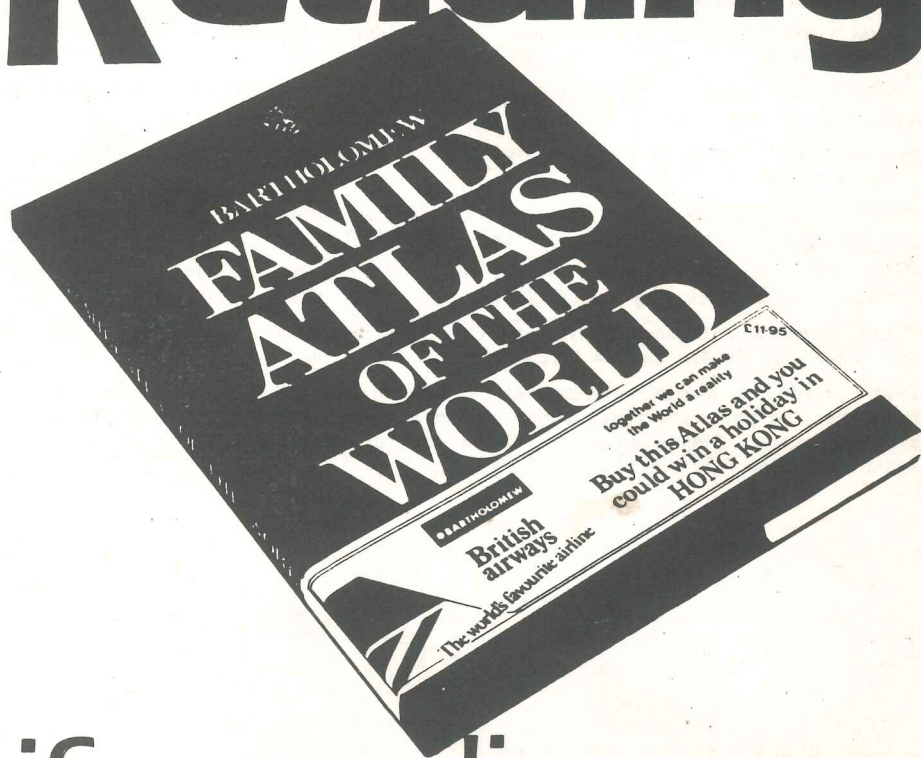
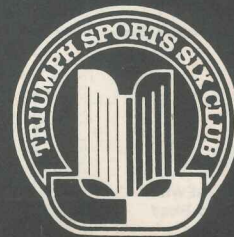


# Family Reading



## if you live on Planet Earth

Magazine Produced and Published by Bill and Jo Sunderland.  
Printed by Peak Print (Specialist Magazine Printers to Clubs and Societies)  
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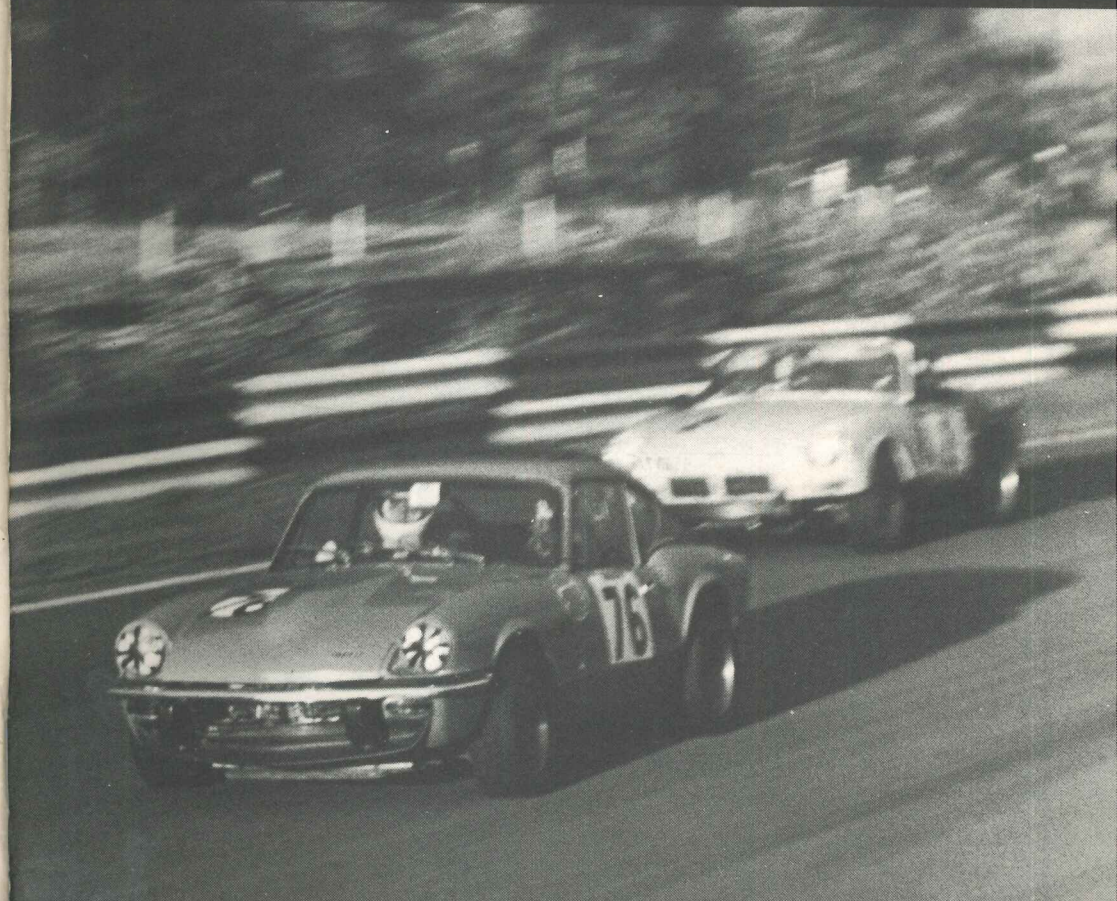


# THE COURIER

the monthly news publication of the  
Triumph Sports Six Club

DECEMBER 1983 No. 42

**BIGGEST TRIUMPH CLUB IN THE WORLD**



**COMPETITION SPECIAL**

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



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CHANGE OF ADDRESS	Northants NN14 2PH	Tel: 0536 761930	
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<u>COMPETITION COMMITTEE</u>			
KEVIN GINGER	DAVID BAYLISS	EDDIE EVANS	

## EDITORIAL



3

I referred last month to the fact that any queries/alterations, in relation to The Self Help Scheme, should be sent to Julie Greenaway at her Milton Keynes address. Due to a slight misunderstanding, it appears that I got both her name and address wrong! They should read: **Julie Westaway, 19 Herdman Close, Greenleys, Wolverton, Milton Keynes.** Please be kind enough as to contact her on all matters 'Self Help' in future.

I would like to remind Area Organisers of the existence of our Area Liaison Officer, namely Richard Bruford (address details to be found in the inside front cover). Please be sure to contact him with any changes to the Club Directory (inside back cover). As a member of the Committee of Management for the Club, he has been elected to undertake the task of collating all this information and providing us with a complete up-to-date directory at various intervals. It is especially important that you contact him soon as, subject to our receiving this information prior to copy date, a complete new directory is to appear in the January issue. Should he not receive your details, you will not be included.

Another first for the TSSC was a very successful Brighton Classic Car Show, of which the Essex Area prepare so well. Roger Rowley, with his MKIII Spitfire, came third in the Best Post-war Classic - no small achievement; in many ways it was better than the Show winner. Hopefully, next month we will have a full report.

Please, if possible, send in your information in a little earlier, as deadline day is becoming 'D' Day. Finally, Jo and I would like to wish you all a very Merry Christmas and Happy New Year.

**BILL SUNDERLAND**  
EDITOR

## JOHN KIPPING'S - THE ENTHUSIASTS CENTRE

*On offer this month:-*

<u>HERALD &amp; VITESSE (from 1962)</u>	Price	Postage
Chrome outer door handles LH & RH	£6 each	50p
Push-button, lock panel and 2 keys	£3	25p
<u>VITESSE 6/2L MKI/GT6 MKI</u>		
6 inlet/6 exhaust valves	£10	£1
<u>SPITFIRE I/II</u>		
4 inlet/4 exhaust valves	£6.50	£1
<b>Rubber bush</b> - fits front suspension wishbones (inner end) all models. Rear radius arm Herald/Spitfire/Vitesse (not MKII)	40p each	free
<b>PARTS CATALOGUE FREE ON REQUEST</b>	<b>Parts Location Service</b> 55 Whitmore Park Road Holbrooks Coventry CV6 4DN Telephone: (0203) 83926	
- SEND FOR YOUR COPY NOW!!!		

## INTRO

The festive season fast approaches and I take this opportunity to wish you all a very happy Christmas and successful New Year.

I am delighted to note the number of local area Christmas do's and, whilst I would love to attend them all, this will not prove possible! Shame. Anyway, let me simply say that I hope they are all well-attended and thoroughly enjoyable, as I am sure they will be.

### Thoroughbred and Classic Cars Classic Car Challenge

You will recall that last month I told you that Mike Costigan was the T.S.S.C.'s representative in the above quiz. Mike was duly issued with an extensive set of questions which he had to return to the organisers within 24 hours. Mike kindly sent me a copy of the questions and his answers.

I can assure you that this was a real 'Mastermind' type quiz but Mike's astounding knowledge has taken him straight into the Semi-final, along with seven others.

The Semi-final and Final will be played off at The Metrople Hotel, Brighton on November 4th, as part of the Classic Car Show. By the time you read this, the event will have taken place but, whether Mike is able to win or not, just getting to the Semi-final of such an important competition deserves our admiration. I will let you know the outcome next month.

### Amphicar Register Secretary

It is with deep regret that I have to advise you, that Keith Gould, the Club's Amphicar Register Secretary, died recently. Naturally we offer our deepest sympathies to his wife and family.

As a Club, we will always be grateful for Keith's contribution, as he will be remembered by all as 'THE' expert on matters Amphicar. We will also remember that Keith was the first person to put the Triumph Sports Six Club, incorporating the Amphicar Owners Register, on the television.

His enthusiastic knowledge about things Amphicar will be greatly missed.

### Technical Articles

I noted with interest Mr P J Butterworth's letter, produced in the November Courier and the comments from Mr N G Parry-Jones. The Editor's remark concerning our wish for informed technical articles from the membership for production in The Courier, I wholeheartedly endorse.

If you are an expert on restoration; on rust preventative methods; on how to lay a car up for the winter or longer; on how to make a Herald warm in winter; or how to keep a Vitesse/GT6 cool in summer, then please let's hear from you. If you would like to pass on your experience of the best tyres; the optimum tyre pressures; tuning or suspension modifications, please write to Bill Sunderland.

How about a Ladies Page and family contribution? For example, fitting of a child seat etc., etc. There must be a wealth of experience and knowledge amongst our 4,000 + members. I look forward to hearing from you!

### The 56th Exeter Classic Trial 6th/7th January, 1984

Richard Bruford and I are hoping to compete in the above trial in a Triumph Herald. If any other Club member is also going to enter, perhaps they would like to be in touch beforehand. Last year a Club Marlin took part, driven, I think, by David Chapman.

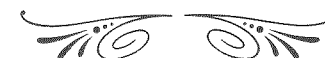
### TITBIT

In 1965 nine Heralds joined the fleet of Andersons (Tobacconists) Ltd. of Reddish, Stockport. They were supplied by Paramount Garages. One of these cars was registered B VU 645C.

Did you know that the Herald Saloon price (basic) was £6 less in 1965, than when the car was introduced in 1959?

Herald 1200 Saloon	£592 8s 9d	Prices correct as at April 1965
Herald 1200 Conv.	£655 5s 5d	
Herald Estate	£675 4s 2d	
Herald 12/50	£648 0s 5d	
Vitesse Saloon	£757 19s 7d	
Vitesse Conv.	£807 10s 5d	

JOHN M GRIFFITHS  
PRESIDENT



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MOBIL SHC 1296 competition or road engines supplied fully eligible for any form of Club competition. Complete engine, including clutch, ancillaries, carbs and manifolds £866.84 plus VAT installed, i.e. approx. £8.50 per b.h.p. (exchange allowance £30).

Triumph TR 1.3 kit now in advanced preparation for use with Club car major components. An exciting and wholly practical 2 + dog roadster which successfully blends 1950's Triumph styling with Herald/Spitfire based practicality and an orthodox fully jigged chassis and live rear axle. This car has been designed with the capability of being constructed with outright new currently available BL parts if necessary. 100% bolt-up construction of pre-finished GRP body panels, trim and instrument packs available. Send SAE now for advance details.

## NEWS REVIEW

### KEITH HAYDON GOULD - 77/00018

I have the sad task to report the death of Keith Gould, the Amphicar Register Secretary, on 7th September 1983 after much suffering.

He was an early Club member, negotiating TSSC accepting Amphicar's 6 owners into the fold.

Most Club members who knew Keith will remember his superb red 1964 Amphicar, WET 7, which he renovated in 1974/5. It was no show at the Earls Court Motor Show in 1964.

The first time I met Keith was at the first TSSC Concours at the Fosse Manor in May 1978. WET 7 took 3rd place in the Original Class (4th overall). Keith, probably the most active Amphicar owner in the UK, also helped compile 'Turning Circle' of March 1979, which was a special edition devoted to the marque.

August 1980 saw Keith and WET 7 in the news at Lechlade, doing a practice launch prior to a meeting of a 6 Amphicar owners at Stratford-on-Avon in September. Keith's best Club promotion, however, was to get a spot on the BBC 2 'Top Gear' programme about Amphicars and squeezed a plug for TSSC into the interviewer.

