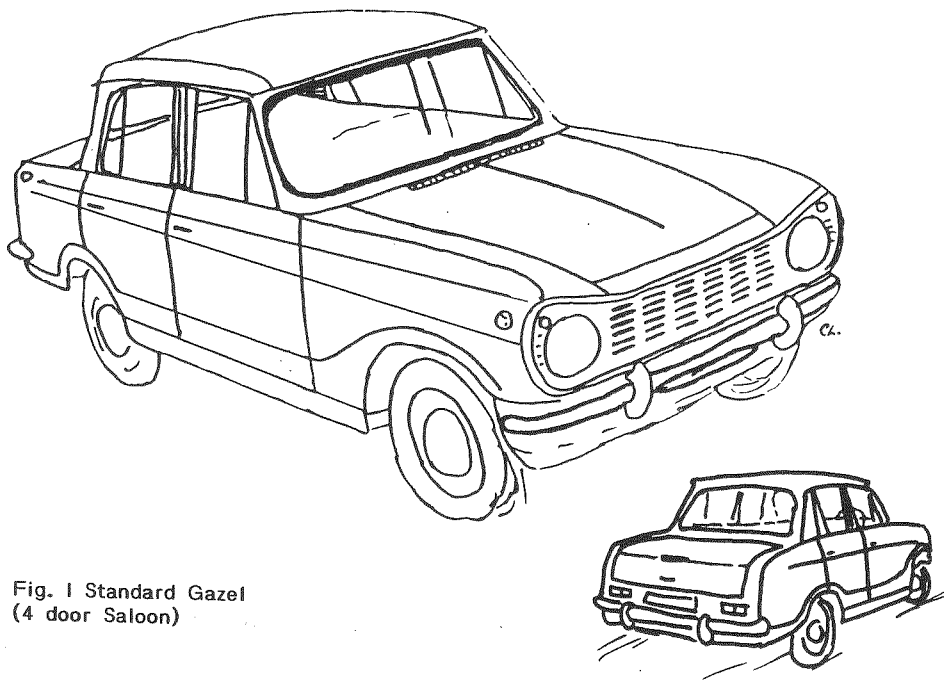


Fig. 1 Standard Gazel
(4 door Saloon)

Chassis/Body

The chassis frame is illustrated in Fig. 2. The front end is identical to that of the 948/MK1 1200 cars, with parallel rails to the bumper bars, steering rack mounts and engine mounts incorporated on the chassis front crosspiece and no moveable gearbox mounting. The rear end has been altered to take a live axle and coil springs; the rear crossmember is tubular instead of box section. The boot riggers are unchanged apart from the addition of mounting points for a rear anti-roll bar.

The body is modified to that of a four-door saloon (a configuration which was explored by Standard-Triumph in the UK in the early 1960's) and to incorporate this modification, the rear line of the roof has been altered (Fig. 1). The back end of the car has been reshaped and squared, the familiar Herald tail fins being eliminated. The front end of the car is highly altered from that of the 13/60. The bonnet no longer tilts forwards and access to the engine bay is through a conventional rear hinged bonnet. The wings are 13/60 pressings (and retain mouldings for bonnet clips!). The grille is not 13/60 but appears to be unique to the Gazel. Generally the car retains the floor pan, etc. of a 948 Herald. The front valance and side valances are still detachable panels but the rear valances are now part of the designed back end of the car.

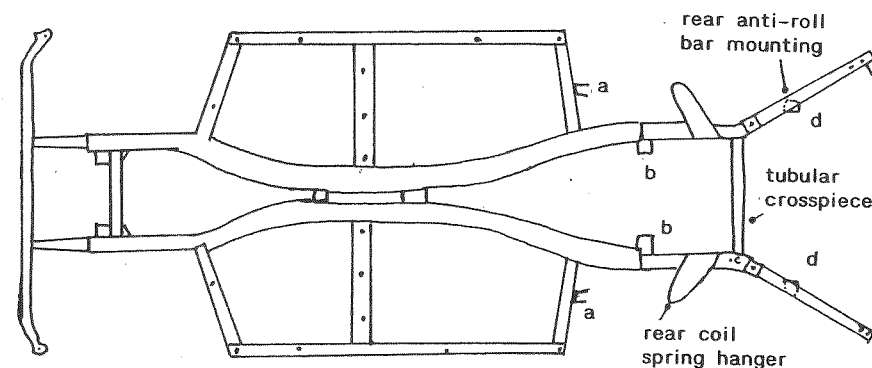


Fig. 2 Standard Gazel Chassis

(a,b,c,d, - rear suspension location,
see Fig. 2)

The vehicle length (3.94 m) is the same as a Herald and the width is also unaltered at 1.52 m. The height is slightly increased, 1.47 m compared with the Herald Saloon's 1.32 m.

Engine and Drive Train

All Indian Heralds are fitted with 948 cc units of 7.2:1 CR, giving 35 (nett) bhp. The Solex fixed jet B30PSE1 carburettor is fitted, with an 'oil bath' type air filter. The gearbox ratios are (1st) 4.27, (2nd) 2.46, (3rd) 1.45, (top) 1.00 and reverse, 4.27; these connect through to a 4.87:1 hypoid differential unit. The selector extension is omitted from the gearbox, the selector lever going 'Straight into' the box (similar to the Standard 8 and 10?).

The maximum speed is claimed to be 71 mph and fuel consumption 28.2 mpg. This atrocious figure probably due to the weight of the vehicle (910 kg). Compare that with 815 kg of a larger engined 13/60 Saloon!

Front Suspension

The front suspension and steering are identical with that of the 948 and early 1200 cars. The only modification I can find is that the grease nipple for the vertical link/trunnion is drilled into the base of the brass trunnion housing and is not in the link itself. Grease, instead of EP90 oil, is recommended as a lubricant here.

Rear Suspension

Probably the most interesting aspect of this Herald derivative is the scrapping of the fixed differential, transverse spring independent suspension in favour of a more 'conventional' banjo-type live axle, located by arms to the chassis and fitted with coil springs. The chassis modifications to take this system can be seen in Fig. 2 and the axle suspension arrangement in Fig. 3.

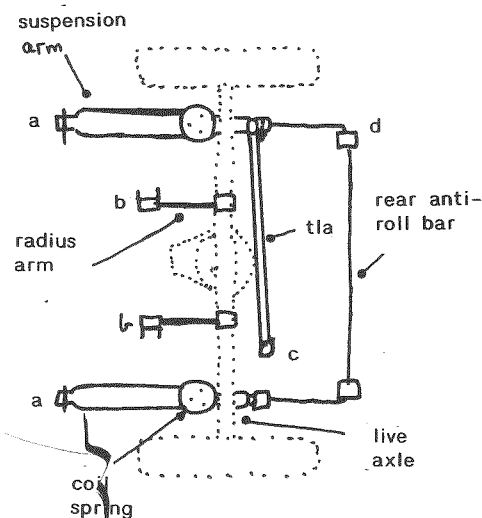


Fig. 3 Rear suspension layout

(plan view)

tla - transverse locating arm. a,b,c, - location points on chassis (see Fig. 1).

The layout bears a strong resemblance to that of the Triumph Toledo, the differences being in the positioning of the radius arms and the lack of a transverse arm and rear anti-roll bar on the Toledo. The origin of the axle itself is obscure, the ratio suggests a Standard 8 origin (and is the same ratio as the 948 Saloon), although the casing could be from the Toledo; the 8" rear brake drums might suggest this as a source.

The use of the original Herald front differential mountings for the radius arms and Herald radius arm mountings for the rear suspension arms, has saved major design of location points (Figs. 1 and 3).

Brakes

The brakes are 8" drums all round (the 948, 1200 and 13/60 have 7" rear drums). The handbrake is mounted on the doorside of the driver (the steering wheel is positioned as in the UK). This positioning of the handbrake is probably to allow the fitting of a front bench seat so the vehicle can be used as a taxi!

Interior

Full details of the interior are not available but it is likely that two types were available; a (5-seater) version with separate front seats and a (6-seater!) version,

with front bench seats. The gearlever position and four-door layout would make the 6-seater version a feasible proposition.

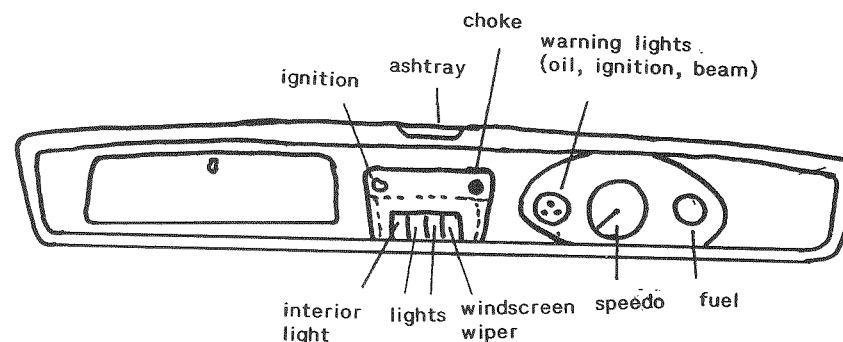


Fig. 4 Dash panel of Standard Gazel

The dash panel (Fig. 4) bears a resemblance to that of the 13/60, with separate speedo and fuel gauges and ashtray on top of the panel. The light switches are curious affairs, best described as 'piano key type' and are in a recessed panel in the centre of the dash. This panel also contains the choke and ignition lock. In front of the driver is an oval panel containing three 'dials'. The first is a cluster of warning lights, centrally a speedometer (in km) and on the right, a fuel gauge. The controls on the steering column are 'normal' Herald type.

Service Intervals

The recommended service intervals are listed below and compared with the UK, I hope a grease gun was standard issue in the tool kit!

	India	UK (1200 cc)
Engine oil change	1,700 miles	3,000
Grease:		
steering box	870	12,000
ball joints	870	N/A
trunnion	870 (grease)	6,000 (oil)
rear hubs	870	12,000
Change front hub grease	6,500	12,000
Gearbox top-up	870	3,000

And finally, a warning from the Owners Handbook to would be Gazel drivers - "Avoid pinging and driving on clutch"!!

HERALD ESTATE REBUILD

Some of you may have wondered what was happening to the 1200 Estate rebuild. Progress is still being made; as you can see from the photograph (on following page) the body is now on. By now the inside has been painted, the trim, etc. fitted and the roof put in place. Next month I hope to cover repairs and 'leak sealing' of the rear body section.

Dangerous Projections!

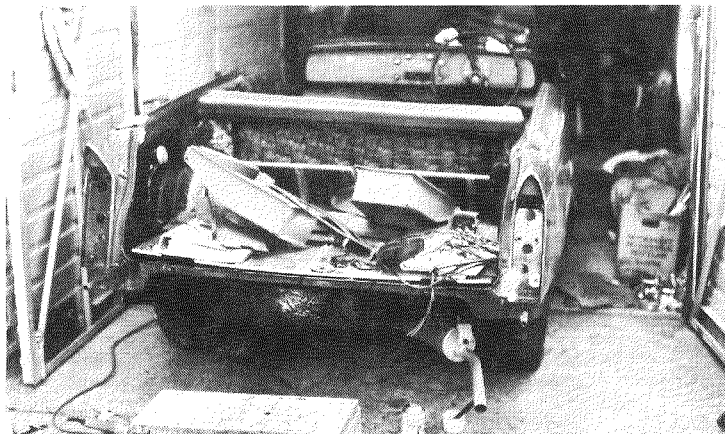
One of our members, Vic 'Seven Cars' Milford, was recently prosecuted and fined £50 + £10 costs, for driving a vehicle in a "dangerous condition". He also had

three points endorsed on his driving licence. The rubber bumper and metal bumper attachment strip had fallen off of his I200 Estate, leaving a ragged edge on the rear quarter valance.