I was involved in STIR VII at Rousham Park in September, 1982 and Keith kindly acted as concours judge and brought WET 7 along, much to the delight of the many TSSC members present. Most had never seen an Amphicar in the flesh.

Keith was a director of Aluminium Pulleys Ltd. at Chipping Norton and leaves wife, Pat and children, Stephanie and Sheldon to whom we extend our deepest sympathy at their untimely loss.

JOHN CUDMORE

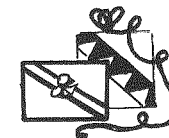


## CHRISTMAS CARDS

Individual Christmas cards for Vitesse, Herald, Spitfire and GT6 on coloured card with Christmas/New Year greeting inside.

### Qty Packs

..... Herald	Pack of 10 with envelopes	£1.00
..... Vitesse	Pack of 10 with envelopes	£1.00
..... Spitfire	Pack of 10 with envelopes	£1.00
..... GT6	Pack of 10 with envelopes	£1.00
..... Mixed Pack	Pack of 12 with envelopes (Herald, Vitesse, Spitfire & GT6)	£1.20



Post and packing 20p per pack. 5 packs and over, post and packing free!

### Quick delivery

Go on, treat your friends to one of these unique cards.

I/we enclose cheque/PO to the value of £ ..... to:



QUAD MARKETING  
19 Prince Rupert Avenue  
Desborough  
Northants

## ACE AUTO CENTRE

### THE TRIUMPH BODY SHOP

Complete Restoration Service for the Triumph Marque

Cellulose refinishing

Accident repairs

and all Insurance work undertaken

55 Whitton Road  
Hounslow Middlesex

01 570 0590



B G Developments Ltd. have written to us recently, describing themselves as being a company specialising in brakes. They set themselves the task of locating components which are difficult to obtain and where all else fails, will undertake to manufacture items such as discs and wheel cylinders themselves.

As a result of their longstanding arrangements with local foundries, they can also supply castings in iron or aluminium for any components required. Their machine shop will be happy to finish machine any components to your specification.

With over 20 years experience in this field, ranging from Formula One to classic cars, if you have a brake problem, big or small, their experience will almost certainly save you time, energy and money.

58 Sherwood Road  
Aston Fields Industrial Estate  
Bromsgrove  
Worcestershire

Tel: (0527) 73716

Contact: D Smith or R Green

\*\*\*\*\*

We have recently received a letter from:

Paul Meale  
Archive Manage  
LONDON CAR CLUB  
6 Atwood Road  
Hammersmith  
London W6

We are a non-profit making organisation run by volunteers, whose sole intention is to bring motor-sport films to the public. We make regular showings at our West London venue and at present boast over 150 films from many sources.

Companies such as Shell UK, Ford, Firestone, B.P., Michelin, Castrol, Marlboro, Rothmans, Vauxhall, Fiat and Renault have give us their backing by offering their own films, old and new, and JVC Video Information Centre, Piccadilly have helped in the conversion of cine films to video.

We would like to appeal for any motor-sport films, trade or otherwise, to enable us to enlarge this collection. We believe that we are the only club offering this service and we would like to see this successful new venture to continue growing to enable us to keep up with demand. Tickets for the shows may be obtained from the above address on receipt of a s.a.e. We can also arrange exclusive shows for parties of 50 or more, or, should the company have their own travelling facilities, we can travel within the Greater London area if the travelling expenses are met. Running costs are increasing rapidly and we shall shortly be seeking sponsored evenings should any company be interested in the advertising time between films.

My wife, Marie, is a member of the TSSC, she runs a 1966 Spitfire. I hope to be able to put on a show for your soon.

\*\*\*\*\*



BLUE RIDGE PROMOTIONS

## Christmas Specials

* Chrome Air Filters all models	Price	P&P
* Polished Wood Gear Knobs Enamel Badge	£3.00 each	0.50p
* Solid Leather Key Fob Enamel Badge	£1.50 each	0.50p
* Gear Knob & Key Fob (state model) matched badge	£0.75p each	0.50p
Stainless Steel Halogen Fog Lamp square or round	£2.00 set	£1.00
Boot Racks Polished Wood or Metal Slats	£10.00 pair	
all Spitfire models		
Rear Fog Hazard Lights Chrome Finish	£15.00 each	£3.00
Complete with Switch etc.	£5.00 pair	0.50p
Tex Wing Mirrors Flat Glass, square or tapered	£3.00 each	0.50p
Map Reading Lights: Original equipment	£4.50 each	0.50p
Map Reading Light: Flexi-chrome arm, rectangle.	£5.50 each	0.50p
Map Reading Light: Flexi-chrome arm, plug in cigarette lighter	£5.00 pair	0.50p
* Chrome Reversing Lights: state model		

# BLUERIDGE PROMOTIONS

10 Abingdon Road  
LEICESTER, England.

Tel: (0533) 551390

\* STATE MODEL



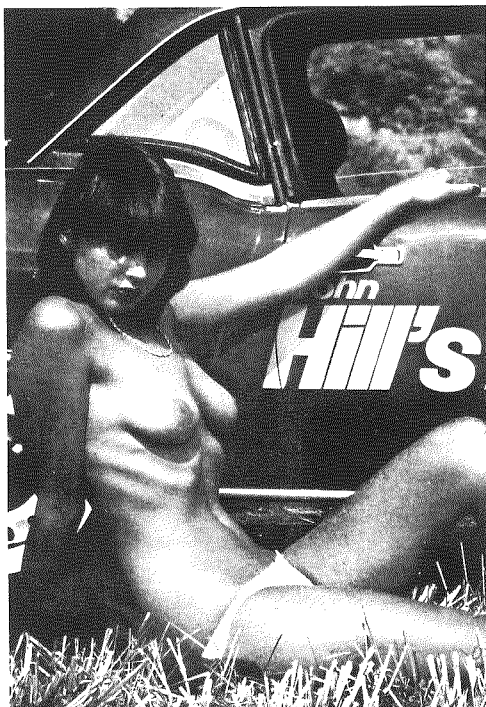
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FRI 3  
SAT 4  
SUN 5

MARCH

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Caroline Russell

Photography by John Hill

27"

# TECHNICAL PUBLICATIONS



BRAND NEW ORIGINAL LEYLAND PUBLICATIONS

## CHRISTMAS IDEAS:

BL Reference No.	Model	Publication	Price
5080/3	New	Herald	Parts Catalogue £12.00
510597	New	Herald 1200	Parts Catalogue Late £12.00
545037		Herald 13/60	Handbook 2nd edn. £5.00
508073		Herald Convertible	Special Parts Cat. supp. no. 1 £2.00
508073/S2	New	Herald 'S' Saloon	Special Parts Cat. supp. no. 2 £2.00
511236		Vitesse 6	Handbook £4.00
545189		Spitfire 1500	Handbook £5.00
511242		Spitfire MK1	Handbook £4.00
512915	New	Spitfire MK11	Handbook £5.00
516282	New	Spitfire MK111	Parts Catalogue £12.00
RTC 9110		Spitfire 1500	Parts Catalogue 74-78 £12.00
RTC 9110B	New	Spitfire 1500	Parts Catalogue 78-81 £12.00
RTC 9230B		Spitfire 1500	Workshop Manual £16.00
512944		GT6	Handbook, 2nd edn. MK1 £5.00
515754		GT6 MK1 & 11	Parts Catalogue £12.00
520949/AL	New	GT6 MK111	Parts Catalogue £12.00

## TRIUMPH SPITFIRE & GT6 BOOK

Triumph Spitfire and GT6 fills the major gap in postwar British production sportscar publishing. Here, for the first time is that story, a major success story for the British motor industry and Triumph in particular. Graham Robson's first hand experience has enabled him to render a very detailed concept, prototype and production development analysis, into which he also contributes a long awaited factory competition diary. World market influences are not forgotten with an American section specially added. At last, thousands of loyal Spitfire and GT6 aficionados have their own success story. The record is now straight. The Spitfire and GT6 were on target until the end, 'warts and all'.

## POST & PACKING

Handbooks and Supplements	UK 50p	Overseas £1.50p
Workshop and Parts Catalogues	UK £2.00p	Overseas £5.50p
Triumph Spitfire & GT6 Book	UK £1.00p	Overseas £3.45p

Cheques and Postal orders to be made payable to: Quad Marketing  
19 Prince Rupert Avenue  
DESBOROUGH  
Northants.  
NN1 2PH

John  
**Hill's**

FOR SPITFIRE & GT6 SPARES  
ARTHUR STREET REDDITCH WORCS B98 8JY  
TELEPHONE REDDITCH 20880





# WHAT'S ON NEXT

WEST KENT/EAST SURREY AREA

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"THE SOCIAL MEGAEVENT OF THE YEAR" SKEGNESS TATLER AUG. '83

See: Female bodies writhing in ecstasy to the beat of Pagan drums  
See: Ancient blood rites performed on M.G. owners  
See: Bob King pull away in the car park without showering everyone with grit

Yes, all this and much more .....

THE  
TRIUMPH SPORTS CLUB  
CHRISTMAS PARTY

For members, friends and associates of the TSSC  
To be held on Friday 16th December

Bromley Football Club  
Hayes Lane  
Bromley  
Kent

Licensed bar (extended hours), buffet, top DJ, spot prizes  
Music by your very own **Steve Waite**  
(the Boss Jock with the platters that matter)

Fancy Dress Optional for those wishing to enter the festive spirit

TICKETS £1 each

Available from Chris Trice on 01-462 2851

N.B. We have already sold the original 120 tickets, there are now another 50. These are the last. **BOOK NOW!**

T.S.S.C. CHRISTMAS WEEKEND

JANUARY 20TH, 21ST, 22ND 1984

FOSSE MANOR HOTEL - STOW ON THE WOLD, GLOS.

**Good News!** There is going to be a Christmas Weekend this winter after all. As John Griffiths is unable, due to business commitments, to organise this event, Mary and I, with the help of the Leicester Area Committee, have taken on the job. Last year was such a superb 'DO', we couldn't bear the thought of not going this year. The cost is only very slightly up on last year and is FANTASTIC VALUE for money.

The standard of rooms varies and the best bedrooms will be allocated, as in previous years, on first come, first served basis.

To anyone who hasn't been before and is wavering, last year was our first and now we would not miss the annual event for anything.

Due to the short time we have had to arrange things, we are unable to publish a full programme of events but can assure Members of a full and varied itinerary, including Party, Speaker, Films, Driving Tips, etc.....



Friday 20th January  
4pm onwards  
7 - 8.15pm  
9pm

Arrival at Hotel.  
Dinner Table D'hote.  
Informal 'Get-to-know-You' Reception.

Saturday 21st January  
Morning

Breakfast.  
Motoring Cavalcade around The Cotswolds.  
Lunch at Hotel.  
Talk - Speaker to be arranged.  
(Ladies alternative - trip into Stow).

1pm  
Afternoon

Christmas Dinner and Party.  
Live music plus any offers for other (funny) turns, one from each Area please.

7.30pm

Sunday 22nd January  
Morning

REVILLE! (for some).  
Breakfast.  
Visit to place of interest.  
Lunch at Hotel.  
Official Photographs and Farewells.

1pm  
2.30pm

TOTAL COST - Accommodation (2 nights) and all meals including VAT & SC, £49.90p per person. Cheques payable to:-

T.S.S.C. LEICESTER AREA

Please complete and send off the Booking Form below as soon as possible.

John & Mary Thorpe  
42 Buckminster Road  
Leicester LE3 9AS

Tel: (0533) 28374

I/we would like to book the following accommodation for the TSSC Christmas Weekend: A - Single Room, B - Double Room (Double or Single Beds), C - Family Room. I will be attending on my own/with my wife/partner/husband and ..... children. I am willing/not willing to share a room with a Club Member. I have enclosed my Cheque for £ ..... Cheque Number ..... Please delete as appropriate and return to John & Mary Thorpe.

PLEASE MAKE CHEQUES PAYABLE TO: T.S.S.C. LEICESTER AREA

Signed: ..... Address: .....

Tele: .....

Date: .....

Membership No: .....