If this happens to you (and it's not exactly a rare occurrence, judging from some cars I've seen!), remove the valance - it is only bolted on. Holes at the bottoms of the doors, flapping wheel arches on bonnets and holes in chrome overriders can also be regarded as dangerous. Holes can be covered with thick tape until 'proper' repairs can be carried out.

The minimum fine is £50 - you can buy a new set of rear valances for less than that. Vic also tells me that the maximum fine for driving a vehicle in a dangerous condition is £500 which could buy you a Herald in very good condition!!

Herald Rebuild



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BOND REGISTER

CHRIS GARDENER

The register now stands as follows:-

<u>Model</u>	<u>No. of cars</u>	<u>Unknown cars</u>
2 + 2	8	a) PCG I46 G, Mr Stephenson of Harrow
GT4S	47	b) Unidentified I600cc GT4S, Mr P Barrett-Kinsbury of Broadstairs
GT4SI300	28	
2-Litre MK1	41	Info. on these would be appreciated
2-Litre MK2	27	
Convertible	35	
Model unknown	2	
TOTAL @ 1.10.83	188	

I would appreciate information of Bond serial numbers. It is from these that the build date of the car can be ascertained, the commission no. simply being the engine no. with a 'B' prefix. The commission no. can be used to check whether the engine is the original but it is the serial no. which is the identity of the car. Incidentally, 88 of the I03 6-cylinder cars are listed as retaining their original engines. Not bad for cars which are 13 to 16 years old.

Most Bond Equipe owners are aware that certain minor body components are taken from other cars and can probably be obtained from dealers, as long as you do not utter the fatal words 'Bond Equipe'.

These words will guarantee you blank stares, or perhaps faint glimmers in the memory. "Oh, you mean the 'Bondy Quip', don't you? Haven't seen one of those things for years. Don't know why you bother with it. Now, I've got a nice second hand I600 Cortina for sale, only £3,000"

Restrain yourself, the magistrates are tightening up on GBH! I used to get this sort of lip for my local garage until last week, when the proprietor tested the car himself, having done some work to the brakes. When I went to collect it, he summoned me to his office with a beckoning finger. I sidled in, expecting the usual chastisement for its condition (it lacks one or two detail features - paint, for instance) but a manic grin spread over his features. "xxxxxx goes, doesn't it?" Rather pleasing coming from one whose everyday transport is a 7.2 litre Jensen Interceptor!

To return to the point, here is a list of components which can be found on other cars.

<u>Component</u>	<u>2-Litre</u>	<u>GT4S</u>
Rear bumper	Triumph I300	N/A
Air intake trim	Triumph 2000 MK1	Triumph 2000 MK1 (posers use 2.5 MK1)
Headlight surrounds	Triumph 2000 MK1	Triumph 2000 MK1
Radiator grille	Bond 875 MK2 (doesn't help does it?)	N/A
Tail lights	Cresta PB	HA Viva SL90
Bootlock	Triumph I300	Herald

Component	2-Litre	GT4S
Fuel tank	Herald Estate	N/A
Fuel filler cap	GT6 MK2, Stag, 2000 Estate	Spitfire, GT6 MK1 or 2
Door handles	Spitfire MK3 MGB (!)	Herald
Sidelights	Vitesse	Vitesse
Door sills	Vitesse	Vitesse
Roof heater rail	Vitesse	Vitesse
Roof rubber seal	Vitesse	Vitesse

This summer has been notable for the appearance of several smart Bonds, particularly the white Convertible TAE 6IIG, the metallic blue Saloon BMG 9H, (both of which were entered in the Donnington concours, the Saloon being third in class) the Convertible RLG 545 H and the Saloon PHP 116 G. These spring immediately to mind, although there are more besides.

BMG 9 H and RLG 545 H were both rebuilt by Triumph Restorations (Richard Beswick) of Bolton. He is shortly to rebuild by ex-works 2-Litre MK1 Saloon, which has not seen the light of day since August 1980. It is fitted with MK2 engine number 2 (HC50002HE), the first such engine supplied to Bond. However, the car was old enough to have rotted its A-posts clean through by August 1972, thus giving the lie to its registration date of October 1969.

One car which I have failed to trace as yet is a particularly eye-catching yellow Saloon, VUE 288 H. I photographed this car on the canal bank at Rugby last summer. Apparently, the owner was out in his boat. The people from the next boat told me that the owner was from Thame and moors his boat at Rugby. Does anyone know the car or its owner? It is in outstandingly good condition, with several subtle modifications. It is not, however, on the register.

Owners will be pleased to know that a small trial batch of 2-litre doorskins is on order at present. If they are satisfactory, I plan to make them generally available. Also, I am in the process of having priced the manufacturer of intake trims for the bonnet. These are taken from the Triumph 2000 MK1 and are now officially obsolete. They are a particularly cheap and nasty mazak casting, which pits horribly. Therefore, new ones would be cast in brass. I have contacted the Triumph 2000 Owner's Club, who have no supply of these items and do not know of any source of them. I am hoping that we can keep costs down by manufacturing sufficient to meet their demands as well as ours.



TECHNICAL HELP

EDDIE EVANS

Last Revs

Q. Several people are of the opinion that when stopping the engine it should be revved up before switching off in order to leave a charge of petrol in the cylinders to assist the next start. Is this a good idea or just an "old wives tale"?

A. Some people do this in the belief that it will help cold starting in the morning, on the grounds that there will be a good fuel mixture already in the cylinders. I don't go along with this as I see it, the extra fuel will serve to wash oil off the cylinder bores, so increasing the wear rate on start-up; whilst the excess fuel would condense onto the cylinder faces and spark plug points, so hindering start-up.

Advance Curve

Q. Can you advise me if it is possible to adjust the ignition advance curve on my MK1 Vitesse, as I intend to fit some tuning parts and have been told the advance curve should be altered to suit.

A. The distributor advance curve is dictated by the strength of the springs controlling the centrifugal weights beneath the distributor base plate. The springs are not adjustable so you will have to substitute them for an appropriate pair and, unless you can find a tuning specialist to advise you which springs will fit your particular state of tune, then you must test by trial and error on a rolling road.

Boring Info.

Q. I have had to strip my engine to replace a damaged piston and have now removed the remaining pistons to check bore wear and fit new rings. What should the bores be? How much wear can I have without a rebore? And in which order should I fit the piston rings?

A. As you do not say which engine you are working on, here are the nominal bores for all the Club engines:-

948 cc - 2.480"; 1200 cc - 2.728"; 13/500 cc - 2.900";
1600 cc - 2.628"; 2000 cc - 2.940"

If the bore shows more than .010" wear, then a rebore is needed. Most wear is likely to occur across the engine, i.e. at 90° to the crankshaft.

The piston rings consist of two compression rings and an oil control ring. The square faced compression ring fits in the top groove and the tapered compression ring fits underneath with its largest diameter at the bottom. The oil control ring with its two ridges fits in the bottom groove. Use a compression tool when fitting to avoid cracks which may cause fracture after the engine is assembled.

Dodgy Steering

Q. I have recently bought a GT6 which I am very pleased with, except I cannot keep it in a straight line without constantly correcting with the steering wheel. This becomes worse at high speeds, though cornering is perfect at any speed. I have also noticed the steering wheel does not 'self centre' after turning a corner. There seems to be no looseness in the steering rack or column and track-rod ball joints are OK. I have been told the castor angle is wrong, could this be right and if so, how do I check it?

A. The castor angle does affect the self-centering effect of the steering but it is not the cause of your troubles.

The fault lies in the steering swivels (or trunion assemblies) which locate the vertical link to the wishbone. The swivels are sticking so that when a minor bump moves the wheels on a straight road, they stay in the new position instead of self-centering. The car then steers off course and you have to correct it. The faster you go, the more the car veers off course before you realise correction is required. Either the swivels have not been lubricated or (just as bad), they have been lubricated with grease instead of oil. Use a grease gun to fill the swivels with 90EP gear oil until it flows out of the rubber seal at the top of the trunion, taking care to keep oil off the brake disc. This should do the trick, otherwise you will have to dismantle the trunnions for inspection and cleaning, or renewal.

If you have a reply to a letter in The Courier, please forward to the Editor for publication in the next issue. If you have a technical letter, send it to the Technical Secretary, Eddie Evans and he will answer through the pages of The Courier, giving everyone the benefit of his advice.

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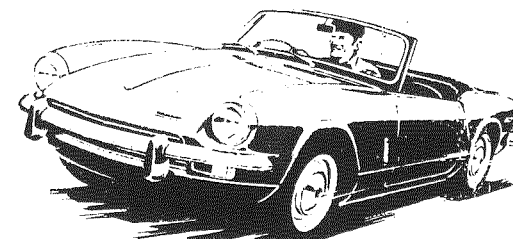
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2.5 PI CONVERSION FOR GT6 MARK 3 FROM C M CHADWICK, HAMPSHIRE

Readers of The Courier may be interested in the following details of a 2.5 PI conversion for a GT6 which I carried out with the intention of eventually using the car for competition. The task was harder than I imagined but I found some short-cuts which could prove useful to others engaged in a similar conversion.

Engine: I used a reconditioned engine from a MK2 Triumph 2.5 PI Saloon. It had a gas-flowed cylinder head and a 150 BHP camshaft but had only a Simplex timing chain, not the Duplex chain of the TR engine. I retained the fan that came with this engine. The front engine mountings are not employed in the GT6 and can be cut from the block. Alternatively they may be left in place since they do not foul the chassis and are inconspicuous. I used the 2.5 PI sump, which required no modification.

Exhaust: I retained the SAH exhaust that I had used with the original 2000 cc engine.

Inlet Manifolds: I used the manifolds, injectors and piping that came with the 2.5 PI engine. The manifolds are interconnected and fed with air from a 3½ inch steel tube. The latter tube has a small pipe that runs to an air-bleed screw on the front manifold. The pipe fouled the bonnet and, therefore, had to be shortened by an inch. This should not be necessary for a Vitesse. I mounted an air filter on the right side of the radiator as in the TR6.

Distributor: The GT6 distributor is not compatible with the 2.5 PI engine. Moreover, the 2.5 PI Saloon distributor has no tachometer drive. I, therefore, obtained a TR6 distributor which did the job admirably. Remember, the distributor weights and springs must be compatible with the camshaft and metering unit. However, changing the springs and weights is a mere 20 minute job with the distributor off the car. I obtained an appropriate metering unit second hand.

Cooling: The water-heated GT6 inlet manifold had to go, so I arranged a system whereby water passes from the heater valve to the heater, thence via a brass pipe mounted along the right hand side of the engine, to the standard intake behind the water pump. I retained the GT6 radiator and water valve. However, the heater water valve fouled the rear manifold and could not be screwed home, so I mounted it on a 1 inch metal extension pipe with a suitable thread at each end. Overheating was always a problem with my 2000 cc engine but the present system works well and the 2.5 PI engine in fact runs a little cooler, much to my delight.

Fuel Pump: I bought a Bosch pump and mounted it beneath the boot floor, a location which improves cooling and lessens the noise within the car. The TR6 or 2.5 PI fuel filter was too big to mount anywhere so I fitted an in-line filter from a Saab 99 fuel injection system. These are about the size of a bar of soap, have an inlet and outlet pipe and are wholly disposable during a service. Fuel runs by gravity from the standard outlet in the bottom of the tank, to the filter and then to the pump. For the high pressure side of the system, I used standard high pressure flexible hose. I mounted the pressure relief valve (PRV) on the wheelarch behind the trim.

Too low pressure fuel lines are needed to return excess fuel from the PRV and metering unit to the fuel tank but it is NOT necessary to drill the tank, to solder or screw in unions. Instead I passed the two flexible hoses through tiny holes

made in the rubber pipe between the fuel tank and the petrol locking cap. The rubber forms an excellent vapour seal and the outlet of each hose is down inside the bottom of the tank.

Gearbox and Clutch: I decided to use a TR-type box as the best way of achieving reliability with an engine putting out 50% more torque. Simply, it was designed for the job. It fitted beneath the standard GT6 fibreglass gearbox tunnel, although I had to remove the sound-deadening foam first. Nevertheless, it is much a quieter box with no whine in the low gears. The gearstick protruded at exactly the right place. My box came with an A-type overdrive (the strongest of the lot) but I had to exchange this for a box with J-type overdrive because the A-type fouled the chassis. The J-type box fitted well but I was obliged to make incisions in the transmission tunnel in order to raise it by ½ inch to clear the propshaft sufficiently. Plates can be welded into the incisions. The modification had little effect on subsequent refitting of the carpets and trim and is easily reversible should I wish to refit the GT6 gearbox. I had the propshaft machined and shortened to fit the J-type gearbox /overdrive. The gearstick was a problem but I used an overdrive GT6 gearstick with the bottom 2 inches cut away and replaced by the same length of TR6 stick to make it fit the TR box. It was necessary to chrome weld the gearstick since it is made of chrome steel and normal welding would not suffice. I ran electrical lines from a fused circuit to the overdrive.

The clutch is easy: The standard GT6 clutch is the same diameter as that fitted to the TR sports cars and large saloons but the PI models have a larger input shaft. Therefore, you can use a standard GT6 clutch with a gearbox from a Triumph 2000 saloon. However, a different clutch centreplate must be used with a box from a TR6 or 2.5 PI saloon. Otherwise the clutches are identical. I mounted the slave cylinder on brackets bolted to the bellhousing so that it lay on the left hand side of the gearbox beneath the fibreglass gearbox tunnel. The clutch piping was difficult since the TR6 employs larger bore tubing. However, I soldered a length of GT6 piping to a shorter length of TR6 pipe and the rest was simply bending and screwing up unions. It feels just like a standard GT6 clutch, light and easy.

Characteristics of the car: The main feature is the tremendous torque acceleration. The high gearing and extra power make it a very fast and long legged car. I could detect no difference in smoothness between the 2000 and 2.5 PI engines but the exhaust note is now much harder. Next I intend to install inertia and master switches for the fuel pump in the interests of safety.

STOP PRESS

NORTHAMPTON AREA NEWS, IAN AND VAL MCKEGGIE REPORT:

As has been needed for too long, the Northampton Area is now in full swing. This is the old South East Midlands Area which has now moved to a new venue: The Stags Head, Maidwell on the A508 Northampton to Market Harborough road. The last meeting decided that Val and I should run things. This will be a real fun Area, with spontaneous games and things, i.e. at the last meeting, there was a quiz, raffle, tug-of-war, arm wrestling and this is just the beginning. Our Treasure Hunt was a great success too. See you on the third Wednesday of the month - come on all you Northants lot!

PEN TO PAPER

LETTER FROM NICHOLAS LORD, HOUNSLOW, MIDDLESEX:

As the proud owner of a fully restored MKII Spitfire MKIV, (having gobbled all my pay for two years!) I read with interest an item in the October issue of 'Classic and Sportscar'.

For readers who do not take this magazine, it prints a price variation (- or + %) for the past year for most sports cars. It is gratifying to see that the top three cars are:

1. Lotus 7 + 21.4%
2. Spitfire MKI,II and III + 19.1%
3. Spitfire MKIV + 18.8%

LETTER FROM ALAN TIDSWELL, COLWYN BAY, CLWYD:

I am in the process of restoring an Equipe GT4S and need to replace the doors. Maybe the purist wouldn't agree but I would like to put fibreglass doors on if possible. Does anybody know if or where I can purchase any?

Please telephone me evenings or weekends on 0492-46981 if you can help.

LETTER FROM NEIL DIXON, GENEVA, SWITZERLAND:

Recently, having to rebuild the back axle of my Spitfire 1500, I found some trouble in finding the correct half shafts to suit the car. I had acquired a set off a scrapped MKIV only to find out that these are 2 to 3 centimetres shorter than the ones on the 1500. Just to warn any other 1500 owners - beware of spares from MKIV's.

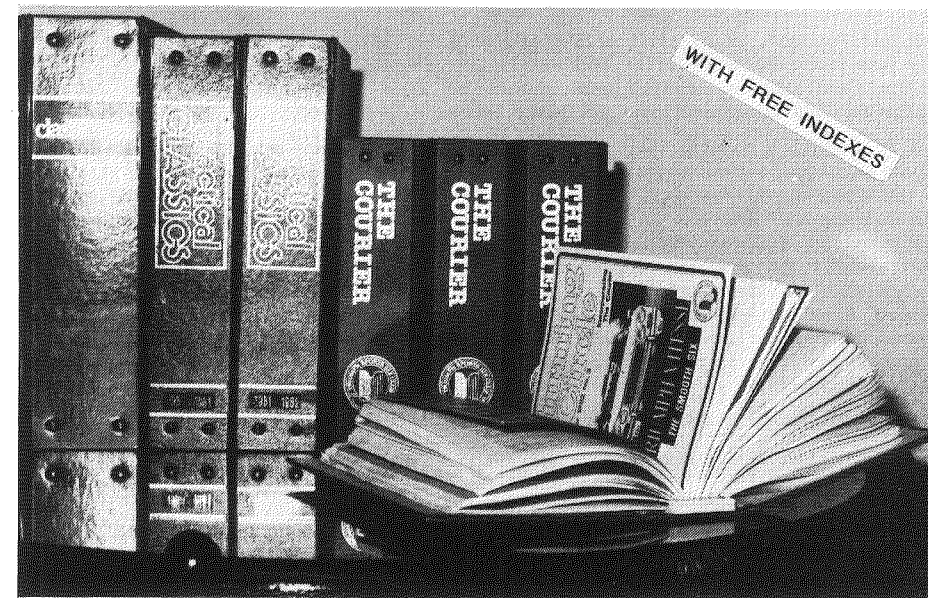
LETTER FROM P J BUTTERWORTH, BOURNEMOUTH:

I would be grateful for some advice as to where I might obtain a Duplex timing chain and associated camshaft and crankshaft gearwheels for my Spitfire MK IV. How much do they cost? Do any other Leyland engines use this tupe of chain as standard and which could I fit firectly onto mine?

Do the oil coolers, as used on MG's, fit easily onto our cars or is an expensive conversion kit necessary? Presumably the one on the 1500 Midget should fit on OK. Finally, is it possible to purchase a Smiths oil pressure gauge which matches exactly the other gauges in my MKIV? If so, where from and how much?

I know our cars are excellent but there is always room for improvement but, unfortunately, I have yet to see an article in the Club magazine which covers these mods. I have mentioned some above which I wish to do but others which spring to mind and which could be common to our cars are:-

1. All aspects of uprating our engines e.g. can you use a cam from a MKII in a MKIV and what sort of improvement would this give in performance?
2. Which is the best ratio diff. to have for performance, economy etc.?
3. Are electric water fans worth the time and money? Which is best, cheapest, easiest to fit?
4. Are stainless steel oversills a good idea? Where can you get them? Can you get stainless steel treadplates?



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5. Does anyone make stainless steel high performance exhausts? How long should they last? Is the increase in performance worth it?

One last thought, as a result of the charging for adverts, there seem to be noticeably less spare parts on offer and hardly any 'wanted' ads at all. Surely, as part of the Club service, wanted ads. should be free to members and perhaps only charge for spares adverts over so many times.

This is meant as constructive criticism and I do appreciate the hard work which is put in to produce the magazine, which is otherwise an excellent production. Keep up the good work.

(Mr Butterworth and any other interested member, revenue from advertisements in this magazine plays an important part in the 'running costs' of this monthly publication. As you can appreciate, these costs (including postage) now take a considerable cut from the yearly subscriptions - which I am sure you will have noticed, have not increased this year - and the Committee of Management felt that a nominal fee for advertisements would be quite acceptable. Should you wish to pursue this matter further, please be kind enough as to attend the AGM later this month. **Editor**)

LETTER FROM R W BROWN, BEDFORD:

May I, through the columns of 'our mag', thank the unknown Club member who rescued my car keys from the near side door of my Vitesse and handed them safely to the car park Control Room in Oxford, on the 28th September. It was fortunate that he or she found them, for it may have been that, with the loss of my vehicle, I should have ceased membership of the Club!

LETTER FROM ALEXANDER, HAMBURG, WEST GERMANY:

I write in answer to the letter from Mr P Trelever, as I have recently fitted a Spitfire MKIII body shell onto a GT6 MKII chassis.

Fitting is quite an easy operation as it is only a matter of bolting it on and the suspension, bonnet, gearbox etc. are left in place and only the harness has to be changed. But, if the GT6 has the lower wishbone rear suspension with rubber doughnuts, you've got to cut the upper mountings away from the rear shock absorbers in the rear wheel arches of the GT6 chassis, or buy new ones (parts no. 714655LH, 7146J6RH if available). Then weld them into the wheelarches of the Spitfire chassis as it is impossible to use the GT6 frame as an upper damper mounting, because of the missing space taken by the rubber doughnuts.

It is then very useful to weld in a cross member between the wheelarches under the front of the petrol tank, to prevent a loss of rigidity (compare with part no. 817379, plate T29 in GT6 MKIII Parts Catalogue).

LETTER FROM DAVID HARDING, LEIGHTON BUZZARD, BEDS:

Lest anyone should think that I have already murdered one of the Club cars, please note that I still have a MKII Vitesse Saloon that is later than the 'latest' recently published. It's chassis number is still HC 57952 DLO. It still has overdrive and sunshine roof etc. All these details were on my renewal form, honestly.

I still intend to build a kit-car when cash allows (approximately 9 months I think) and would still surrender the car for the right inducements.

By the way, there have been a number of 'How to change Rotoflex couplings' articles. Note that it is possible to leave the inner drive shafts in situ. By successfully locking/unlocking the brake and rotating the drum as necessary, all six Rotoflex bolts can be removed. This is especially useful knowledge if you do not have a gorilla sized vice and bench handy. If the bolts are very tight, use a good ring spanner (with suitable lever to keep it properly on the head) with a jack at the other end.

LETTER FROM N G PARRY-JONES, EASTLEIGH/SOUTHAMPTON AREA:

The following comments were made on the reverse of a membership renewal form recently and we felt they may be of interest:-

1. Can you advise me if there are nay TSSC members in the Eastleigh/Southampton Area? Apart from the Club magazine, I have little or no opportunity to meet my fellow enthusiasts and I would like to alter the present situation accordingly.