# SPITFIRES (U.K.)

## CHRISTMAS OFFERS



### SPITFIRES UK PRE-CHRISTMAS 1983 SPECIAL OFFERS

	Old Retail	Special Offer		Old Retail	Special Offer
<b>TRIUMPH HERALD 1200 &amp; 1250</b>			<b>TRIUMPH GT6 MK111</b>		
100431 Chain Wheel	7.00	2.00	126785 Gear	14.00	3.80
113077 Idler Gear	31.75	7.50	134073 Gear Diff	13.40	3.70
134073 Gear Diff	13.40	3.50	139531 Shaft Axle	22.75	7.00
144297 Pump Body	27.75	6.00	218173 Distributor	81.50	20.00
159801 Crown Wh. & Pinion	87.00	23.00	308034 Crankshaft	168.00	50.00
519763 Servo Unit	63.65	17.50	308250 Exhaust Manifold	54.50	15.00
RKC 55 Front Sub Frame	47.00	12.50	517610 Cyl Head	344.00	85.00
RKC 722 Mainshaft	67.00	17.50			
RKC 918 Crankshaft	174.00	50.00	<b>TRIUMPH SPIRIFIRE MK1V to 1973</b>		
TKC 1840 Flywheel Assy	61.00	17.50	822501 Tonneau Cover	107.00	30.00
UKC 3364 Speed Gear	46.00	12.00			
<b>TRIUMPH HERALD 13/60</b>			<b>TRIUMPH SPIRIFIRE MK1V 1500 1973-74</b>		
113077 Idler Gear	31.75	8.50	134073 Gear Diff	13.40	5.00
307422 Crankshaft	117.00	35.00	139531 Shaft Axle	22.75	5.50
<b>TRIUMPH VITESSE 2-LITRE MK11</b>			144297 Pump Body	27.75	7.50
132300 Axle Shaft	42.50	15.00	308737 Crankshaft	146.00	35.00
<b>TRIUMPH VITESSE 1600 &amp; 2-LITRE MK1</b>			917569 Door Assy LH	88.00	25.00
104839 Water Pump Spindle	2.50	0.75	917570 Door Assy RH	86.00	25.00
126785 Gear	14.00	4.00	RKC 918 Crankshaft	174.00	40.00
134073 Gear Diff	13.40	5.00	TKC 1840 Flywheel Assy	61.00	15.00
139531 Axle Shaft	22.75	7.50			
153644 Gear 3rd Speed	14.00	3.50	<b>TRIUMPH SPIRIFIRE 1975 ON</b>		
216328 Pinion Shaft	54.50	15.00	134074 Diff Pinion	9.10	4.55
308034 Crankshaft	168.00	50.00	139531 Shaft Axle	22.75	6.00
308290 Exhaust Manifold	54.50	15.00	144297 Pump Body	27.75	7.50
517610 Cyl Head	344.00	90.00	159801 Crown Wh. & Pinion	87.00	20.00
<b>TRIUMPH GT6 MK1 &amp; 11</b>			822501 Tonneau Cover	107.00	30.00
148409 Synchro Cup	8.70	2.50	917569 Door Assy LH	88.00	25.00
			917570 Door Assy RH	86.00	25.00
			BHM 1175 Piston Ring	5.10	2.55
			RKC 722 Mainshaft	67.00	20.00
			RKC 767 Mainshaft O/D	67.00	25.00
			RKC 794 Air Cleaner	33.75	7.50
			RKC 858 Downpipe Assy	140.00	40.00

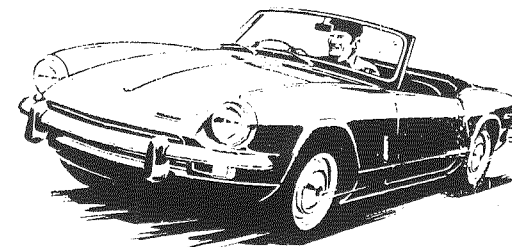
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# 16 COMPETITION SPECIAL

TR DRIVERS CLUB TEST DAY, MALLORY PARK, SAT. 22ND OCTOBER

BY BRUCE JOPLING AND LEON GUYOT

On 22nd October at Mallory Park, six TSSC cars took part in the TR Drivers Club practice day; also taking part were the De Tomaso Pantera Owners Club.

Kevin Ginger in his GT6 MKIII showed them all the way round, lapping at a best (by my stop-watch anyway) 57 secs and 59 secs, only beaten by a very noisy Formula 2 car. Well, he can't beat everything yet and all this on balding front tyres - sponsors take note! Gareth and Owen Thomas both drove very entertainingly in their Vitesse 2L PI LSD but tried to be an Amphicar at one point, or were they going to give it a wash in Mallorys' lake? Times were 63 secs and 66 secs.

Leon Guyot's Herald 1200 TC lapped at 78 secs and 79 secs, mostly due to his now tried out SAH suspension mods., enabling it to out-handle TR4's on bends!

Jonathan Stevens drove very well, lapping at 67 secs and 68 secs in his totally standard Vitesse 2L Convertible.

Ben Verwer's Spitfire MKII 2L also went well, lapping at 67 secs and 68 secs, until he wore out his front brake pads and Dave Gable's GT6 MKII lapped at 81 secs and 85 secs, must give it more wellie, we think - also, sort out that duff suspension Dave!

## TIMES:

KFL795L	Kevin Ginger	GT6-3 (mod)	57s59s
RWV638H	Gareth Thomas	Vitesse (mod)	63s66s
BHC580C	Ben Verwer	Spitfire 2L (mod)	67s68s
JBP78H	Jonathan Stevens	Vitesse 2L	67s68s
KGF21A	Leon Guyot	Herald 1200 TC	78s79s
WWK625J	Dave Gable	GT6-2	81s85s

## Other times

NLP83P	Porsche 911 Turbo	59s60s
RPE2	De Tomaso Pantera (engine blew up)	60s61s
JWS870	Morgan Plus 8	60s61s
	Frogeye Sprite	60s61s
VFC 180K	TR6 of Paradigm Engineering	62s
RJU888M	Ferrari Dino	63s65s
	TR4A	63s65s
IFUA	TR6 - black	65s
	TR5	65s
various	De Tomaso Panteras	65-68s on average
various	TR6's	66-69s on average
	Mini-black-suspect mods	72s
5ALD	AC-428 (snaked on hairpin)	73s

I do hope that you found this report as interesting as our day was. The weather was good and the event well run with full BRSCC back up facilities. Thank you, the TR Drivers Club.



## NEW HORIZONS



## RACE REPORT - NORTH WEALD, 23rd OCTOBER - ROUND 12:

Nine members entered the final round of the TSSC speed championship, with Kevin Ginger, (GT6) having already clinched the overall Championship victory and the modified class for the second year running. The lower positions and the standard class champion has still to be decided and a close finish in the standard class was possible, as if I beat Trevor Shakespeare using his car and he finished second, we would end up on the same number of points after 12 rounds of racing!

Just to confuse us, a bright sunny day greeted us - normally it is constantly raining at North Weald and practice was quite eventful with a few spins and a lot of side-ways motoring.

Trevor (Vitesse MKII) was trying hard right from the start and not many of us have seen a Vitesse three-wheel round a corner with the offside rear wheel a good foot off the ground - scary, Trev, scary! Geoff Gavers (Vitesse MKII) had his first spin on the track but was trying hard, despite having the flu.

In the modified class, Ian Butterworth (Spitfire MKIII) lead after the first run by half a second from Bill Haseldine, who was going much better since putting his rear anti-roll bar back on. Andy Ridgewell (Spitfire IV) was a second behind but still 2 seconds quicker than his previous best. Kevin Ginger trailed the class at this point after 'suffering a horrendous spin' as Motoring News put it!

After the second runs, Kevin Ginger convincingly won the class by 5 seconds from Ian Butterworth's first run time, as a spin ruined his chances in the second. Andy Ridgewell improved yet again by 2 seconds and so recorded an excellent time for a road car. Bill Haseldine also improved and beat his previous best time and Julian Mendus finished a few seconds down, having problems with his rear suspension. Julian, incidentally, will be campaigning a Rover V8 Herald next year and, yes, he has changed the rear suspension (and a lot else!).

In the standard class Trevor ended up .7 seconds quicker than myself but the bogey times would have made me the winner and so we had another run to decide to standard championship. Trevor went out and set a time 2 seconds quicker than before and I lost my chance by having a 450° spin, trying to beat him. So, victory to Trevor, so also finished second in the overall championship positions. Paul Unwin's Vitesse MKI, found an excellent extra 4 seconds over his first run and so held off Geoff Gowers, who was taking it steady after his first spin.

So an excellent days sport again and, with plans for next season already under way, the TSSC Speed Championship can only go from strength to strength.

Finally, I would like to thank Kevin from all the rest of us for running an excellent championship and a special thanks to Trevor for letting me share his car in the last 2 sprints.

## DAVE YOUNG

Class		Time
B	Kevin Ginger	66.97
B	Ian Butterworth	71.98
B	Andy Ridgewell	72.74
B	Bill Haseldine	73.08
A	Trevor Shakespeare	75.09
A	Dave Young	75.80
A	Paul Unwin	78.77
B	Julian Mendus	80.47
A	Geoff Gowers	80.50

1983 TRIUMPH SPORTS SIX  
HILLCLIMB/SPRINT CHAMPIONSHIP

Position	Points	Driver	Car
1st	80	Kevin Ginger	GT6 MKIII
2nd	68	Trevor Shakespeare	Vitesse MKI 2-litre
3rd joint	(65)	Dave Young	GT6 MKIII
		Paul Lucas	Spitfire MKI
5th	44	Ian Butterworth	Spitfire MKIII
6th	28	William Haseldine	Vitesse MKII
7th	27	Paul Unwin	Vitesse MKI 2-litre
8th	25	Martin Brown	Vitesse MKII 2-litre
9th	15	John Griffiths	Vitesse MKII 2-litre
10th	13	Geoff Gowers	Vitesse MKII 2-litre
11th	(10)	Dave Clements	Herald 1200 MKI
		Julian Mendus	Vitesse MKII 2-litre
		Andy Ridgewell	Spitfire 1300 MKIV
14th	(7)	Simon Wheeler	Vitesse MKII 2-litre
		Nick Halford	GT6 MKIII
16th	6	Liz Clements	Herald 1200 MKI
17th	3	Richard Bruford	Vitesse 2.5 PI
18th	1	Robert Cannel	Vitesse MKII 2-litre
19th	(0)	Gareth Thomas	Vitesse 2-litre PI
		Ray Lye	Burlington
		Ben Verwer	Spitfire 2000cc
		Derek Bolt	Vitesse MKII 2-litre
		Andy Jones	Spitfire MKI
		David Claydon	Vitesse MKII 2-litre

## CLUB LAP RECORDS

Venue	Driver	Car	Time	Date
Prescott	J M Griffiths	Vit. MKII	56.74	5.9.81
Wiscombe	J M Griffiths	Vit. MKII	52.28	29.4.79
Loton Park	J M Griffiths	Vit. MKII	71.54	19.8.79
Harewood	J M Griffiths	Vit. MKII	52.73	20.7.80
Weston-Super-Mare				
Drag Strip	J M Griffiths	Vit. MKII	18.83	4.10.80
Gurston	Kevin Ginger	GT6 MKIII	42.39	2.10.83
Goodwood	Kevin Ginger	GT6 MKIII	108.96	4.9.83
Lydden Hill	Kevin Ginger	GT6 MKIII	114.54	14.5.83
Scammondon	Kevin Ginger	GT6 MKIII	32.92	3.5.82
Llandow	Kevin Ginger	GT6 MKIII	105.99	8.10.83
New Brighton	Kevin Ginger	GT6 MKIII	75.75	4.6.83
North Weald	Kevin Ginger	GT6 MKIII	66.79	18.9.83
West Malling	Kevin Ginger	GT6 MKIII	83.3	31.10.82
Oulton Park	Paul Lucas	Spitfire 1300	63.85	16.7.83
Curborough	Paul Lucas	Spitfire 1300	45.37	22.5.83
Snetterton	Paul Lucas	Spitfire 1300	95.26	27.7.83
Brands Hatch				
(Race)	Paul Lucas	Spitfire 1300	62.6	4.6.83
Lydden Hill (race)	Paul Lucas	Spitfire 1300	53.1	15.5.83
Mallory Park (race)	Paul Lucas & Kevin Ginger		59.5	30.10.83
Snetterton (race)	Paul Lucas	Spitfire 1300	88.5	23.10.83
Oulton Park (race)	Paul Lucas	Spitfire 1300	83.0	5.5.83



## BATTLE FOR THE TOP

Throughout the 1983 race season, Kevin Ginger and Paul Lucas have been at each others heels (what I want to know is how the heck does Paul get a 1300 Spitfire to keep up with a GT6, let alone beat one!). The points, needless to say, are very close, so Sunday 29th October will decide the champion for 1983.

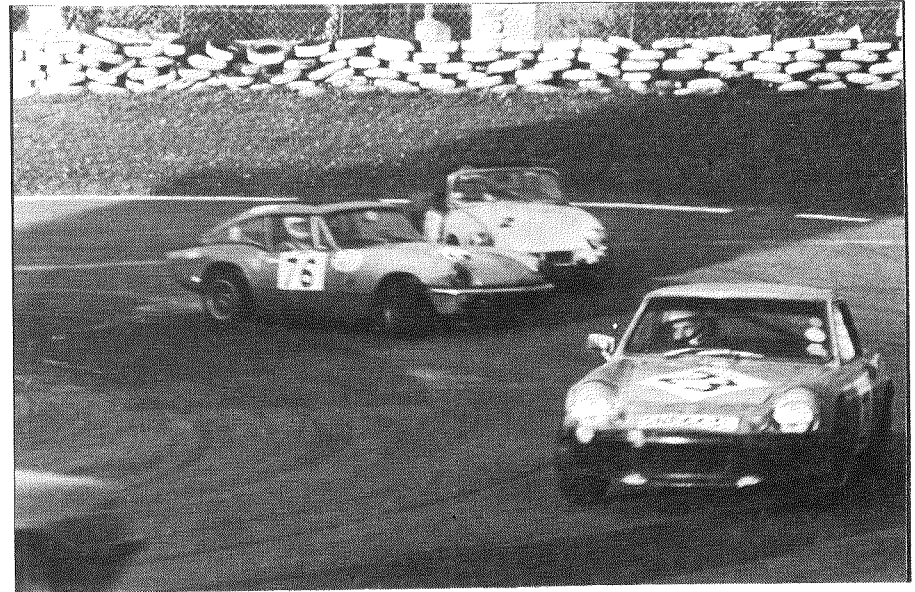
Time: 7.30am, Sunday 29th October. Kevin and Paul run through their check-list before setting off to Mallory Park, Leics, for what is to prove a truly superb race. Upon arrival, time to check in and give the cars a final tweek. Now, will all the preparation done, the first stage of the race can commence: The battle against time to get the highest grid position. Whilst talking to Kevin, I realised that he was looking for a good race but out on the circuit, one could be forgiven for thinking for thinking him a little too casual - who else would have their sunroof open (whoops! Sorry Kev). No seriously, this man was giving it so much welly that the sunroof came open. I must thank both of them for making my task so easy, as you will see. At the end of the practice laps, Paul with a fastest time of 60.2 secs gained a better grid position than Kevin, who came in with a time of 60.7 secs.

Back in the pits Paul was a little confused; it appeared someone had stolen his engine oil. Well! Not too concerned, Paul seemed quite happy with the time but was not too pleased about the lack of his limited slip diff., usually quick through the corners but now suffering from over-steer. Kevin is pleased with the car but was concerned with Gerrard Corner, as he could not get the braking right. So things are about equal.