2. Can the TSSC offer any service to owners attempting to restore their cars, in addition to the supplier's advertisements in The Courier? I really do need some help to restore my car - not actual help (i.e. muscle) but advice on:

- Where to start a rebuild.
- Welding.
- Shot blasting
- What to replace
- Anti-rust treatments.

And so on.

Can the Club assist by launching a regular monthly 'Restorers Diary'? - in other words, a step-by-step guide to renovating a car (perhaps the spares offers could be geared to that months restorers task?).

(We whole-heartedly agree with the above and if any members can contribute, perhaps they could write in with their suggestions as we feel this could only benefit our members. **Editor.**)

LETTER FROM PAUL MORRIS, NORTH WALES:

I have been away for the last 4 months and now have been shipped to Germany. My GT6 is garaged in Wrexham, North Wales and will stay there for the next 3 years, so I am looking for help and tips as regards keeping a car under those conditions. Can anyone help?

LETTER FROM JEFF BAKER, WYKEN, COVENTRY:

Since I became Spares Secretary in January, my wife Julie, has saved the stamps from every letter sent to me. We have just donated a fair size parcel of stamps to the 'Guide Dog Training Centre', based at Leamington Spa. If any Club member would like to give their stamps to a good cause, then please send them to me.

LETTER FROM JONTY WILD, MEPPERSHALL:

Can anybody help: Both myself and my girlfriend own Bond Equipe 2-Litre, MKII's (we must have one good bond between up, 'pun!'). On both cars the exhausts are turning to religion. So, has anybody solved the problem of replacing this one-off exhaust system. Neither of us wishes to lose the characteristic Bond note if at all possible. If you have any suggestions, please contact me (address on inside front cover), or reply in writing through The Courier.



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4 synchro.	GT6 MKIII	£125.00 exchange
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NATIONWIDE

ANGLIA AREA NEWS, BARRY NEWITT REPORTS:

As you have noted, we have been running-in a new Area Organiser over the last few months. May I wish Charles Tinkler all the best in his new role and hope that you, the members, will give him as much support as you have given me over the last 6 years. I will not be disappearing altogether and will, I hope, still assist in the running of the Area and hopefully the Birthday Barbecue.

Don't forget the events coming up:-

Area AGM	3rd November
Area Convoy to Brighton	
Classic Car Show	5th/6th November
Area Disco	Saturday 9th November
Area Meeting	1st December
Area Christmas Dinner	Thursday 15th December

I must now go and get on preparing my 1600 Vitesse for the Club stand at the Classic Car Show at Brighton - see you there.

CORNWALL AREA NEWS, RICHARD CUNNINGHAM REPORTS:

A poor turnout at our recent Treasure Hunt (what a surprise!), only 3 TSSC members, though thanks to the arrival of 3 local TR Register members, a reasonable event took place. Modesty forbids me to name the winner but thanks must go to Dave and Laura Buxton for devising yet another excellent route. Another Treasure Hunt should be held in the spring.

The members present at the September meeting decided that our December meeting should be as in recent years, on the Sunday before Christmas - 18th December at the County Arms, Truro at lunchtime 12 - 2 pm. November's meeting will be on Friday 25th November at The Farley Hotel, Truro, commencing 8pm.

Finally, at the time of writing, the Area Organisers post in the Cornwall Area is vacant. Is there someone out there who can do the job?

DEVON AREA NEWS, GARETH BEECHING REPORTS:

Since my last report, a successful Treasure Hunt was held on 10th July from Slapton Sands, followed in August by the TSSC stand at The Yeovil Festival of Transport, held on the 13th and 14th. This year the Club stand at the show, was organised magnificently by Stan and Sue Walters, who used their caravan to good effect. A good show of vehicles attracted a lot of interest from the public, who made many membership enquiries; let's hope a lot of them join. One point of interest was an immaculate signal red MKIII Spitfire, which won it's class in the concours. The owner, Roger Rowley, had sprayed it himself with approximately 200 Holts cans! However, it was the nicest Spitfire I have ever seen.

On Sunday 25th September, we met at a picnic site in Haldon Woods. More than 30 people turned out for the annual picnic, which this year also sported the first concours. The food, prepared by Pauline Beeching and Jackie (Kevin's better half!) was quickly vacuumed up. Whilst the food was consumed, the judges were judging and the winners were as follows:-

1st	Adam Egeland	MKII Vitesse Convertible
2nd	John Griffiths	Hillclimb Special Vitesse
3rd	Anne Bartholomew	GT6 MKII

Competitors' choice (much to Dad's disgust):-
Adam Egeland for his total rebuild

Our thanks must be recorded to Stan Walters for organising the trophies, including plaques given to all participants.

Events for your diaries:

Sunday 30th October	Slide Show, Dartmouth Inn, Totnes
Sunday 13th November	Exeter Meeting, Seven Stars, Kennford
Sunday 27th November	Annual Quiz at Totnes (organised by Mike Atkinson, the cup holder)
Sunday 11th December	Exeter Meeting, Kennford
Sunday 18th December (provisional date)	Christmas Buffet at Totnes

The Devon Herald:

The third issue of our local magazine has just been published and it will be issued quarterly. The closing date for the next issue due out in January, 1984, is the 31st December, 1983. All articles for inclusion should be sent to:-

Gareth Beeching
15 Lower Farthings
Newton Poppleford
Devon EX10 0HE

Or 'phone on Colaton Raleigh 68777.

EAST BERKS ARES NEWS, JOHN REED REPORTS:

A lack of reporting for the past two months doesn't deter members and visitors to our Area meetings. Attendance averages about 25 to 30, which creates a nice, friendly atmosphere without over crowding our tiny bar. God help us if all 60 or so Area members suddenly decided to attend a meeting.

As I mentioned last month, our November 9th meeting will be a joint visit to see our Oxford Area colleagues. Unless you wish to make your own way to The Grapes at Yarnton, the arrangements are for us to meet at Uncle Toms Cabin, not later than 8 pm and travel in convoy. For any newcomers and the uninitiated, neighbouring Area visits have become a feature of our activities and John Cudmore and company at Oxford always extend to us a warm welcome. Also mentioned last meeting was my intention of not standing for re-election as Area Organiser. Simply because I feel that the job could benefit from a stiff injection of fresh ideas and perhaps a new approach. Even if no candidates are forthcoming, it will be desirable, nay essential, for some of the Area activities to be apportioned to thers, so that our future is more democratically decided. Future meetings: 9th November - Oxford visit; 14th December and 11th January ('84). All at Uncle Toms Cabin, Cookham Dean, nr. Maidenhead at approx. 8 pm.

ESSEX AREA NEWS, BARRY THURGOOD REPORTS:

The September meeting was held at the Civil Service Club at Great Wakering, where we held a barbecue come shelter from the rain; the first Essex event where the weather has been unkind to us. A good turnout though and, despite rumours that Matt and assistants were part of the government's germ poisoning, I take it you all enjoyed your salmonella slices and botulism in a bun.

A mini concours was held in the car park to find the best Vitesse, Spitfire and 'other' car and the following are to be congratulated:-

Best Vitesse	Simon Startermotor
Best Spitfire	Alan Bishop
Best 'Other'	Barry Brown (Dolomite 1500TC)

A raffle ensured a liberal spattering of prizes and a re-run of the 1982 annual quiz proved that most member's knowledge of matters Triumph, is that they're nice cars that break/rust/go/don't go, the eventual winner was Sandra Rowse - well done.

The October meeting reverted back to The Dukes Head, where a fair turnout spent most of the lunchtime trying to avoid me, could the fact I was collecting money be relevant? Lots of new faces, some not so new but once again, my memory for names let me down; can you all wear name tags to save my embarrassment?

Don't forget that the November meeting will be the last at which you can buy tickets for our Xmas 'Do' to be held at The Bell, Horndon-on-the-Hill on Friday 25th November, 8 till late, free wine, disco, fancy dress etc. and all for the paltry sum of eight quid. We had a terrific time last year, please help us to do better this year. If you can't make the meeting, give me a ring soon for postal tickets.

GLOUCESTER AREA NEWS, DICK REPORTS:

Over the last few months, the attendance at Area meetings has been abysmal. Obviously, I overestimated the level of interest in 'our' cars in the Cheltenham and Gloucester area. Before anybody says "No Area events", let me say "Nobody to organise them". I was always willing. Accordingly, I am disbanding the Area and will, in all probability, go to the Cotswold, or perhaps the Worcester meetings. I will still be on the Self Help Scheme and anybody with parts for sale or needing parts or advice, is welcome to get in touch. Thanks to Kevin for his support, hope you get your green light sorted out, Kev. Warning to potential Areas - make sure you have an Area, not just an Area Organiser and a handful of interested but uncommitted owners.

HERTS AREA NEWS, JEREMY HURST REPORTS:

Sorry folks, for not getting a report to you last month but I was at a wedding in Wales and I thought I should go, otherwise the bride would get lonely!

This month we had the Magical Mystery Tour, which started with the inevitable bevvies at The Coach; the weather was warm and so was the beer, the bees were buzzing, the Vits were revving and the mosquitoes were biting. We then shot off into the lanes of Hertfordshire to look for Dave's well-hidden clues. Jeff Moore took the trophy and Tony Barton came second, which was amazing, as he didn't know the object of the exercise until half way round!!! Thanks to Dave Owen for another enjoyable event and to everyone who turned out to make it another great success.

I hope the same can be said of the H allowe'en Disco, which by now has been and gone.

As this is my last report before the Herts Area AGM, I will take this opportunity to wish the new Area committee good luck for 1983 - 84.

Our next event is the Christmas Buffet and Disco on Saturday 17th December, at our usual venue 'The Coach and Horses'. The fun starts at 8 pm, tickets at the door but due to the size of our club room there, the numbers must be limited to 35 or so, so first come, first served! The price of tickets will be in the next Area News, don't miss it, see you there

IPSWICH AREA NEWS, BILL YATES REPORTS:

Our first official Area meeting at The Falcon, Rushmere was very well-attended 8 members being present and 2 non-members. I think we may have had more present but for the England v Denmark football match on TV.

Our first run on 9th October, we were invited by Anglia Area to their 'Adnams Run' to Southwold, was very well-attended, with 8 cars: 4 Spitfire MKIV's, 3 Vitesse, 1 GT6 and 3 cars from Anglia. It was terrible weather and rained all day

but a good time was had by all. It was great to see our convoy going along the A12; it definitely turned a few heads - roll on summer, when we can have the hoods down.

Don't forget our monthly meetings, 3rd Wednesday of each month at The Rushmere Falcon; all are very welcome. We are hoping to arrange a Sunday run and meal before Christmas. Give me a ring on Ipswich 830437 for further info.

LAKE DISTRICT/CUMBRIA AREA:

I know there isn't one but, as Chris and I are shortly moving to this area (again), I thought it would be a good idea to get one started. So, will everyone who fancies meeting for a pint and a chat, please drop me a line to the address on the inside front cover, so I can fix a venue which is central for us all.

As there is no meeting for members between the Scottish border and Lancashire, a couple of venues may be worthwhile.

I look forward to hearing from you and hope to arrange a meet early November.

Eddie Evans Technical Secretary.

(Yardley members please note: Bring your own newspaper).

LEICESTER AREA NEWS, JOHN THORPE REPORTS:

Our AGM was held during the September meeting and our new Area Organiser, Mick Maidment, was elected, together with his new committee. A vote of thanks was moved by Pete Jarvis to Ian McKeggie for his work as part Area Organiser and to Andy Jones and Phil Basher, who have also stood down. Sheila, John and Royd were re-elected for a further term and we welcome Tony Mee and Lee Marshall as new committee members.

All our meetings are held at our **NEW VENUE, The Bath Hotel, Shearsby Bath**, (just down the road from The Old Cock Inn, Arnesby).

Next meetings are:

Sunday 6th November	12 noon onwards
Thursday 24th November	8pm Film Night
Sunday 4th December	12 noon onwards
Thursday 29th December	8pm Xmas Party and Disco Night

The Leicester VWOC have challenged us to a return long alley skittles match. This will take place at The Lord Bassett Arms, Sapcote on Tuesday 29th November from 7.30 pm. Tickets £1.75 includes nosh. Numbers limited to 25 (14 already sold), 'phone Sheila on Leicester (0533) 28374. Any member wanting any further information, please 'phone your new Area Organiser Mick, on Leicester (0533) 386626, who will be pleased to hear from you. See you at the next meeting.

MANCHESTER AREA NEWS, ANDREW HEAD REPORTS:

By the time you read this article, I shall have handed the reins of office over to my successor. Who will he or she be? News of this and the new committee line-up will be revealed in the next Courier.

In the last issue I divulged some preliminary details relating to our planned TSSC - Trans Gobi '84 - Expedition. Since then I have entered into discussions with the London Representative of the Chinese Ministry for the Interior and our negotiations have stumbled on an unforeseen snag. As a condition of entry to the country, each member of the expedition must be a fluent speaker in Chinese. So for only Kevin has been able to display the necessary linguistic abilities to meet this requirement. I suggest the rest of us enrol on a suitable course of evening classes as soon as possible.

Our noteworthy stand at the Northern Classic Car Show (24th and 25th September), was the result of rigorous planning and meticulous organisation and a wealth of interest was shown in the two immaculate Vitesse Convertibles on display, courtesy of David Evans and David Longden respectively. Centre of our stand was the beautiful pea-green garden umbrella, replete with table and chairs. Visitors found this feature particularly useful, heaping it with a variety of discarded gastronomic debris. The attractiveness of this very same umbrella, on loan to the Manchester TSSC from Stockport M.B.C., can be judged from the fact that it was subsequently stolen after the show.

Oh, and Kevin's Treasure Hunt was a great success but I refuse to comment on my own performance in the event.

Imminent local events include the following:

Friday 11th November - Ten Pin Bowling
Thursday 17th November - Get-together at The Bull's Head

Contact me on 061-427 1378 for details of these and other forthcoming events.

NOTTS AREA NEWS, GEOFF FLETCHER REPORTS:

A very pleasant meeting this month, with new faces to the meetings visiting us again, which is very nice to see. Certain Leicester Area visitors that usually come, were conspicuous by their absence this month (where are you Mick, John and company? Let's see you again). And let's have a few more Nottingham members visit us please; judging by the members list in our Area, there's plenty of you - please pay us a visit sometime. For directions etc., please ring Geoff on Long Eaton 66147. Thanks also to Pat and Royd for the raffle they put together.

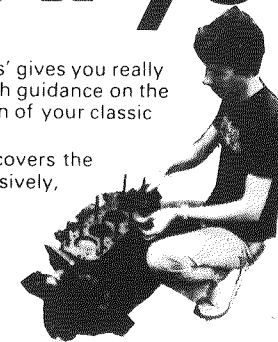
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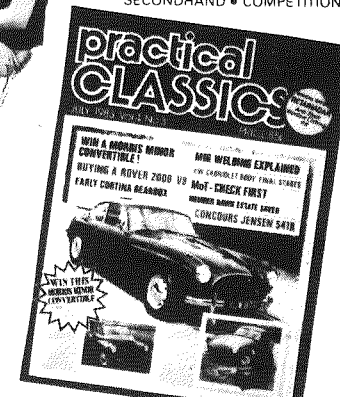
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OXFORD AREA NEWS, DEREK STRINGMAN REPORTS:

The Sunday lunchtime Treasure Hunt on the 4th, turned into a bit of a marathon but at least all the competitors arrived at the finish. Congratulations to Anna and Basil Crowley, who were awarded one of the Club's new trophies (on a temporary basis!) for their efforts.

Andy Jones terrorised the monthly meeting with a quick quiz. Apparently he had already tried it out on his own Area at Rugby and they didn't like it much either. The winner was supposed to inherit a drink from the lowest scorer. However, there was a tie for last place and, while attempts were made to sort out an overall loser, the winner quietly expired from thirst.

Dates for the diary: Christmas Dinner, 14th December at The Grapes. Cost, £7.50 money on the night but booking to John Cudmore as early as possible please.

(ADDITIONAL) OXFORD AREA NEWS, JOHN CUDMORE REPORTS:

On Sunday 11th September, Jim and Val Carter ran a TSSC stand at the Science Museum open day at Wroughton nr. Swindon. They were assisted by Roger Powell with his nice Spartan, myself with my Vitesse Convertible and Tony and Janet Newman, Herald 1200 Saloon. Lapel stickers were ably distributed by Paul Carter and Helen and all enjoyed the day. It was a good P.R. exercise with the stand kept busy most of the time. Thanks to all involved.

RUGBY AREA NEWS, ANDY JONES REPORTS:

The meeting on Monday 12th September was quite well-attended by the regulars and I decided to hold a quiz: The winner was John Thorpe who won a spare petrol can. The questions which seemed to cause most problems were the ones about 'works' rally and Le Mans Spitfires and Vitesse, so I must do a refresher article about works cars for the benefit of old and new members! We hold our Xmas Dinner on Monday 12th December at The Fox and Hounds, Clay Coton; the cost will be £5.50 and we are limited to about 20 people - book early.

Next meetings are:- 14th November
12th December

For further details ring me on 0203-452541.

TRENT AREA NEWS, MIKE COSTIGAN REPORTS:

Important notice - We have moved. From the November meeting, on Thursday 3rd November, our Area meetings will be at The Robin Hood Hotel, Lombard Street, Newark, still meeting from approx. 8pm. The Robin Hood offers a pleasant atmosphere with restaurant and bar food facilities and we have been offered our own, private room (without bar, so that under-age members can attend if they wish - the bar is just across the hall, for those who need alcohol!). As long as the attendance continues at the present level, we shall be able to use the room exclusively and it will be free too! This means we can now organise more formal meeting with talks, film shows, or whatever - come along to the next meeting if you want to offer your suggestions for future activities.

The October meeting was rather quieter than usual, although we enjoyed some stimulating discussions with the help of Andy Jones and John Kipping, all the way from Coventry. Several of the regular faces were missing, so if you are one, don't forget, next meeting at The Robin Hood (located on the cross-roads at the junction of the Old Great North Road and the Fosse Way, about ¼ mile south of Newark town centre). See you there.

SOUTH WALES AREA NEWS, TIM DAVIES REPORTS:

There was an overwhelming turnout to the October meeting with old and new faces alike. It was good to see such a large number coming to the winter meetings.

The committee held a mid-month meeting in September, which we found extremely beneficial and resulted in hammering out a list of events for the next 12 months. Also we discussed the possibility of a Gwent Area being established and this looks likely to happen sometime in the spring/summer of '84.

The bring and buy section for parts is proving to be very successful; John has many new parts at discount prices, to compliment the spare parts obtainable by our Spares Secretary. So, if you're in need, come along. By the next meeting a full list of events will be drawn up, complete with dates, so if there's any more suggestions, come to the next meeting. By the time this report has been read, I hope we will have beaten the TR Club in our skittles match. Keep up the good attendance. Good luck to the new Social/Events Secretary, Denice.

WEST MIDLANDS AREA NEWS, DAWN STORTON REPORTS:

The meetings continue to grow in attendance - there's always new faces, which is great to see. Well done to Tim Woodthorpe for winning the quiz - again - and thanks to Chris for once again pushing everyone's brains to their limits! Don't forget the Christmas Dinner on December 9th at The Sportsman. £7 per head for full dinner, wine and disco. Prawn cocktail 60p extra; please order this in advance **not** on the night as I previously stated.

On January 20th, we will be having a beer and skittles night at The Three Tuns, Fordhouses, Wolverhampton. Food available: £2 for chicken basket, £2.20 scampi basket. Should be a good laugh. Starts around 8.00 pm.

For both the Christmas Dinner and the beer and skittles do, tickets available from Janis Spicer, 336 Clarence Road, Four Oaks, Sutton Coldfield, West Midlands. Tel: 021-353 9961. SAE and remittance and choice please.

Our next meeting at The Belfry is due on 13th November. Unfortunately, we can no longer have Sunday lunchtimes there - they're shutting down for the winter but they have said we can meet on the Sunday evenings. So, on Sunday 13th November, we will be meeting at The Belfry in the evening, **not** lunchtime. 24th November at The Old Gate, Heathton, nr. Wolves. Area AGM on Wednesday 7th December, The Bull, Shenstone. Cheers!



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NORTH HERTS/SOUTH BEDS AREA NEWS, GRAHAM WARD REPORTS:

Sorry I haven't written anything in the last two or three Couriers but with all the summer events etc., time has been short.

Most summer events have had good attendances from our Area:

Herts Treasure Hunt
Dunstable Extravaganza
Knebworth Classic Car Show
Leicester (a national event for '84?)
Stoneleigh

These were all particularly notable events, worthy of a mention.

Our monthly noggin and natters have been very well-attended, throughout the year, with over 35 members on some nights. I am very pleased that the Area has gone from strength to strength in the year we have been meeting separately; maybe some of you earlier attenders would show your faces again, we'd like to see you!

By the time you read this, there will only be about 40 shopping days to Xmas, so please note that we will be having our Xmas lunch on 20th December at 7.30 pm. Contact myself or Stewart Warren a.s.a.p. I hope to see you all at our November meeting on Monday 7th, now that the 'Winds of War' has finished!

NORTH YORKS AREA NEWS, SALLY HURD REPORTS:

We welcomed our youngest member to the Area - Helen Kirkwood, born 5th October - we extend our congratulations to John and Gill, the proud parents. We saw the return of Fred Brown's GT6 looking even better than before. There were two new faces, hope to see a few more at the next meeting at The Bay Horse, Murton, nr. York on 2nd November.

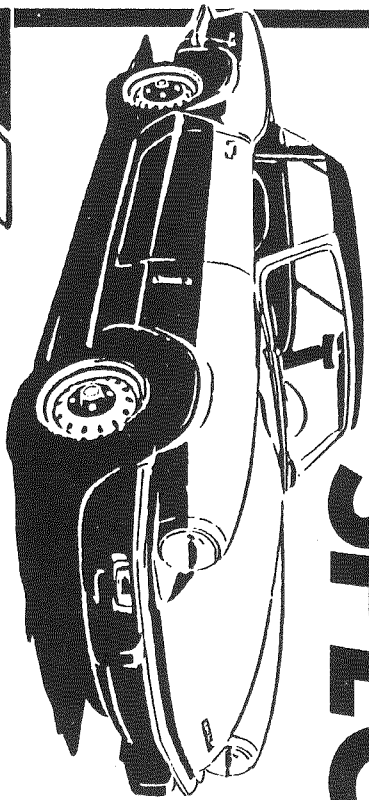
SOUTH YORKSHIRE AREA NEWS, CHRIS STABLER REPORTS:

Well, our long awaited and much heralded Treasure Hunt finally got under way and, guess what? Yours truly was hopelessly lost after 5 minutes! Still, not as lost as Peter, who was only 9 miles from London at one stage (or so he says). The magnificent prize was won by Ian and Janet in their beautiful MK1 Spitfire - well done you two (the most popular pair in the Area!). We are planning a visit to a Yorkshire motor collection in the near future, more news next month.