Out on the grid they both had in front of them the big boys, Porsche, Morgan V8 and a Ginetta. Paul was one row in front of Kevin and, as the seconds ticked away, tension mounted. The starter dropped the flag and, away. Confusion reared it's head as a Lotus got into a flat spin at Gerrard on the first lap. Kevin spotted a gap first and blasted through, ahead of Paul. This set the scene for the next nine and a half laps. As car and driver were so well matched, they were nose-to-tail all the way. What could Kevin do to get away from Paul? In the 9th lap Kevin saw an opportunity in the shape of Reg Dixon in a very quick little Ginetta (who in fact in practice came in at 58.7 secs): If he could get ahead of Reg, there would be a barrier between them. As they came out of The Devils Elbow (a very tight hair-pin) it looked like Kevin had got him but Reg shut the door. Lap 10, final lap, now or never: As they came down the back straight they were still nose-to-tail; Paul closed what little gap there was through the 'S' and came up to The Devils Elbow side-by-side. Could Paul out-brake Kevin? No chance. This was really exciting stuff! Side-by-side into the corner and round it; as they exited the bend still-side-by-side, Pauls fears of the effect of a standard diff. came to fruition - all that weight at the rear left him spinning his rear off-side wheel, while Kevin pulled out just enough to shut the door and come in just ahead of Paul. I must apologise to those reading this it it seems like a three-car race but these two guys were so intriguing that I did not even see who won the race! Well done fellows.

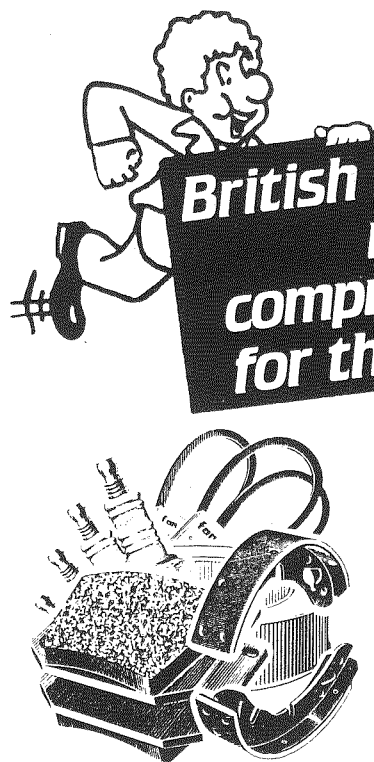
Talking after the race, we discussed what it would take to take up this sport. Well, obviously you need a car. It does not have to be pretty but solid. This will cost approx. £450; limited slip diff, £500; full race engine, £1,000; stiff suspension; wide wheels and roll cage. Say £2,500 the lot. This sounds a lot of money but consider how long it will last, providing you don't bend it! speak to Andy Jones, he has raced a Vitesse which he bought for £250 and raced it (Hill Climb) a week later, almost as he bought it. One thing is for sure, it's nice to see our cars beating Porsches!

IAN MC KEGGIE



**TSSC CHAMPION - KEVIN GINGER**





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- F/Glass		£ 22.50
MK. 3 Front Spoilers - F/Glass		£ 8.50
- Original		£ 12.50
MK. 3 Front 1/2 Valance - Steel		£ 29.50
- F/Glass		£ 19.50
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## HERALD REGISTER

CHRIS LONGHURST

23

### DOORS - RATTLES AND RUST:- THE CURE!

Herald (and Vitesse) doors are not only a source of annoying and distracting rattles but are also fairly rotten! In this series of articles, I will try to suggest cures for the rattles as well as the leaks leading to rust. Curing these problems is best tackled in one go, as the door internals need to be removed to do the job.

#### I. Replacing Glass Run Channels and Seals

##### What you will need:-

##### Seals (Weatherstrips)

Outer RH	608279	£3.45
Outer LH	608278	£3.45
Clips (8 per side)	GHFI560	£0.04
Inner	608288	£0.86
Clips (8 per side)	608604 (GHFI582)	
Glass Run Channels		
Rear RH	704564	NLS (1)
Rear LH	704563	NLS (1)
Quarter Vent Channel	559474	£6.66 (2)



- (1) available from John Kipping to suit either RH or LH application; £1.50 + 50p.
- (2) available from J.K. to press into quarter vent; £3.00 + 75p.

##### Other useful numbers:-

Trim Clips (22 per door)	GHFI230	£0.03
Door Interior Handle	608454	£3.57
Handle Retaining Pins	600832	

#### a) Trim Panel Removal

Remove the door and winder handles by pressing the escutcheons (the round, plastic bits! - 650261, black) against the trim panel and, pushing out the exposed retaining pin with a nail, lever off the trim panel and lift the springs off the two handle spindles.

#### b) Rear Glass Run Channel Removal and Renovation

##### I. Removal (glass fully raised):-

Remove the rubber plug, just above the lock mechanism, at the side of the door; undo the bolt ((Fig. 1-a) under the plug. Remove the two bolts (Fig 2-a), release the tension wire, (Fig 3) from the lower end of the channel. Lower the channel into the of the door and out through the lower aperture. The channel will probably look like that in Fig 4!

Fig. 1  
Bolt (a) securing  
rear glass run channel

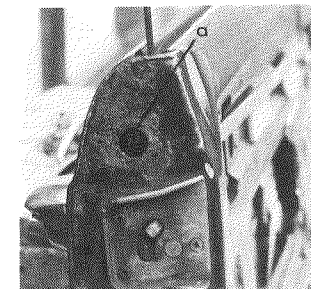




Fig. 2  
Door component  
attachment details

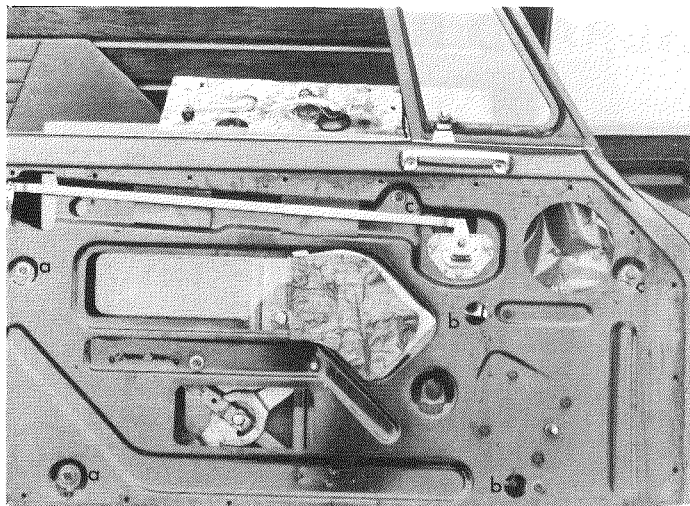


Fig. 3  
Door components  
revealed

t - tension wire  
v - disconnect  
regular arms here

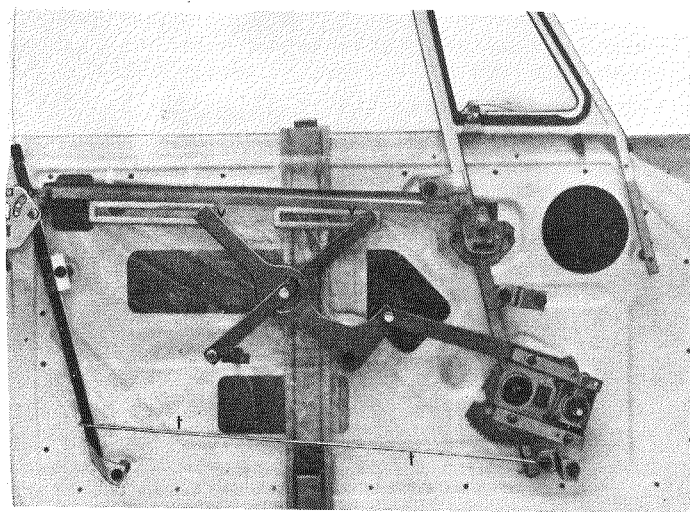
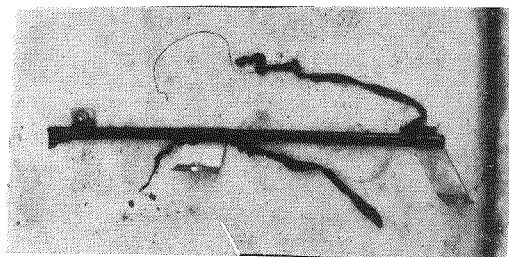


Fig. 4  
Old glass run channel

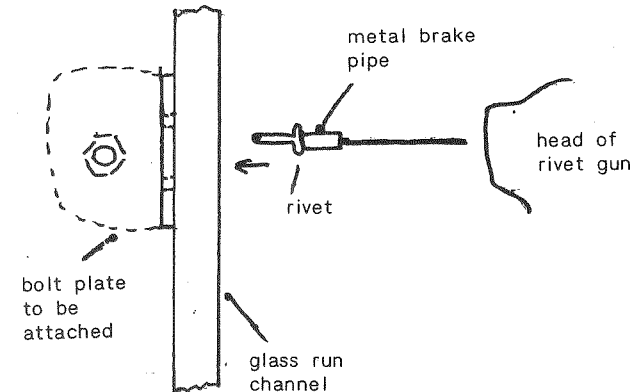


## ii Renovation:-

If you are using the channels supplied by John Kipping, you will need to remove the bolt plates from the original channel. Do this by drilling out the rivets, holding them in place. Mark out the new channel, drill it and rivet the plates on. To do this, a distance piece (old metal brake pipe,  $\frac{1}{4}$ " long) will need to be placed over the rivet shank (Fig. 5).

Fig. 5  
Attachment of bolt plate  
to glass run channel with rivets

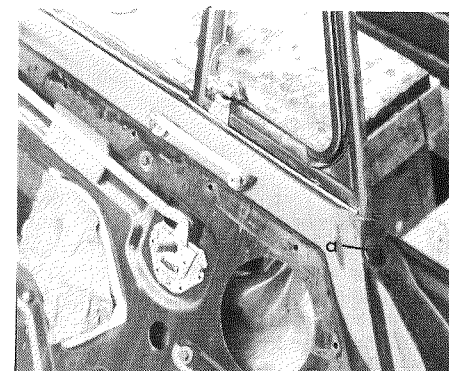
The rivets holding the top plate in place, will have to be filed/ground to  $1/16$ ", otherwise it will foul the door lock mechanism.



## c) Door Glass Removal

To remove the quarter light (for glass run channel replacement), the door glass must be removed. The glass first needs moving to the down position. Lever off the spring clips (607867; 06p) and leather washers (607702; 04p) holding the arms to the bottom of the glass (Fig. 3) and disconnect the arms. Remove the quarter vent retaining screws (2-b) and bolts (2-c, 6-a) and lift up the vent by approx. 1 - 2". Lift out the door glass.

Fig. 6  
Plug covering quarter vent  
retaining bolt (a)



## d. Quarter Vent Removal and Renovation

## i Removal: (see c above)

After removing the door glass, tip the quarter vent assembly rearwards, while pulling it up and out. Drill out the two retaining rivets holding the glass run channel in place and prise out the old channel with a screwdriver.

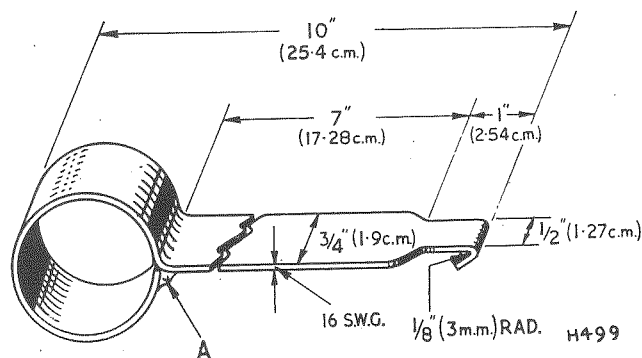
## ii Renovation:

Press the new channel in, after cutting it to length. It is a tight fit and is best pressed in at a vice, using blocks of wood to prevent damage. I did not replace the retaining rivets as the new channel is a tight fit.

## e. Weather Seals

When the old seal falls off or perishes, both water and dirt run down into the door. This leads to the familiar rot of the door bottoms. The old weatherseals can be removed by pressing the retaining clips down with a screwdriver. Refitting is greatly assisted by a simple tool (Fig. 7) - without this you will find the job impossible, unless you have evolved a long and powerful middle digit! I found it easier to fit the clips to the weather strip and then clip the weatherstrips to the door.

Fig. 7  
Weatherstrip fixing tool  
(the "ornate" handle is not required)



## f. Refitting of Door Components

This is a reverse of the above procedures but is best carried out in the following sequence:-

(a) Weatherstrips; (b) Quarter Vent; (c) Door Glass and (d) Quarter Vent. It is easy to loosen the weatherstrips when replacing b and c - pull the clips on tight afterwards, with the glass in the down position.

BY ANDY FIELDING

## Bond 2-Litre Exhausts, or UP YOUR PIPE!

A new scribe this month but worry not, my old mate Chris Gardener is well.

Exhausts for 2-Litre Bonds? The very mention is enough to turn Chris and myself into gibbering wrecks, screaming and clawing at the carpet like men tied down and forced to watch two episodes of Knots Landing. Between Chris and I, own or have owned six 2-Litre Bonds and exhausts, by definition, are a perennial problem.

The root of all evil is that the Bond exhaust was totally unique to the marque, nothing like the Vitesse one because of the very different design of the Bond rear apron. Many Bond owners have taken the easy way out and have a Vitesse system, kinked slightly so that it will fit. Fine. Their cars then have a huge rusty excrescence, looking like an old Hoover bag, strapped to the boot floor and in plain view. It is also worth noting, aesthetics apart, that the heat from the back box can damage the glassfibre (see Chris' red Saloon LRN 349H) and that the ground clearance of the car is reduced so much that, on bumpy roads, it can recede into negative numbers!

So what can be done? Well, a good place to start is by looking at how the original Bond items were fabricated. The downpipe on the cars was standard Vitesse. This was connected to a silencer box mounted up against the chassis backbones, just in front of the diff. carrier. The back pipe then curved under the rear cross-member and then followed the contour of the rear apron to exit in the centre of the car, just below bumper level. Chris and I have tried all sorts of systems, some similar to the original and some not but it has become apparent that the basic concept of the factory system has to be followed if the car is to look any bit like decent. Needless to say, our demands have made life a misery at various exhaust centres in Lancashire! Neither of us has been as cheeky as Mr Holden however. Mr Holden owned my first Bond Convertible before I bought it. His exhaust blew, so he took the car to an exhaust centre and put it in the car park. He wandered in, gave the keys to an apprentice and said 'The car's outside, see you later!'. Apparently, it took three men five hours to build the system. The labour charge, being a freefit place, was grumpily accepted as being zero!

The merits of the cars Chris and I have owned have all been different, as have their pipework. The system fitted to my first car, as cunningly acquired by Mr Holden, was excellent, with adequate silencing but enhancing the lovely 'straight six' sound. With this in mind, I approached P J Langfords, the Nottingham stainless steel exhaust specialists, to see if they could make copies. (I was working in Derby at the time). Langfords guarantee their exhausts for life (when the system fails the pipe leaps through the floor of the car and slashes your wrists; that was a joke). They produce the exhausts for all sorts of flash motors the like of which I shall never own. They were very helpful. They put the car over a pit, hummed and hahhed, said yes they could make a stainless copy and then quoted a price which had me calling for an oxygen tent! I gave up on that idea. Chris had been as impressed as I with the qualities of the exhaust on my car and has asked Mr Holden what it comprised. Having obtained this information, he promptly took his saloon to have a copy made locally. He told the fitter the parts required and left. All that can be said is that Mr Holden's memory must have been at fault (not surprising really; he'd off before anyone saw his car) because Chris got a 'phone call later saying that the system as described would be approximately eighteen feet long and what should they do next? Chris was most perturbed. What had been specified was a GT6 MKII front pipe with a Spitfire MKIII rear section. The Spitfire section was supposed to have two resonator boxes in it and thus provide adequate (just) silencing. Well, it hasn't, there is only one resonator and the attached pipework does not even remotely fit the shape of the Bond. Chris told them to go ahead and do their worst with the bits. After a great deal of cutting and shutting, bending and cursing, they produced a

beautifully crafted exhaust. Beautiful, that is, until the beast was coaxed into life. The car sounded superb, with a deep, throaty, burble. The problem was that its decibel output approached that of a Lancaster Bomber on its take-off run. Chris ran it like that for about two weeks and once, this is absolutely true, when he left my house, I could hear him (well, his car) for over half a mile. It also produced a very unpleasant resonance at 1500 revs. (30 mph in overdrive top), which made all his fillings fall out. It had to go. He took it back and asked them to directly replace the offending resonator box with some sort of silencer. An Austin Westminster 3-Litre box was duly inserted and the results were very good. Chris reckons that this system is the best which could be produced considering all the compromises necessary in such a situation: It looks like a Bond original and sounds like one too. JONTY-NOTE!

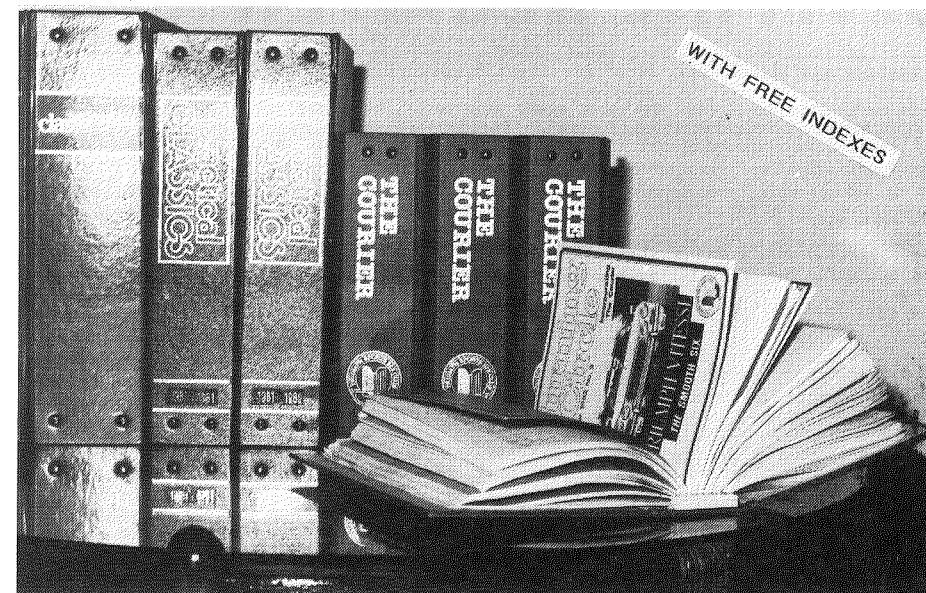
The system fitted to my current car (Convertible RLG 545H) when it was rebuilt, was pieced together by Richard Beswick (Triumph Restorations of Bolton) and myself. We used a GT6 MKII downpipe, 2 GT6 MKIII resonator boxes welded together end to end and fitted up between the chassis backbones, various bits of bent pipe, a 'Y' piece, and twin curved TR6 outlet pipes. It took bloody ages to make. It was OK but ground clearance was not as good as expected and it didn't sound good until the engine came on the cam. This system recently had to be replaced as my house is down a ¼ mile rough track and I hit a stone and punctured the downpipe (it was dark). The car went back to Triumph Restorations and Richard built a new system, using a Vitesse down pipe, a single Vauxhall Magnum 2.3 litre silencer positioned where the Bond box was mounted and a bent bit around the crossmember. This leads to a 'Y' piece and twin upswept tail pipes. (You may have gathered by now that I have some sort of fetish about twin pipes - probably something disgustingly Freudian and I should be locked up for!). Anyway, this system is superb, it fits the car, sounds wonderful and is fairly quiet. Well done, Richard! (Bolton 52243)

Chris and I have argued long and hard over which of the exhaust systems is the best, he prefers his and I am convinced that, even though it is not original in appearance or sound, mine is better. I suppose it is down to individual preference but I'll hit him next time I see him anyway, just for good measure!

Chris has also recently had a new system fitted to his convertible. This comprises a GT6 MKIII front section, which includes a resonator box and an MGB (heresy!) back box. Neither of us is particularly impressed by this system. It looks odd. The Club members who know Chris Gardener will understand when I say that he has not yet got around to cutting off the four inches of pipe which sticks out beyond the bumper line. Know any good Rabbits, Chris.

So there you are. Years of experience, blood, sweat, tears (and money) encapsulated for all you Bond owners with lace-curtain style pipework. I hope that this offering has provided some answers on just what can be done to prevent your Bond becoming a 'Hoover Bag Special'.

More fascinating tales of Bondage next month when we will examine the knotty problem of replacing the repulsive Mazak boot hinges on Convertibles with internal ones. Hold on to your seats.



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# SPITFIRE REGISTER

NEIL WILLIAMSON

## Questions and Answers:

With reference to a few items in past 'Couriers', here are some ideas and answers:

Oil Coolers can be obtained specifically for Spitfires, so it is not necessary to use one from an MG. Smiths do an oil pressure gauge similar to MK4 Spitfire gauges but it is electric. It is out of a Range Rover, so presumably, all the sensors are available from BL.

The ideal camshaft for a standard MK4 would be a MK3 cam, which gives higher lift and is really the only difference between MK3 and 4 engines.

The best diff for performance and economy in a Spitfire is the 3.89:1 standard MK4 diff.

By replacing a standard fan with an electric fan, it will give about 5bhp extra at the flywheel. The best is the Kenlowe which retails at about £27.

Stainless steel oversills are a very eye-catching addition but, unless they are put on with some Waxoyl on the original sills, they can become water traps. Stainless steel oversills are available from British Sports Cars and John Hills.

Stainless steel treadplates were standard in 1500 Spitfires but are also available from the aforementioned companies.

Mr P Curren mentioned the fact that custom 'bras' are available for MGB's. To my knowledge they are not available for Spitfires or GT6's in Britain but they are in America. I will keep you posted.

Here is a list of colours that Spitfires were painted originally, with the dates used and the code number of the colour which is found on the near-side of the bulkhead.

Colour	Dates	Code
Russet Brown	175-78	93/BLVC 205
Sienna Brown	1969-73	23
Delft Blue	1974-77	136
Royal Blue	1964-72	56
Sapphire Blue	1970-74	96
Tahiti Blue	1975-78	146/BLVC65
Valencia Blue	1967-72	66
Wedgewood Blue	1963-72	26
British Racing Green	1974-79	75/HAA
Brooklands Green	1976-78	BLVC 169
Conifer Green	1962-69	25
Emerald Green	1972-75	65
Java Green	1974-78	85/HAB
Laurel Green	1968-72	55
Carmine Red	1972-78	82/CAA
Damson Red	1968-72	17
Flamenco Red	1976-78	BLVC133
Magenta Red	1972-75	92
Pimento Red	1971-77	72/CAB
Signal Red	1962-71	32
White	1963-78	19/NAB
Inca Yellow	1975-78	94/BVLC 148
Jasmine Yellow	1967-70	34

Jonquil Yellow	1963-64	14
Mimosa Yellow	1972-77	64
Saffron Yellow	1970-72	54
Topaz Yellow	1974-76	84

IF YOU HAVE SOMETHING DIFFERENT, PLEASE LET ME KNOW.

# VITESSE REGISTER

ANDY JONES

I have just been told that the Works Manuals for Vitesse 2-Litre MKI and II and GT6 with Amendment Number 4, are available for £14.50 from:-

**MOTORBOOKS**  
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**London WC2N 4AL**

At the time of writing, 4 books are left but I am told that they can get more. The original Works Manuals are the best by far; I've had a copy of the Vitesse book for years, also the Herald and Spitfire book, which covers the 1600 Vitesse as well.

Parts Books are useful if you can get them, as if you have a part number, you stand a better chance of getting what you want from Leyland dealers. It is amazing just what parts you can still get: Just recently I've had rally springs for my Spitfire and also a laminated screen, all at very good prices from British Leyland.

Work is progressing on my cars. My Spitfire ADU 5B now has the anti-roll bar brackets welded back on and the new rally springs fitting, along with Spax gas dampers. The roadholding is now even better.

The 948cc Herald Coupe has at last had a new rear wing fitted; my thanks to John Kipping for finding the last one and fitting it with his usual skill. He is also fitting all new outriggers, so the car should go on for years come.

The Vitesse Estate was quickly put back into service from its retirement, when an outrigger on the 1600 Vitesse fell off. Now it is off the road again forever this time, as the driver's footwell is about to fall off and I need mechanical parts from it to re-build my MKI 2-Litre Convertible. The next car in line for work will be the MKII Convertible, which needs assembling.



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# T.S.S.C. Christmas Crossword

## CLUES

(All answers will be found in the Turning Circles Nos. 1 - 4)

### ACROSS

- 1 See 38 Down.  
 3 Name of wheel covers as used on the 2-litre MKII Vitesse. (7)  
 6 Optional extras offered as a set for the GT6 MKI (4, 6)  
 10 See 13 Across.  
 11, 21 &  
 35 Down Which American motor magazine voted the Spitfire in 1966 as being the "Best GT sports car under \$2,500"? (3, 3, 6)  
 12 Name of Herald production line in Coventry? (6)  
 13, 10 How many years since introduction will the Vitesse and Spitfire be celebrating in 1983? (6, 3)  
 14 What moving mechanical part of a Herald/Vitesse would you associate the name Hardy-Spicer? (9, 5)  
 17 Name the country where the Herald was assembled and sold as a 4-door version, having been exported from Britain in kit form. (5)  
 21 See 11 Across.  
 24 Italian who styled the Herald? (8, 10)  
 26 &  
 22 Down Popular words used to describe GT6 Rotoflex couplings. 6, 9)  
 28 See 39 Across.  
 29 &  
 20 Down Managing Director of Standard-Triumph at the time of introduction of Herald? (5, 4)  
 32 Original name proposed for Herald? (5)  
 33 See 36 Down.  
 34, 41 Name of car from which the Vitesse engine was developed. (8, 3)  
 36 A Spitfire Owners Club was formed in 1965, from which city in England did this Club originate. (10)  
 39, 28 In 1970 the Spitfire and GT6 were re-styled, from what car was the rear end style adopted. (7, 4)  
 41 See 34 Across.  
 43 See 27 Down.  
 44 See 36 Down.  
 45 See 37 Down.  
 47 &  
 31 Down Which part of the engine on a GT6 MKII was a modified Triumph TR5 component? (8, 4)  
 48 See 23 Down.  
 49 What type of petrol cap was attached to the GT6 MKII? (8)  
 50 Manufacturer of carburettors used on the Vitesse 2-litre MKI? (9)  
 51 The moving part of the Herald 1200 engine which was toughened for adaptation for the MKI Spitfire. (10)  
**DOWN**  
 2 What other series of sports cars were Standard-Triumph producing concurrent with the Spitfire and GT6? (1, 1)  
 3, 46, 25 Location in London where Herald was launched in April 1959? (5, 6, 4)  
 4 Manufacturer of carburettor used in 948cc Saloon Heralds? (5)  
 5 For which Grand Prix was the single-seat race-prepared MKII Spitfire modified for? (5)  
 7, 19, 15 Type of steering used on all Club cars? (4, 3, 6)  
 8 Name given to Vitesse in America? (6, 3)  
 9 These parts of the Herald chassis were not used for the GT6. (10)  
 15 See 7 Down.  
 16 Name of Overdrive as fitted to the Vitesse. (7)

- 18 Original code name given to Spitfire by Standard-Triumph. (4)  
 19 See 7 Down.  
 20 See 29 Across.  
 22 See 26 Across.  
 23 &  
 48 Across Name of a car from which original Herald engine was used. (8, 7)  
 25 See 3 Down.  
 27 &  
 43 Across Chrome-plated engine component which was fitted as standard equipment on the GT6 MKI. (6, 5)  
 30 Original name proposed for Herald Courier Van. (7)  
 31 See 47 Across.  
 35 See 11 Across.  
 36 & 33,  
 44 Across First event that rally-prepared 1600 Vitesse were entered for in 1963. (5, 5, 5)  
 37 &  
 45 Across Last competitive outing that the works rally Spitfires were eligible to compete in (1965). (6, 5)  
 38 &  
 1 Across Chief Engineer of Standard-Triumph at time of introduction of Herald. (5, 7)  
 40 Body panel which was available as an optional extra for the MKI Spitfire from 1963 onwards. (7)  
 42 Name the wood veneer as used on most of the Club car marque dashboards. (6)  
 46 See 3 Down.