P. S. Well done, North Yorks.



Nick Bradbury has on offer 5" x 3½" black and white photos of all cars and most present at Stoneleigh, 1983 including chassis etc. They are 30p each. If you are interested, contact Nick on North Petherton 0278-662698.



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BILL SUNDERLAND - EDITOR.

CAR MART

Bond Equipe 2L MKII Saloon. 1969; 'H' reg. MOT. Good general condition plus extras and spares. Needs respray. £400. Can deliver 100 mile. Contact: Mr A Burnett, tel: (King's Lynn) 0553-810609 (evenings and weekends) - 80/01123.

Spitfire 1500. 'T' reg. O/D; soft top; tonneau; Pageant Blue; 34,000 miles. £1,900. Contact: R P Morley, tel: Nuneaton 327549 - 82/5085.

Complete range of Club cars for sale: 1968 Equipe GT4S; 10 months MOT; 1969 Spit III, needs completing; 1965 Equipe GT basket case; 1968 I3/60 Estate running. None perfect but only Spitfire into three figure amount or swap lot or some for Herald or Vitesse Estate or W.H.Y? Also, still some Courier Van 948 spares for sale. Contact: Rodger Bottomley, tel: (Stevenage) 0438-68569 anytime (leave your number) - 79/859.

GT6 1974. White; 41,000 genuine miles; tinted windows; O/D; chrome wide wheels. Excellent condition. Genuine offers invited. Contact: S Goodman, tel: Hornsea (E. Yorks) 3485 - non-member.

Spitfire MKII, 1967. £2,500 rebuild recently completed. Tested July 1984, taxed December 1984. £1,850 or would consider interesting 1930's car requiring restoration as part exchange. Contact: Duncan McNab, tel: (Huddersfield) 0484-28899 - 82/3717.

Herald 1968 Convertible. I3/60 model with I200 recon engine fitted. Condition one. Minus Radial tyres; resprayed; new hood; radio plus extras. MOT'd and taxed. Kept in garage. £750. Contact: Brian, tel: Chingford 531 5248 (evenings and weekends) - no membership number.

Vitesse 1600 Saloon. Reg: LJM 383; 1964; MOT August '84; 4 months tax; Green with white stripe. Good condition throughout and undersealed and Waxoyled. £575 o.v.n.o. Contact: S Berresford, tel: (Kendal) 0539-27573 - no membership number.

GT6 MKIII, December 1971, 'K' reg. Reconditioned engine; new carpets, clutch, Rotoflex couplings, UJ's plus others too numerous to mention. V.g.c. Extras include Elect ariel, screen wash, radio, tow ball. £1,000 o.n.o. Contact: L Bonnell, tel: (Pontyates) 0269-861107 (evenings) - 79/00823.

Spitfire 1500, 'R' reg. O/D; convertive. Many new parts including hood, gearbox, battery etc. Taxed until Jan. '84, MOT until Aug. '84. Radio/cassette; E/A; tonneau cover; H/R's etc. Excellent condition in yellow with black interior. £1,600 o.n.o. Contact: Michael Taylor, tel: (SE12) 01-851 2766 - 83/6273.

Unique opportunity. Acquire Spitfire 1500. IMMACULATE. Blue; radio/cassette; 10,000 miles; all extras. £4,500 o.n.o. Contact: Mrs Schroeder, tel: (Middlesex) 01-954 6309 - non member.

Herald I200 Saloon. 'H' reg. Powder blue; 17,500 genuine (query) miles. New starter motor; clutch; outriggers. Nearly new tyres, brakes. all bills available. Full years MOT. Excellent condition. £699 o.n.o. Contact: Kidd, tel: 01-393 8153 - 82/4809.

GT6 MKIII, 1973 'M'. Waxoyled; quality respray black two years ago. New bonnet panels; engine rebuilt 1982; O/D; wide wheels; black cord interior inc. headlining; Sundym glass; new carpets; wood door cappings. Fantastic looker. Contact: Philip Downing, tel: 0484-685879 - 83/6118.

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Spitfire MKIII. Unfinished restoration project, half completed. All parts there; hard/soft tops plus spares. All hard work done. Must sell, space needed. £175. Contact: Colin Beadon-Jones, tel: Farnborough (Hants) 517100 - 83/6106.

Spitfire 1500, 1975. New clutch; recently fitted 3.27 diff; wide wheels and tyres; uprated suspension. MOT'd and taxed but tatty body. £650. Contact: Paul Lucas, tel: Little Chalfont 3549 - 78/00354.

GT6 MKIII, 1972. Very good condition. March MOT. Saffron; reconditioned engine, gearbox and diff. New tyres. £1,100 o.n.o. Contact: Alan Bamforth, tel: (Chesterfield) 0246-811153 - 81/3179.

Vitesse MKII Convertible, 1970. Black hood over white bodywork. O/D; tonneau; boot rack. Most moving parts rebuilt or replaced over last four years. Waxoyled. Quick, smart, utterly reliable. £1,650 o.n.o. Contact: Steve Ellis, tel: Broadstone (Dorset) 693797 - 78/00527.

Bond Equipe GT4S 1300 cc. One, careful owner since new in 1971. 62,500 miles. Sunroof; radio; new battery and exhaust system; good tyres. Very good condition for age. Years MOT; licenced to January. £600 o.n.o. Contact: S R Hayward, tel: (Cambridge) 0223-352774 - non member.

Vitesse 1600, 1963. 7 months MOT; 55,000 genuine miles. Private number plates 1919 KW. Good condition. White with black stripe; sunroof. Two owners from new. Well maintained and mechanically sound. Contact: Mr A Webster, tel: (West Yorkshire) Arthington 843187 - non member.

Vitesse MKII Saloon, 1971. Valencia blue, tan interior, sunshine roof, low mileage. Good condition throughout. MOT July 1984. £695 o.n.o. Contact: S Taylor, tel: Heathfield 3838 (East Sussex) - 82/4984.

Herald 1200, 1963. Good engine, chassis and interior. Bodywork in need of some attention. MOT to April. Taxed. Offers please. Contact: J S Rees, tel: East Dean 03215-3384 (nr. Eastbourne) - 78/00522.

Concours GT6 MKIII, 1973. Only 15,460 miles from new. F.S.H. full late specification interior, factory fresh. Original tyres. Full D.O.T. certificate. Offers over £3,000. Consider Vitesse MKII Convertible in part exchange. Maximum allowance £950. Contact: Philip Basher, tel: Leicester 739256 (evenings) - no membership number.

Bond Equipe 2-Litre Saloon, recently resprayed red with black vinyl roof. Tax and MOT. £395 o.n.o. Contact: David Apps, tel: 0773-49316 or 061-439 7618 - 77/00016.

Spitfire 1500, 'P' reg. Soft top. Average mileage. Running but engine and bodywork need some attention. £550. Contact: M Devlin, tel: Luton 840822 (evenings) - no membership number.

Cheap GT6, 1973, MKIII. O/D, Sundym, SAH exhaust, new diff., recent recon. engine, rebuilt uprated gearbox. BUT N/S front outrigger kerb-damaged (body in fact). No time, money or facilities. £600. Contact: D O'Rorke, tel: (Surrey) Frensham 3696 - 78/553.

Spitfire MKIII, 1967. Green, hard top, soft top, GT6 MKIII seats, two new tyres, new silencer. MOT July 29th, 1984. £350 o.n.o. Contact: L S M Kitchen, tel: (Herts) Weston 505 - 82/4207.

Herald 13/60 Estate, 'K' reg. MOT Feb, taxed March '84. Sound chassis, engine running well. Interior trim and tyres in good condition. Body needs attention. 104,000 miles on clock. £250. Contact: Terry Edmonds, tel: St Albans 673674 - 3338.

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Go faster parts: Rare 8 port head for 1147, complete with manifolds, £100. 4-cyl race cam, new £20. 1300 Spitfire head, gas flowed, high compression, £30. Also 2L MKII cylinder head, £20. 2L gearbox, £40. Contact: Paul, tel: Wendover 622829 (evenings) - 78/00354.

Spitfire MKIV engine, £45; radiator £15; bodyshe'll £15; N/S door £25; rear suspension £20; 2-L MKI cylinder head £15; 2-L MKI SAH exhaust manifold £35; 2.5 PI short engine £10; Spitfire MKIII hardtop £20. Plus lots of other bits and pieces. Contact: Hugh Davies, tel: Amesbury 23517 between 6 and 7 pm or swop for 2-L O/D gearbox or 2-L MKII tuning bits. 81/2090.

Triumph 2.5 engine and O/D gearbox for sale, fitted with twin carbs, £175. Contact: H R Noon, tel: Tamsworth 62349 - 83/5773.

Your last chance to buy MKII Spitfire bits at silly prices: Engine (recent recon.), £40; gearbox (smooth), £20; or both (less to unbolt), £50; 5X steel wheels (with chrome caps), £30; also windscreen, dash, chassis etc. Contact: Tim, tel (Bromley) 01-464 1031 after 5pm - 83/6314.

Reconditioned chassis, suitable for Triumph 13/60, Vitesse and late 1200's, £115. Contact: Mr B Johnson, tel: Nordelph 312 (Norfolk) - 80/1454.

Vitesse MKII Saloon seats (black); dashboard; gearbox No. 303709 (R) (Vitesse?); 13/60 griue surround, new, Stanpart No. 909787 No. 715680 (bracket assembly) No. 714291 (bottom rail), No. 7955 (T 2000 rear lower valance). No offer refused - must go. Contact: Richard Cunningham, tel: Truro 78549 (evenings) - 78/529.

Spitfire 1500 recon. engine complete with carbs, £80; gearbox and overdrive for same, £80. Contact: Trevor Jones, tel: (nr. Banbury) 0608-737386 - 83/6473.

GT6 MKI bonnet £60; GT6 MKI/Spit MKI/II front bumper and overriders, £12; pair of new GT6 MKIII rear shock absorbers, £15; Herald/Vitesse front side flasher light units, £6 each. Contact: David Apps, tel: 0773-49316 or 061-439 7618 - 77/00016.

Breaking Vitesse MKII Saloon: Many parts available. also Herald/Spitfire spares (new); bootlid (804459); brake shoes/pads; gaskets etc. Borg-Warner 35 Autobox and bellousing (Ex 2.5 PI). Prices negotiable. Contact: Mr R Hughes, tel: (B'ham) 021-706 4623 after 6 pm and weekends - 83/5257.

13/60 Saloon, all parts good condition: Bonnet £40, bulkhead £15, rearend £20; roof £10, boot lid £7, doors £15, petrol tank £5, rear seat £8, sills, rear lights overriders, hubcaps - cheap. Contact: Barrie Vines, tel: (Cheltenham) 0242-523442 - non-member.