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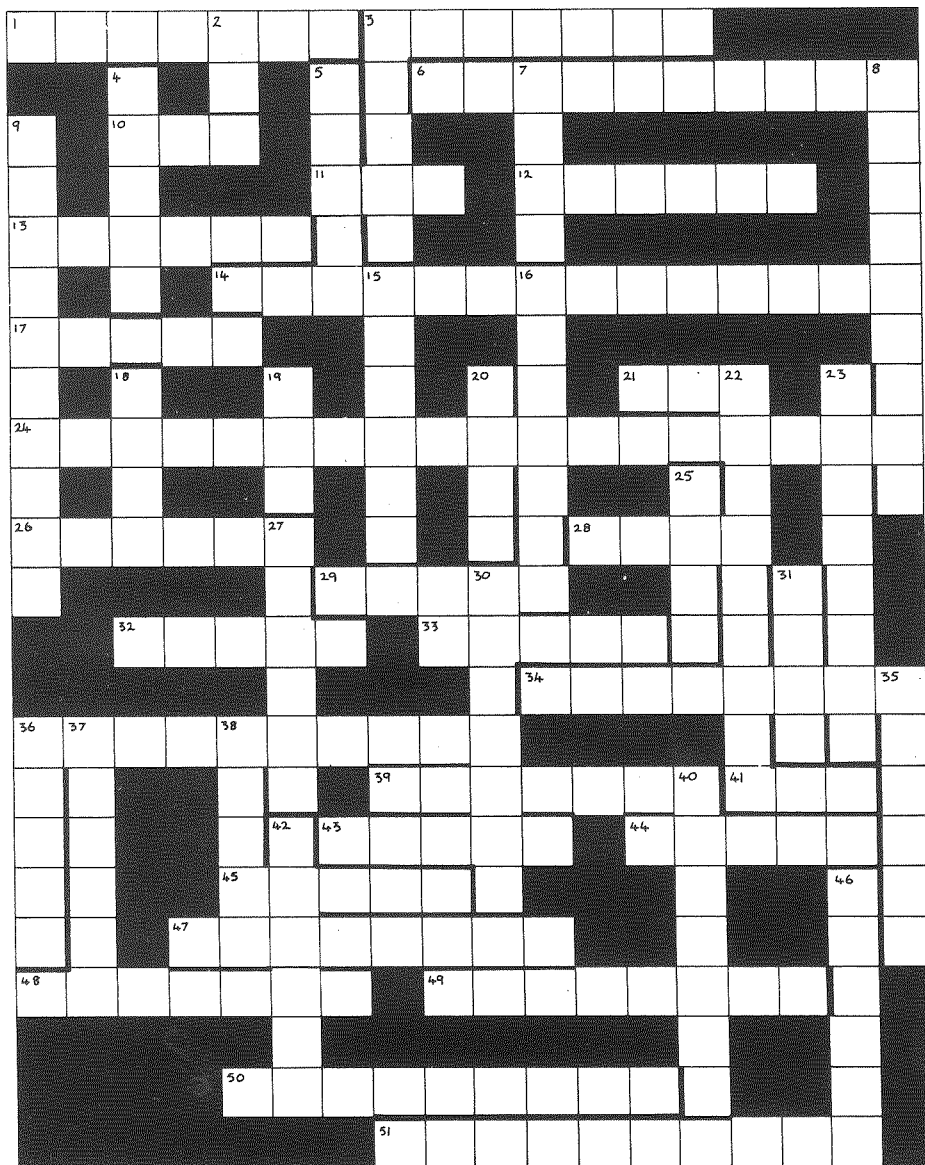
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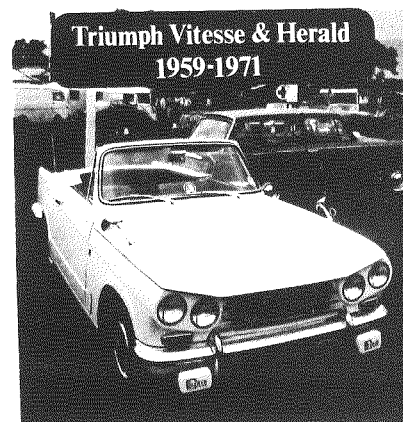
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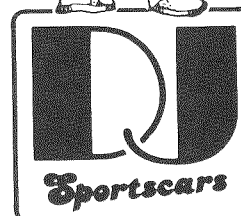
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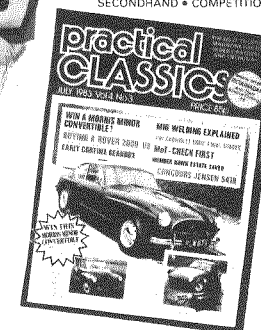
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## PEN TO PAPER

### LETTER FROM J J MORUZZI, LEEDS 4:

On the subject of the dodgy handling of early Heralds, Vitesses and Spitfires, I have a very simple remedy: Simply obtain from a scrapyards a pivoting spring from the rear of a MKIV Spitfire; swap for the old II leaf, positive camber spring and, hey presto! Handling is transformed and no more brown stains on the passenger seat!

On my Vitesse, I added one leaf from my old spring to the new one, since the Vitesse is a four-seater but I may remove this since the ride of the car is harsher than before.

The wheels now have a touch of negative camber and the rear of the car sits a little lower. A note about wheeltrims: The trims on MKI Vitesses seem identical to those on the MKI 2000 Saloons and the 'Rostyle' covers on the 2.5 Saloons WILL fit Vitesses and Heralds. They can be fastened very securely and discreetly to the wheel as follows:-

Drill two holes in the trim, diametrically opposite each other and in the circular recess of the trim, so that these holes are above two of the four slots in the wheel: Large self-tapping screws tap easily into the slots and prevent the trim flying off and demolishing the licence plates of passing Rovers - as happened to me!

### LETTER FROM MR S BOYNE, YORK:

The D.I.Y. motor magazine PRACTICAL CLASSICS, are publishing an occasional guide to scrapyards, occasional being the key word as it seems it will be quite some time before the whole of Great Britain will have been covered. At the suggestion of Chris Stabler at one of last years joint meetings, I produced a guide to scrapyards in the YORK area, which was received with some enthusiasm from local members. The emphasis was, of course, on Club cars but other details such as directions, 'phone numbers, condition of yard, nature of owner! And price etc., were also included. Perhaps it may be helpful if other Area Organisers compiled a similar, local list, so that local members could benefit, with possibly adjacent Areas exchanging information etc., etc. I feel sure that there are many members who have very limited experience in dealing with scrapyards, such as clambering up and across mountains of rusting cars, to reach that elusive piece of unmarked chromework. There are many scrapyards who will willingly use a crane to get a particular car to ground level so that complex body or mechanical parts can be got at easily and safely, with both parties benefitting when the fivers are handed over, when dismantling is complete. Another helpful feature that the traditional scrapyards employs, is the borrowing of large and specialist tools to aid dismantling but this is not normally known unless you are a regular visitor to the yard. Another point to bear in mind is that more and more members will have to rely on scrapyards for certain parts which MR UNIPART is gradually forgetting about. So a reasonably up-to-date scrapyards guide may be a very useful aid for parts location.

(Some very important points have been raised in this letter. Would Area Organisers like to tackle this task with a view to having this information published (if funds allow) at a later date? In any case, it would be very helpful to be able to give your local members this information. ED)

*Whereas every care is taken to publish accurate information, the Editor and the Committee of the TSSC do not necessarily agree with all the views expressed within The Courier (or Turning Circle) and cannot accept any liability from erroneous or misleading information found therein.*

### LETTER FROM ROGER BELL, LUTON, BEDS:

Having just completed the replacement of a rear outrigger on my I3/60, I have a few tips that may help others.

The original outrigger lasted six years before rotting through, the second lasted seven years. The short life is due to road spray entering the box from the outer end. I bought a new one from Stuart Warren, his are good quality and thicker than most at 1/16". I drilled two 1/2" dia. drain holes in the bottom; they also provide access for applying 'Supertrol' rust preventing oil. A 2" square plate was cut out and holes drilled to fit it to the outrigger at the front outer end, to keep the road spray and mud out. It was then painted inside and out with 'Hammerite', the inside being done with a lengthened paint brush, the ends to be welded, were left unpainted and cleaned down to bare metal. The car was supported at the rear on axle stands; a line was scribed on the chassis 6" to the rear of the outrigger's rear face - errors here and you will be wearing tyres out. A 6" wide metal plate comes in handy for marking the line. The radius arm was removed at the hub; remove the bolt that secures the outrigger to the body - mine sheared off - I centre punched the tube, drilled 1/2" dia hole and chiselled it through. Holes were drilled 1/2" dia. around the outrigger, close to the chassis; a club hammer and a chisel cut through it easily. New bushes were fitted to the radius arm using a vice to press them in and out (washing-up liquid is a good lubricant). Look down inside the outrigger; if there is a gap between the distance piece and front face, add a washer in, then the nuts and bolts securing the radius arm bracket can be locked up solid, instead of crushing the front face of the box back onto the distance piece.

Back to the chassis: The jagged metal was ground away, using a disc grinder from a tool hire shop. The outrigger was fitted using a 3/8" dia. bar, rounded off at the end to locate the outrigger to the side rail and body mtg bracket. Using the 6" wide plate, the other end was tapped in position. Now call your friend who does the welding to gas weld all round the chassis end and, at the outer end, along the bottom face to the side rail. Refit body mounting bolt, use all new bolts, refit radius arm, paint over welds, remove axle stands and tighten radius arm bolts with the suspension on the ground. I use sealant after welding jobs to keep the water out - it's as easy to apply as icing a cake - in this case, apply around the 2" square plate.

### LETTER FROM G D CLARK, BATH:

In reply to P J Butterworth (November 1983), I suggest that he considers a Mini MKI type oil gauge, of the design fitted to de luxe and Cooper models. The one in my MKI Cooper is a good match to the temperature and fuel gauges in my Spitfire I500 and I am considering fitting an oil gauge to the Spit. What a pity it was not an original fitting, the cost would be negligible but it is a very useful instrument.

I have fitted an electric fan to the Spitfire, a Kenlowe to be exact. The instructions are very clear and the fitting was easily done. I found that the result was better mpg, much quicker warm-up - a boom in the winter - warmer engine in winter, which improved the heater and a much quieter car at all speeds. My advice is that it is worth the time and money; it could repay its cost at about 1/2p per mile if it saves 3mpg, based on an average of 30 mpg.

I would support his request for articles on modifications, especially advice as to the different tuning options and how to achieve them. For example, I would be interested to know how to achieve a little better performance, especially acceleration, without too much cost. Should it be specialist cylinder head work, or a different camshaft or tuned exhaust - or a combination of all three? I have no engineering training, just D.I.Y. experience for many years.

## LETTER FROM BRENDON WEIR, HANOVER, WEST GERMANY:

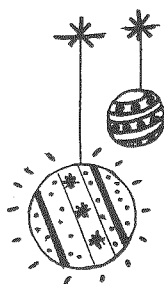
If you've ever got depressed about the problems of running one of 'our' cars in the U.K., spare a thought for those of us in Germany. Bureaucracy is everywhere. It first hits you when you come to register your proud possession. If you move to another town, then you have to get different number plates, which, of course, you have to pay for yourself. All the details of the vehicle are recorded on a card which you must have with you at all times. The police regularly make road-side checks, stopping cars at random to check that all your paperwork is in order. If you haven't got your passport, vehicle registration card and insurance documents with you, then you are liable for an on-the-spot fine. Any non-standard features added to the car, for example, wide wheels, sunroof, or small diameter steering wheel, have to be approved by the MOT authorities and the details entered on your registration card. The worst part of this is that they want to actually see your I75/70 SR13's on the car, before they say "No, you can't do that". Catch 22.

Then comes the MOT test itself. The only blessing is that it only comes once every two years. However, as you might expect, it is EXTREMELY thorough. I never realised that the commission number is stamped directly on the chassis of the GT6 MKIII, as well as on the plate on the side panel. Never realised, that is, until I failed on that point as mine had rusted over just enough to be illegible. There is also emission control to be coped with.

Searching for spare parts is even more of a laugh; it's interesting to see who can quote the highest prices. So far I've been quoted £300 for re-building a gearbox and £115 for a rear bumper. I see plenty of Spitfire MKIV's and I500's about and there is a Spitfire Club in Germany, so if their members are paying similar prices to these, I suggest they join the TSSC immediately and cut their spares prices by half!