Spit MKIII bonnet, steel hardtop, front suspension, clock, screen and frame, steering column, original steering wheel. All good and reasonable offers invited. New 948 head gasket; S/H 1600 Vit interior door trim, L/H Cactus; Herald Saloon road spring; 13/60 dash; Valentre cellulose paint - 2 litres signal red, 2 litres wedgewood blut. Smiths 4-cylinder neg earth electronic rev counter, 3½" dia. Contact: Kevin, tel: 061-437 5776.

GT6 MKII for spares: Chassis £15; rear suspension £50; non-O/D recon. gearbox £75. Many other parts available. Ring with requirements. Contact: Derek Argyle, tel: Camberley 23078 - 77/00163.

Vitesse Convertible rear seat in tan in exchange for similar seat in red, alternatively exchange front seats (MKII) in red for tan seats. Spitfire 1500, 1975 parts catalogue, £8; MKIII handbook, £3 - both new. Contact: John Tudgay, tel: Evesham 870699 - 83/6312.

Brand new Herald 1200 uprated camshaft, £15. Breaking MKI Spitfire: Most parts available inc. 2 hardtops and one soft top. Name your price - I must clear the garage to begin another project. Contact: Steve (Leeds) 0532-641607 - 82/4405.

GT6 MKIII, 1971 in very good condition. Carmine; new bumpers; front tyres; battery; Kenlowe. Underbody very sound, Waxoyled. O/D. Good interior. Taxed and MOT'd March '84. For sale due to arrival of company Golf. £1,000. Contact: Andy Eccles, tel: 0526-398661 (day) or 0652-648526 (night) - no membership number.

Triumph Special: MKIII GT6. Body on MKI Spitfire chassis with MKII GT6 bonnet. Rebuilt Triumph six overdrive gearbox. New diff; halfshafts; rear spring; shocks; front suspension; steering rack; radiator. Reclining seats. 80% built, can be tailored. Offers. Contact: P Fairbrother, tel: (Coventry) 0203-464359 - no membership number.

13/60 Convertible good news: New clutch trunnions, wheel bearings, excellent tyres. Used daily. T & T 31.2.84. Bad news: Arthritic oil pump, suspect UJ, O/S door tired paint. £450 - will haggle. Contact: A Montgomery-Baird, tel: Faringdon (Oxon) 21417 - no membership number.



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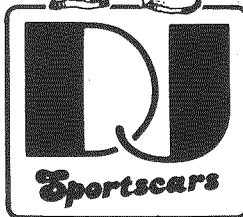
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PARTS MART

Breaking GT6 MKI: Reasonable prices, for example tail gate, £6; bonnet (some rust), £5; door, £4; wing, £4; hubcaps (Rostyle and standard), £1. Also seat, dash, engine, suspension etc. No reasonable offer refused. Contact: Robert Cannell, tel: (West Bromwich) 021-588 3146 - 79/00957.

Herald 1200 bonnet: Accident damage on N/S but the rest is rust-free and in very good condition. £18. Contact: J Ellis, tel: (Guildford) 0483-60888 - 83/6515.

New BL parts for Vitesse 2L MKII: Carb needles, £2; Rotoflex, £6; tacho cable, £5. Also spring lifting tool, £6, secondhand water pump, £5. Prices include P&P. Contact: Mr T Duffy, tel: Farnworth (Lancs) 76701 after 6.30pm - 82/3603.

Radiators on offer: Herald 948cc, £54. Herald 1200/Spitfire I, £52. Spitfire 2, £53. Spitfire 3/4, £60. GT6, £64. Vitesse 1600, £59. Vitesse 2000, £62. Contact: Mr R A Mills (Proprietor), Ram Radiators, 8 Sycamore Close, Towcester, Northants NN12 7BW, tel: (0327) 51385.

1200 complete bonnet grille front valance; lights etc. Mint condition. Reasonable offers invited. Contact: Dave Lloyd, tel: Ironbridge (Shropshire) 3184 (swap for MGB parts) - no membership number.

Shed clearance: New bonnet and front valance, metal, £120 and £35. Side valances, £7 each. Front N/S outrigger, £3. Convertible frame, £25. 13/60 engine and gearbox, £40. Door skin N/S; dashboard all o.n.o. Numerous other items.. Contact: Robert Hand, tel: Astwood Bank 2913 (nr. Redditch) - 81/2489.

Breaking GT6 MKI: Engine and ancillaries, £50; overdrive gearbox, £30; propshaft, £5; bonnet, £30; doors, £8; mint wooden dash, £15; half shafts, £8; 2-speed wipers, £5; steering; seats; radiator; tank; suspension; fittings. Contact: Martin Simpson, tel: Crayford 524131 (S.E. London area) - 82/5062.

Breaking Herald Convertible 13/60: Most parts available. Spitfire MKII front bumper; Spitfire SU's with manifold. Also a few 948 Herald parts. Contact: Paul Clark, tel: Chelmsford 0245 - 83/6598.

Vitesse 2-litre MKII gearbox, non-overdrive. Perfect, quiet. £45. Contact: J P Hare, tel: (Swansea) 0792-893355 - no membership number.

GT6 MKIII complete early rear suspension, comprising spring, drive shafts, hubs, brakes and drums, Rotoflexes, wishbones, radius arms, £95 but will haggle. Other parts, mostly trim, glass and so on, available. Contact: Jeff Hawkins, tel: (Glasgow) 041-631 2595 - 82/4091.

Christmas is coming - buy your cherished one a model of his first love: Herald 1200, Coupe, Spitfire Dinkys, £7 each plus 60p P+P. Bonnet locks, £6.50 each plus 50p P+P; spring lifting tools, £9 plus £2.10 P+P. Contact: Mark Knight, tel: Penn 5388 - 80/0549.

Four GT6 style (oval holed) wide wheels, presently fitted with 165/175/13 used tyres, £30. Spitfire F/glass hard top; fits MKI - III, purple with roof windows, £20. Contact Mike Chapman, tel: Ashby De-La-Zouch 413968 (Leics) - 83/5473.

1600 Vitesse parts: Prop, £10; engine, £15; gearbox, £18; carbs (pair), £16; back spring, £5; radiator, £10; diff, £20; roof, £6. Contact: Stuart Hindson, tel: Kersley 3680 (Cov.) - 81/2111.

Vitesse engine 2L MKI, £15. Spitfire MKII carbs and manifold, £8. Herald/Vit boot lid with Vit boot plate, £9. Vitesse bumpers full set, £8. Vitesse wood cappings full set, £6. Vitesse MKI dash, £7. Vitesse stainless steel exhaust, needs repair, £2. Contact: Dave Beechey, tel: Coventry 82966 - 81/2406.

50

Coupe roof. Ribbed (see page 25 Apr. '83 Courier), £25. Contact: Sheana, tel: Burgess Hill 3274 (West Sussex) - 80/01078.

Spit IV hood frame, £15; bonnet £20; 2 doors £5 each; UJ's x 4 £10; BSCC replacement wheels fitted with Goodyear Grand Prix S tyres £75. Vitesse MKII 2000 cc engine (inc. carbs) + gearbox £70. Vit/GT6 front suspension units inc. new damper/spring unit; track rod ends plus upper ball joints and new trunnions; all wishbones (1½ yr old - good as new); second hand disc and caliper and hub, £46 each. Plus numerous other bits for Spit IV - III @ silly prices. Contact: M Cox, 23 Northwood Park, Kirkburton, Huddersfield, Yorkshire HD8 OPY - 82/3684.

WANTED



MKIV Spitfire hard top. Any condition considered. Contact: Graham Trafford, tel: (Wembley) 01-904 3277 (evenings) - 83/6051.

GT6 MKIII bonnet: Any condition considered. Contact: Mr S Owen, tel: (Telford) 607527 - 82/3844.

Hardtop (factory type) Spitfire MKIV, 1500. Preferably red. Contact: Peggie Skinner, tel: (Limpsfield Chart 3118 (Surrey) - non member.

Spitfire MKI/II bucket seats. Contact: Barrie Vines, tel: (Cheltenham) 0242-523442 - non-member.

Windscreen and rubber surround, preferably Sundym to fit GT6 MKIII. Contact: R W Cottle, tel: Burton-on-Trent 211735 - 81/2079.

New Herald bumper end caps; door seals (tan); Vit. MKII front seats (tan); wood rim steering wheel; 948 'chip basket' map holder; new overriders; new rear Herald corner bumpers; new fuel filler pipe grommet. Contact: Kevin, tel: 061-437 5776 - 82/3663.

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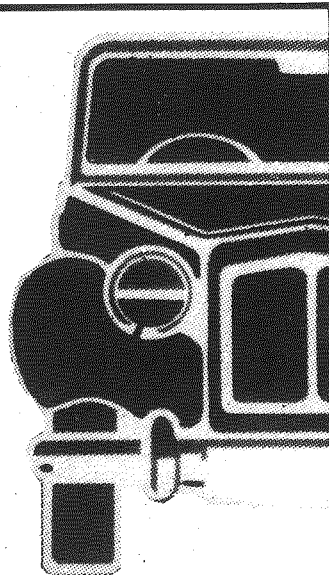
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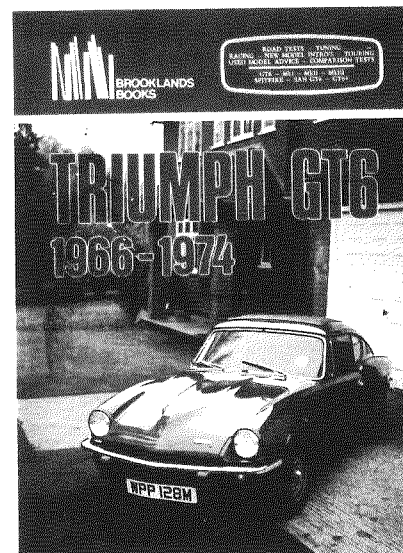
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52 CLUB SPARES

JEFF BAKER

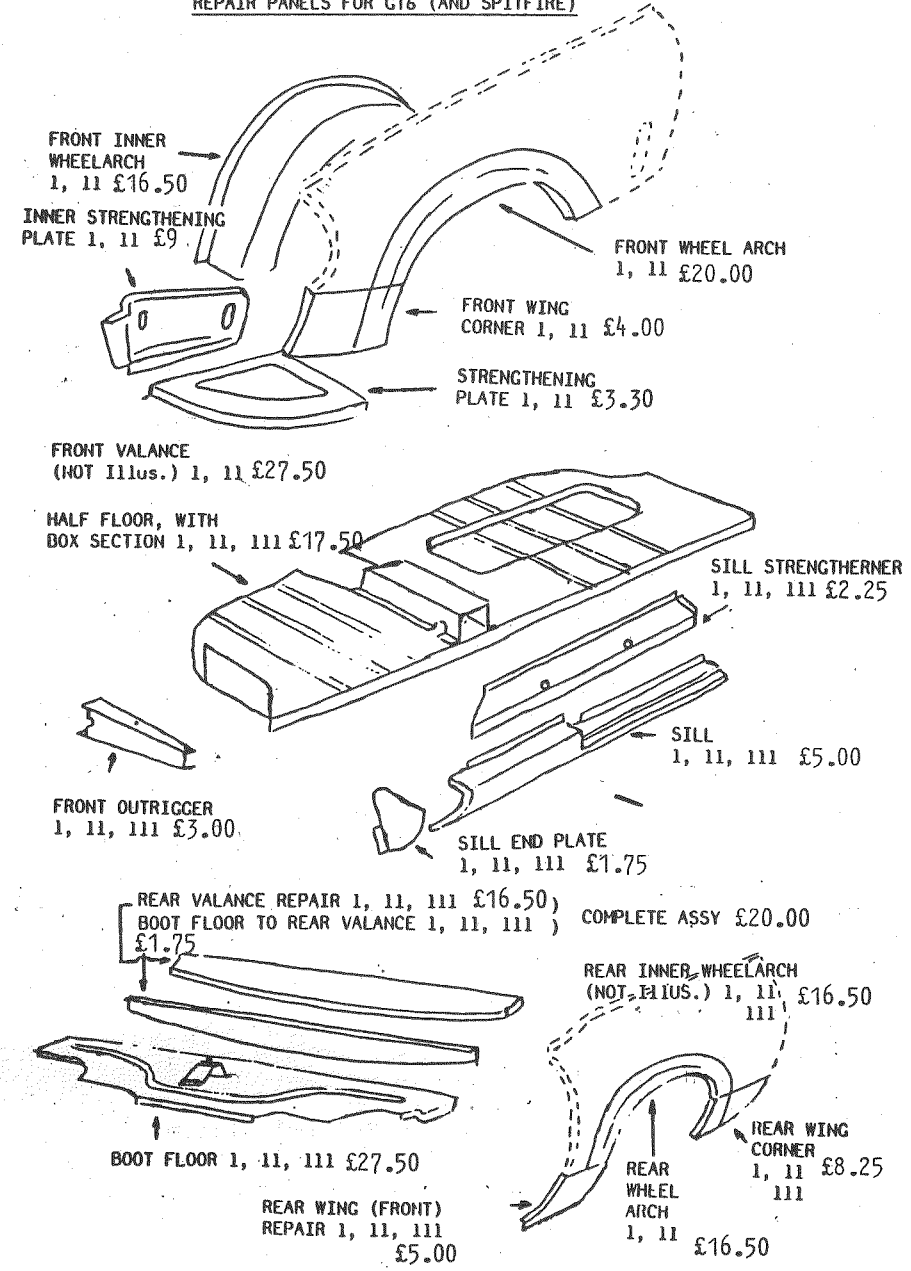
Winter re-build time is here and, as I promised, here are the prices of most of the panels we stock. Postage and packing is not included in the prices, as the cost depends on what you require and where you live; so please enquire by 'phone or letter. Most of the panels are readily available but a few are on order at the time of writing. Hopefully, they'll be in stock by the time this is printed. I have also obtained some new mechanical, electrical and trim parts. These are:-

- | | |
|--|--|
| Fuel Pump to fit Spit 1500
(send stamps to the value if ordering these) | £5 each inc. VAT + £1.00 P+P (each) |
| Front Engine Mountings to fit Herald | £3.50 each inc. VAT + £1.50 P+P (pr.) |
| Rear Engine Mountings to fit all non-overdrive Club cars | £2.00 each inc. VAT + £0.75 P+P (pr.) |
| Rotoflex Couplings (not genuine Metalastic) to fit Vitesse MKII, GT6 MKIII (early) | £9.00 each inc. VAT
+ £1.90 P+P (single) or
+ £2.20 P+P (pair) |
| Headlamp Rims to fit Herald 948, I200, I2/50 | £5.75 each inc. VAT
+ £1.50 P+P (single) or
+ £1.90 P+P (pair) |
| Rear Light Lens to fit Herald 948, early I200 | £3.45 each inc. VAT
+ £0.75 P+P (single) or
+ £1.00 P+P (pair) |
| Rear Wheel Cylinders to fit GT6 MKIII from comm. no. KE2000I | £4.60 each inc. VAT
+ £0.75 P+P (single) or
+ £1.00 P+P (pair) |

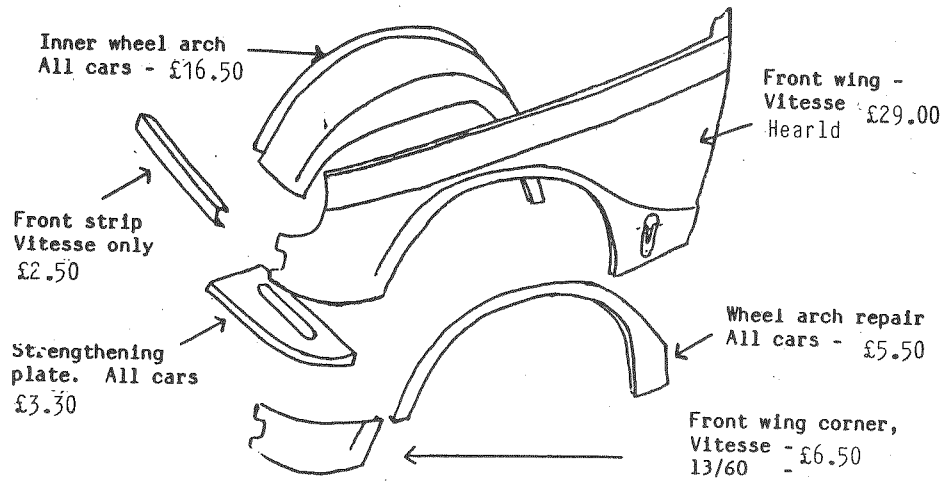
Something for everyone this month, plus a large selection of other parts, too numerous to list.



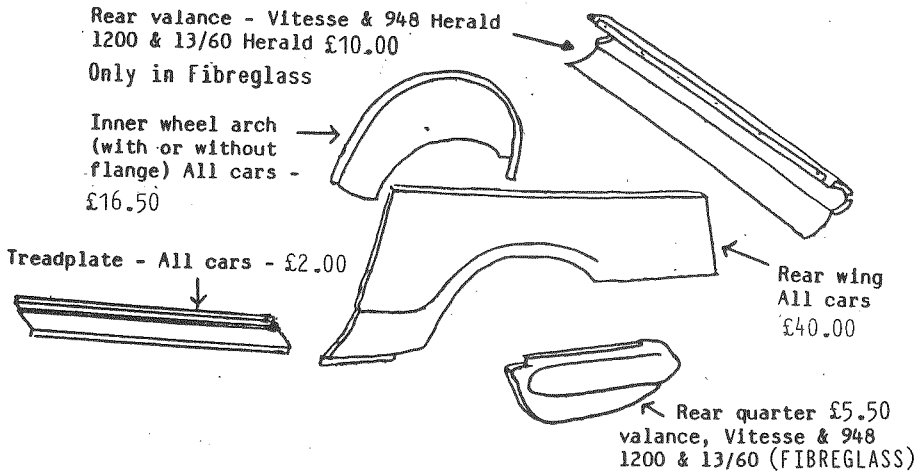
REPAIR PANELS FOR GT6 (AND SPITFIRE)



REMANUFACTURED HERALD & VITESSE BODY PANELS



Rear valance - Vitesse & 948 Herald
1200 & 13/60 Herald £10.00
Only in Fibreglass



- Front outrigger - £3.00
- Centre outrigger - £3.00
- Rear outrigger - £3.30
- Side rail - £3.30
- Boot outrigger - £4.40
- Sills - £4.40

ALL PRICES INCLUDE VAT BUT NOT POSTAGE

CLUB DIRECTORY ... 1983

AREA	AREA ORGANISER(S)	TEL. NO.	VENUE	MEETING DAY
ANGLIA	Barry Newitt	0223-841407	Coach & Horses	1st Mon/3rd Wed
AVON	James Sturgeon	027 588-4651	Various	Last Friday
CORNWALL	Richard Cunningham	0872-78549	White Horse Inn	3rd Tuesday
COTSWOLD	Sue Inc	0285-61137	Elm Tree	1st Wednesday
DERBYSHIRE	K. Singleton/K Green	0246-68941	Dartmouth Inn	Last Sunday
DEVON	Stan Walters	0752-700555	Uncle Toms Cabin	2nd Sunday
EAST BERKS	John Read	0628-33365	Dukes Head	Last Wednesday
ESSEX	Barry Thurgood	0279-812675	Golden Hart	2nd Wednesday
GLOUCESTER	Richard Flower	0242-510145	Royal Oak	1st Wednesday
HANTS & SURREY	Tony Beale	04662-66338	Green Dragon	1st Monday
HEREFORDSHIRE	Jim Rickards	0442-215024	The Red Lion	Last Wednesday
HERTS NORTH	Bev Warren	0322-21056	Coach & Horses	2nd Monday
HERTS SOUTH	Jeremy Hurst		Cock House Inn	3rd Tuesday
KENT	Martin Radford		The Grasshopper	Last Thursday
KENT WEST	Lynnda Lee		The Bull's Head	3rd Thursday
LEICESTER	Ian McKeggie	0858-63934	The Fountain	3rd Wed/1st Sun
MANCHESTER	Andrew Head	061-427-1378	Kings Head	2nd Monday
MILTON KEYNES	Geoff King	0908-315025	The Holy Stone	Various
NORFOLK	Phil Hudson	0953-60488	Old Hall Tavern	3rd Thursday
NORTH EAST	Tony Lambert	0632-562577	The Three Crowns	1st Saturday
NORTH LONDON	Steve Willis	0707-51769	Pig & Chicken	2nd Wednesday
NORTH MIDLANDS	Don Halliday	0889-881566	Redgate Lodge	2nd Monday
NORTHERN IRELAND	Andy Scorgie	0265-822826	The Grapes	2nd Monday
NOTTINGHAM	Geoff Fletcher	060-76 66147	Black Horse	1st Thursday
OXFORD	John Cudmore	099 389 555	Fox & Hounds	2nd Wednesday
RIBBLE AREA	Andrew Deacon	0995-70514	Greyfisher	2nd Sunday
RUGBY	Andy Jones	0203-452541	Beach Tree Inn	1pm
SALISBURY	Hugh Davies	0908-23517	Post House	1st Sunday
SCOTLAND	Nigel Waddell	041-427 4340	Lerwick Hotel	Last Thursday
SCOTLAND	Kenneth Archibald	031-334-0148	The Rising Sun	1st Tuesday
SOUTH EAST	Alan Cooper	0383-823980	The Good Intent	3rd Sunday
SHEFFIELD	Michael Thomas	095-02-286	The Five Bells	Alternate Thurs
SOMERSET	Nick Bradbury	0278-662698	The Winning Post	1st Thursday
SOMERSET	Tony Farby	0329-232605	The Fox	
SUSSEX	Colin Harrison	0444-413607	Various	
THAMES	Leon Guyot	01-947 7659	Castle Mynach Pub	2nd Wednesday
TRENT	Mike Costigan	0636-814050	The Skittlers	1st week of month
WALES NORTH	Mike Stewart	0270-625322	Various	2nd Thursday
WALES SOUTH	Trim Davies	0658-863426	Coach & Horses	2nd Thursday
WESSEX	Kevin Minns	0202-602152	The Lumley Arms	1st Wednesday
WEST MIDLANDS	Tony & Janis Spicer	021-353 9961	White Bear	
WORCESTER	Trevor Brotherton	0386-6547		
YORKSHIRE SOUTH	Chris Stabler	0302-743579		
YORKSHIRE NORTH	John Genders	075-92 4367		
YORKSHIRE WEST	Nigel Weedon	0484-844682		