Germany is, of course, famous for having no speed limits on its motorways. This sounds great but there are mostly only two lanes; the lorries take the right hand lane and the left is either so full that you can't get above 70 mph, or if it is free and you can get up to the ton, then you find half a dozen Mercedes, BMW's and Porche's, headlights blazing, all wanting to go 120 mph, sitting about a yard off your rear bumper.

The consolation for all this? My car draws 50 times as many admiring (or are they just curious?) glances as your run-of-the-mill Porsche. My next aim is to get my Vitesse on the road over here to show the passers in the VW Cabrios what a proper convertible is like!



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## LETTER FROM MR S PHILLIPS, TOTTENHAM:

In reply to Mr P J Butterworth's enquiry (November 1983), I hope the following will be of interest:-

Smiths did manufacture an oil pressure gauge that matches those of the late GT6's and Spitfires. It was originally fitted to the TR6 from 1973 onwards. It is still available from BL (I purchased one 10 weeks ago) under the part number I59608, at a cost of £20.82 inc. vat, which doesn't include the pipe tee-piece etc. I do not know of any stainless steel tread plates available for the Spitfire but you might be interested in how I fitted some to my GT6: The Triumph Stag had these fitted as standard and are fixed on by self-tapping screws. I purchased a pair of secondhand ones (vaious adverts in the Exchange & Mart); these were then cut down, using a sheet metal cutter, to fit the GT6. New holes were then drilled and then fitted, using chrome headed self-tappers. The end result is certainly worth the effort.

## LETTER FROM MALCOLM BUTLER, WORKINGTON, CUMBRIA:

Looking through the Exchange and Mart, I noticed that most of the spare part centres are to the South of the country and when ordering spares from these places, you usually have to wait over a week. Not only this but if you buy over the telephone from private sellers and the items are large, the postal charges are rather steep.

This set me thinking that if we, as a Club, could set up a network between all the local Areas, where members would be willing to transport parts etc. to pre-selected meeting places, it would save a great deal of time and money. This idea would only work with the co-operation and good will of Club members throughout the country but I feel sure it could benefit out Club in the long run.

As I said before, this is just a basic idea, so if fellow members feel it can work, let's hear from you. This could also work with scrapyards, as members in each Area could be 'phoned to ask about parts in yards in their Area.

(Malcolm has made some very constructive suggestions in his letter. To set up such a network would take a great deal of organisation and, since Malcolm has obviously given this matter some consideration, perhaps he could deal with any resulting correspondence at his end, in order to assess the level of interest. Please address your letters to Malcolm Butler, 14 Rosehill, Harrington, workington, Cumbria CA14 5QL ED).

## LETTER FROM SHARON ESPIN, SPALDING, LINCS:

Since becoming a member of the TSSC, I have attended most of the events throughout the summer in my MKIII GT6, which my husband and I are gradually restoring. The standard of some of the GT6's are fantastic and I have spent many an hour admiring what must be a labour of love. Bev Warren's magenta GT6, especially the engine compartment. My GT6 is still a long way from winning any Concours but I have always dreamed of owning a car which would win at Donington Park and this weekend part of my dream came true, when my husband and I purchased a pimento red MKIII GT6 with overdrive and a recorded mileage of 1,857. The car is absolutely in showroom condition and completely original, never having been out in the rain. Each morning I venture into the garage and spend a few minutes just longing for may to arrive, when I will be able to drive it to Donington Park. See you there Bev.

*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 advise.*

## NATIONWIDE

### ANGLIA AREA NEWS, GILES TINKLER REPORTS:

I would like to take this opportunity, on behalf of the Anglia Area members, to thank Barry for all the work and time he has devoted over the past six years, to the Area and the Club as Anglia Area Organiser.

This does not mean he will be disappearing from sight as he is still on the Area committee and, if everything goes according to plan, he will, as usual, be the main force behind the organisation and running of the annual Birthday Barbecue, an event which we would be unable to arrange to such a standard without his knowledge and contacts.

On 3rd November the Area held it's AGM at our usual watering hole, The Coach and Horses, Trumpington. This proved to be extremely uneventful and was soon completed.

Anglia Area had a combined weekend with the Kent Area to the Classic Car Show at Brighton; a reasonably good turnout of the hard core members was seen from both Areas. Congratulations must be in order for the Essex Area, for their excellent stand and competition results.

By the time you read this, the Area Disco will have been held. Although response regarding ticket sales was exceptionally slow, hopefully in the end the event will have been well-attended.

The Area Christmas Dinner will be held at The Coach and Horses, Trumpington on 15th December. The cost is £8.25 per head but tickets must be purchased at least a week beforehand, so that numbers can be arranged with the public house.

P.S. All the best to Larry!!

### AVON AREA NEWS, HILARY OWEN REPORTS:

James Sturgeon has now been joined by Chris and Hilary Owen, who are now joint Area Organisers. Area meetings are held at two venues, the 1st Monday of the month at The Wheatsheaf, Winterbourne, 8pm; next meetings on December 5th/January 2nd and on the 3rd Wednesday of the month at The Talbot, Keysham, 8pm; next meeting on January 18th.

**Christmas Meal:** Please note no meeting on December 21st, come to the meeting on December 5th or 'phone Nailsea 856991 for details.

### EAST BERKS AREA NEWS, RICHARD ARMITAGE REPORTS:

Greetings readers. East Berks Area has had some slight re-organisation recently. John Reed, who has carried the burden of Area Organiser for some time now, has been relieved of some chores and there now exists a committee. John is still the Boss and we all hope he remains so.

Our Area seems to grow with each meeting and I hope we don't outgrow 'Uncle Tom's Cabin'.

Recent events include a visit to the Oxford Area. We left in convoy but somehow split into two about a quarter of a mile down the road. Well, at least we all arrived together. I'm sure a good time was had by all, especially those of us who won a prize in the raffle. We look forward to returning the compliments.

I know some of us went to the Classic Car Show at Brighton earlier this month and congratulations to those who organised the TSSC stand. It seems to get better every year. Those who didn't go missed what must be one of the best Vitesses around; well, I must confess, it was on the Club Triumph stand but I'm still envious.

Lastly, for those with rotting Spitfires/GT6's, you may or may not know that Robin Vincent of the East Berks Area manufactures the 'Hurricane', a very nice kit for the Spitfire/GT6 chassis.

Anyway, enough from me. I'll see 'our gang' on the 14th December.

### COTSWOLD AREA NEWS, SUE IND REPORTS:

The meetings are still well supported. Forthcoming events include a Treasure Hunt from the Forum car park, Cirencester map ref. sheet I63-025018. Also a Skittles Match is being arranged, dates to follow.

Please note my number, which is not in the Self Help Scheme list, is Cirencester 61137. Meetings on the third Tuesday of every month, 8.30 pm onwards at The White Horse Inn, Frampton Mansell.

### LAKE DISTRICT/CUMBRIA AREA:

As mentioned in the November Courier, Chris and I are shortly moving into this area and will definitely be organising a regular monthly meeting in Keswick. Interested? For further details, please contact myself, Eddie Evans (Technical Secretary), tel: 028-371 2834 or Malcolm Butler, tel: 0946-830017. We look forward to hearing from you.

### DEVON AREA NEWS, INTRODUCING MIKE ATKINSON:

Since Gareth's last report, Devon Area members met at Kennford and Totnes, where an interesting slide show was made.

It was at the Totnes meeting that Dougal Black impressed many members with his newly built Marlin. It made it's Club debut at the Area concours but now resplendent in it's new paint (another Stan Walters job), even Gareth had to admit it looked splendid.

By the time this is published, we will have discovered the next Devon Area quiz champion and played a bowles championship with the TR Register. Watch this space to see what happened!

### Coming Events are:

Sunday 11th December	Exeter meeting: Seven Stars, Kennford
Sunday 18th December	Christmas Buffet: Dartmouth Inn, Totnes
Sunday 8th January	Kennford again
Sunday 29th January	Totnes again

Perhaps the saddest event of this month was the retirement of Sue, I mean Stan Walters as Area Organiser. A revered stalwart of the Club. Under his management the Devon Area has evolved from a handful of members, to the large, well administered organisation we have all enjoyed - and I've now got to follow that!

Members present at the Totnes meeting voted me the new Area Organiser. Most of you already know who I am and I'm contactable on Newton Abbot 4330 (best to 'phone 7 - 8 pm). Helping me will be Steven Ash, who has nobly volunteered to organise next years car shows, thus continuing the Devon Area tradition in that direction. Also continuing his good work, will be Gareth Beeching, who seems (for some peculiar reason) to enjoy writing our Area Reports and being Editor of our local magazine, 'The Devon Herald'.

There are all sorts of plans for 1984 being hatched, so anyone with any ideas/-criticism, should 'phone either me, on Newton Abbot 4330; Gareth on Colaton Raleigh 68777; or Steven on Plymouth 43948. Now's your chance - comment on how you think the Area should be run - if you don't comment, don't complain!

ESSEX AREA NEWS, BARRY THURGOOD REPORTS:

Well, that's the hectic season over. The Classic Car Show at Brighton went exceptionally well, with Roger Rowley's Spitfire being placed third in the Post War Classics Class and 'The Courier' getting a mention in the judging of the magazines, actually it came second, no small achievement considering some of the opposition are professionally produced by publishing houses. Well done to Roger and to Bill and Jo, it's nice to see 'outsiders' confirm what we already knew. A big THANK YOU to all those who helped, a proper write-up will no doubt appear in due course.

We have acquired a 2-litre Bond, which is on its last legs; bits of it have already been nabbed but there is still a lot left. Also we have a quantity of Herald air filters (paper element type), genuine Unipart and only 50p + postage each. Give me a ring or see me at The Dukes Head if you are interested in either.

Let me take this opportunity to wish you all a Merry Christmas and Happy New Year and also thank you for your support over the last year. Assuming we didn't make too big a fools of ourselves at the Fancy Dress Dinner and are able to show our faces in public, see you all at The Dukes Head on the 11st December for some Yo Ho Ho - you can bring your own rum.

GATWICK AREA NEWS, KEVIN FINCH REPORTS:

October's meeting: There were 6 of us here and one was a female member; thanks for turning up Janet, hope to see you next time. This year was the first year that this Area existed and not a lot happened. Well, next year we hope to organise the odd things now and then. The next meeting will be on the 3rd Monday of the month at The Black Horse pub at Hookwood on the Gatwick to Reigate road (A217) or 'phone Crawley 515413.

HAMPSHIRE AND SURREY AREA NEWS, KENNETH RODMELL REPORTS:

Our October meeting was very well-attended, with around 40 people turning up at The Royal Oak, Pribright. Many thanks to all the people who came along on our Summer 'Pub Runs'. These very popular Sunday lunchtime excursions were enjoyed by all and will certainly be continued next Summer. Special thanks are due to Simon Ward, whose thorough organisation and planning made it all possible.

There has been a change in the Area; it was mutually agreed that I will be the new Area Organiser, taking over from Tony Beale, who stepped down due to other commitments. So, many thanks to Tony for 'holding the reins' during the past year. In fact, the Area Organisership has become a joint venture, being handled by myself (from Tadley in Hampshire) and Vincent Clowes (from Camberley in Surrey), with my 'phone number being used for contact. Our aims are to try to encourage more of our Area to participate in the National Events, to hold more events of our own, (on a small scale initially) such as weekend camping trips to the coast or further afield, if such interest prevails and thirdly, to encourage more liaison between ourselves and other Areas: We already have good contacts with the Thames, Kent, Salisbury and Southern Area and, of course, we will welcome any comments or suggestions members may have.

Finally, if you do live in the Hampshire and Surrey Area and have not yet come along to our meeting, please, please do see if you can make it. Everybody is welcome at The Royal Oak, Pribright, which is one of the nicest pubs in England, with a good choice of real ale, a large car park and our own room - separate from the main bar. The Royal Oak is on the A324, about a mile out of Pribright village, in the Aldershot direction.

Remember, the more you put into the Club, the more enjoyment you'll get out of it! Cheerio.

IPSWICH AREA NEWS, BILL YATES REPORTS:

At our monthly meeting, held on 19th October at The Rushmere Falcon, it was proposed that we change our meeting dates from 3rd Wednesday to 2nd Wednesday of each month, thus enabling our reports to be included in the following months Courier. This was agreed by all present and will commence in January 1984, the first meeting being Wednesday 11th January.

We have provisionally arranged a Christmas lunch to be held on 11th December (Sunday), more details at our next monthly meeting, 16th November. I must have numbers attending as soon as possible please - call me on Ipswich 830437.

On 23rd October 10 of us in 4 cars went to Snetterton, to support Paul Lucas in his Spitfire. It was a beautiful day although a little cold, not a cloud in the sky. Paul's car seemed to go very well - I'm not sure if he won his class as we had to leave straight after his race, as it was getting late but hope to be able to go again next year. A grand time as had by all.

SOUTH HERTS AREA NEWS, JEREMY HURST REPORTS:

First of all, thank you to everyone who made it to the Area AGM and for your suggestions for next year's activities, which the 83/84 committee has already started working on. Talking of which, your new committee has just two changes: They are Sheridan Earl Russel, who joins us along with Jeff Moore who takes over as events organiser. A big hand to Vicki and Dave for their sterling service over the past year.

Hallowe'en saw a great time had by all at our costume party; ghosts and ghouls came out in force. Congratulations to John and Val, who won the best costume prize.

Christmas is nearly here again, so don't forget our Christmas Buffet and Dance on 17th December at our usual Club night venue! Get your tickets at the door. They will be about £3 or £4 but, due to problems beyond our control, I can't give you the exact price now. Don't miss it, see you there.

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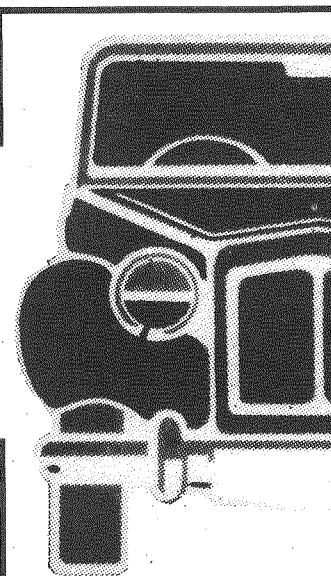
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LEICESTER AREA NEWS, MICK MAIDMENT REPORTS:

Another very good turnout - 18 Club cars (and one Mazda), graced our new venue, The Bath Hotel at Shearsby. There are still a few faces that we still haven't seen since our old venue. By the time this goes to print, we will have played our return skittles match against the VW Owners Club; hopefully with a win under our belts after our first round defeat.

Important Notice:

Our Xmas Party has been organised for December 29th, December Club night. We have a great Disco booked and Betty is laying on a buffet. Tickets are £4 each - can't be bad! The room we have in The Bath is ideal for a great party. Please get your tickets as soon as possible from Sheila, our Secretary, on (0533) 28374 or from me on (0533) 386626.

October raffle: A bottle of whiskey was won by Royd Eley who, being strictly a beer man, flogged it to Pete Jarvis after much fierce bidding. See you all next month.

NORTHANTS AREA NEWS, IAN MCKEGGIE REPORTS:

Well, after our first meeting at The Stag's Head, Maidwell, we already have a good hard core of members from the Northants area. At the last meeting we discussed ways to make the winter months a little more tolerable. Three ideas were agreed:-  
1. We go ice skating. 2. Ten pin bowling and 3. a Medieval night. If you are interested, let us know soon. See you third Wednesday of the month.

SOUTHERN AREA NEWS, TONY FARBY REPORTS:

There is possibly a change of venue for our Area meetings - not that we are unhappy with the Good Intent, far from it, but it may be that we can get our own room in another pub and obviously this would be much better. Any definite plans will be published in The Courier, well in advance.

SCOTLAND/GLASGOW AREA NEWS, NIGEL WADDELL REPORTS:

We have now hibernated from our summer watering hole to our winter one, namely The Sherwood Hotel in Pollockshields in Glasgow. During our next informal meeting on the second Wednesday, 14th December, one of our members, previously involved in running a custom car club, will be showing slides around 9 pm in the small room, off the lounge bar, in The Sherwood Hotel. There will be over 200 slides, mainly of custom cars in a show environment and including Spitfires, GT6's, Herald and Vitesse based machines. Also it is hoped to be able to show slides of a GT6 convertible rebuild, which should inspire members to attempt the seemingly impossible task of a total ground up rebuild. This particular one having been done by a student during his summer hols. All members and friends are welcome, so please take this opportunity to come along and meet fellow enthusiasts. No need to turn up in a concours, or even a club car, for that matter.

Don't miss the gleaming paintwork, the glittering chrome or the painstaking attention to engine detail. A Herald with space frame chassis, 2.5 litre tripple carb. engine, Jag rear suspension and tilt-up body, to name only one. Hope to see you there.

CENTRAL SOMERSET AREA NEWS, NICK BRADBURY REPORTS:

Our local pub is getting rather over populated since the new management took over. As a result of this and several comments about it being 'a bit in the sticks', a new venue is being sought. After November 30th, time and venue may have altered, so 'phone 0278-662698 for details.

A hearty welcome to the new members who attended the October meeting; news and views from the younger generation appreciated. I hope you continue to support your local Area, (otherwise we might follow the demise of the Gloucester Area - see November magazine).

SOUTH WALES AREA NEWS, TIM DAVIES REPORTS:

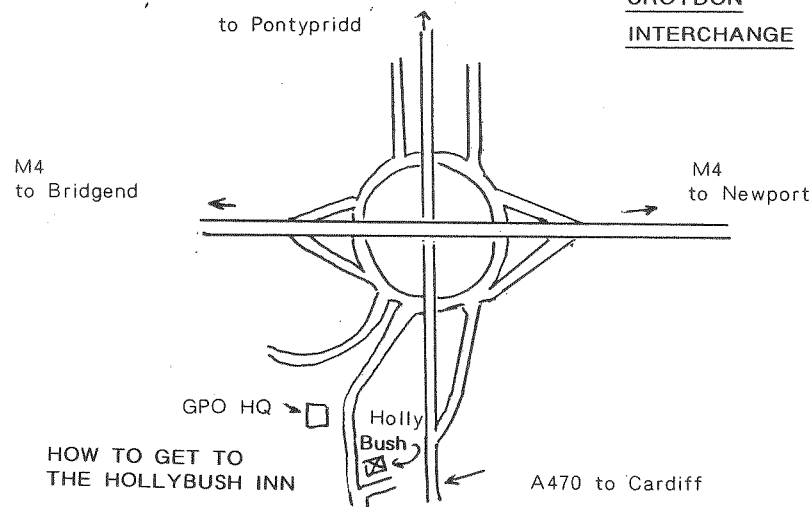
It was a misty night on November 2nd but still about 25 members made the hazardous trip to the Caesars Arms. Most of the evening was spent ironing out a list of events for the coming months, which is shown below.

On Thursday 28th October, the South Wales TSSC took on the South Wales TR Club in a friendly skittles match. I wasn't able to be there but I was told a good time was had by all, despite us being beaten. A return match is planned for the future.

The Christmas function this year will take the form of a Christmas Dinner at The Hollybush Inn in Whitchurch, Cardiff. The set meal consists of: Soup or Prawn Cocktail, main Turkey course, Trifle or Black Forest Gateaux and to finish Mince Pies or Cheese and biscuits with Coffee - cost £6.25 inclusive. So, if you haven't got anything planned for the Friday (23rd) before Christmas, let me know, as I have to make reservations as soon as possible - there are 23 going already.

Many thanks to Dave Marshall for his quiz he prepared, I found it extremely taxing - good stuff. Well done the winners, man and wife - sorry forgot your names, opps!

7th December	Xmas Dinner, Hollybush Inn
18th January	Social Evening with MG and TR and Lotus owners
Sometime in March	Treasure Hunt
29th June - 1st July	National Event (South Wales) Tredegar House
	<b>CROYDON</b>
	<b>INTERCHANGE</b>

SUSSEX AREA NEWS, COLIN HARRISON REPORTS:

The Sussex Area has now been meeting at The Five Bells, Chailey for the last two years. Whilst this is a good meeting place for us, especially on a Sunday, it has been suggested that an evening meeting would be more suitable and attract a greater number of members.

We have, therefore, decided to move the Area, from January, to The Farmers at Scaynes Hill on the A272 and meet on the second Wednesday of the month. the meeting to start at 8pm. This is a better pub for evening meetings I feel and the landlord is used to car clubs, as the South Downs Group of the TR Register meet there. Our first meeting at The Farmers will be on Wednesday, 11th January at 8pm. See you all there.

**THAMES AREA NEWS, LEON GUYOT REPORTS:**

The Thames Area Christmas 'Do' will not, as previously reported, be in fancy dress; this is wholly due to the high cost of the venue in this case. However, the date and the new venue have been fixed as 8pm on Thursday 19th January, 1984, which would, of course, normally be a Thames Area meeting, which now will, naturally, be merged with the event. The venue is to be The Metropolitan Police Sports Club at Imber Court, East Molesey, Surrey. Cost will be just £7.00 i.e. less than last year! Numbers and payment to Mr Mike Crewes before 1st January, 1984. Contact Mike on 01-603 7309 or write to him c/o Mr Leon F Guyot, 5 Kenilworth Ave., Wimbledon, London SW19 7LN. Lounge suits obligatory for men and suitable accompaniment for ladies.

The other main news this month is, as a result of the committee meeting of 3rd November, when the Area Organiser was elected for the forthcoming year, by means of a secret (really) ballot, the result being Mike Crewes and Leon Guyot, both making 5 votes each and, with the Area being very active, we have decided to run the Area jointly. Mike has also become joint treasurer with Leon and, just to clarify the position, Mike is to be social secretary and Leon the administrative secretary.

The arrangements for The South of England Meet are proceeding and we would like to take this opportunity to ask all owners of interesting Heralds to make a special effort to attend in this Silver Jubilee year of the Herald, on 14th and 15th April, 1984.

I do hope everybody who went to the Motorfair in October, noticed Liz and Dave Clement's cherry red Herald Coupe on the Lombard RAC Golden-Fifty Rally video film, shot in West Park: This was showing on the Lombard Rally stand.

Future meetings at The Winning post at Whitton, nr. Twickenham, Middx., (on the A316), at 8pm, alternate Thursdays i.e. 8th December, 22nd December, 5th January (19th Xmas Do) and 2nd February.

A report of members of the Thames and West Kent's participation in the TR Drivers Clubs Test Day at Mallory Park, should appear elsewhere in this issue.

Congrats to Graham Peacock (Thames Area) for coming second in the Recruitment Competition - I know the feeling well! - See 1981.

**TRENT AREA NEWS, MIKE COSTIGAN REPORTS:**

The first meeting at The Robin Hood, was rather quieter than usual - how many of you went to The Fox? On arrival we found the room had been double booked but as there were only three of them (the local Junior Chamber of Commerce) and, at the time, two of us, we just sat in opposite corners of the room! Their meeting was soon over and one of them expressed an interest in buying a Vitesse, so the hotel's mistake could prove of benefit to both of us! Next meeting is on December 1st, so this may be too late to remind you, when we shall have a quiz and maybe, some seasonal entertainment - come and find out more! The first meeting of 1984 will be on January 5th, when we hope to have a slide show on various motoring subjects. Please arrive promptly if you can and if you have any 35 mm slides you would like to show, bring them along.

Don't forget, we are now at The Robin Hood, Lombard Street, Newark, not at The Fox.

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

"T.S.S.C." machine knitted in white on a double thickness tasselled scarf. A useful addition to your wardrobe now winter's coming along. Most colours available. £5.00 each plus 50p. p.&p. Contact JULIE BAKER, 2 Mulberry Road, Wyken, Coventry, CV6 7HY

**WESSEX AREA NEWS, JEREMY WOODWARD REPORTS:**

Greetings from the Wessex Area! Firstly, news of the Wessex Area AGM and, for those of you not present at this tumultuous occasion, let me announce that we have a new Area Organiser - yours truly! Kevin Minns has declined a further year in the 'hot seat', as work commitments have dictated otherwise. I would like to thank him on behalf of our Area for his sirling service. Well done Kev!

Next we have news of our Christmas Dinner. This year it is to be held at The Dudsbury at West Parley, Wimborne on December 13th. We need to book, so let me know if you are coming as soon as possible.

We are looking for a new venue for our Sunday lunchtime meet, so any suggestions would be welcome.

Come on, support your Area; let's have an even better turnout at the meetings and I'll see you all soon. Any queries or details wanted, contact me, Jeremy Woodward, tel: 0202-602651.

**WEST MIDLANDS AREA NEWS, DAWN STORTON REPORTS:**

It was good to see so many people arrive at The Sportsman at the end of October - I only heard of one couple who missed the slip road! Apologies for the early evening administrative mix-up: We should have that bar to ourselves but our friendly landlord made no hesitation in letting us invade the lounge - hopefully, we didn't frighten off too many of his regulars!

Dates for the diary: December 7th (Wednesday) Area AGM at The Bull, Shenstone. We need four new members for the committee, so if you're interested, let us know on the night.

December 9th	Christmas din-dins at The Sportsman
December 11th	Sunday evening meeting at The Belfry
December 29th	The Bull, Shenstone

January 20th (next year!) Beer & Skittles night at The Three Tuns, Fordhouses, nr. Wolves. Food available - chicken basket, £2.00; scampi basket, £2.20. SAE and remittance for tickets stating choice of food to Janis Spicer, 336 Clarence Road, Four Oaks, Sutton Coldfield, West Midlands, tel: 021-353 9961.

Have a lovely Christmas and New Year, drive carefully and don't forget that little Christmas pressy for the car! See you all next year!

**WEST KENT/EAST SURREY AREA NEWS, CHRIS TRICE REPORTS:**

Unaccustomed as I am ..... that's the preliminaries out of the way. Major headline news for this month is the unfortunate news that Lynda has had to step down from the position of Area Organiser (animal trainer), due to an unforeseen increase in activity during her every shortening stay.

Lynda first started the Area nearly two years ago and, looking at the tremendous support she has received, based on the turnout each and every month, it would certainly seem a piece of shrewd foresightedness on her part. However, although she has had to take her hand from the helm, she has assured us that she will still be an active part of the ships compliment. I'm sure the whole Area will join in wishing her many thanks and all the very best for the future.

A wise man once told me trouble always happens in three's. This is certainly true of our very own Richard Francis. A short while ago he wrote off his GT6. Even more recently, he was blighted by a fatal attack of marriage (harmless joke, Sue - don't hit so hard, Sue) and now he's gone and got himself volunteered to take up Lyn's vacant position. Still, look at the bright side, Dick, it can only get better.

Other news this month is that a number of our fraternity made the pilgrimage to Mallory Park recently. Although I didn't go myself, I understand that 'Swerver Verwer' and 'Harry Carrie' attained good times, along with 'Low Slung Leon' from the Thames Area. Both cars' colour schemes are to subtlety, what manhole covers are to flying but a lot of fun was had by one and all. It also disproves the theory held by many members that Ben (when is he going to join?) has only one thing on his mind. Well done, you cheeky chappies!

Our past four meetings have been commendably attended, including one of our senior members this month, who came along with his very tidy Vitesse.

I would just like to finish by saying to everyone, have a very Merry Christmas and I'll see you all at the party on the 16th (details of which may be found in What's On Next).

#### NORTH YORKS AREA NEWS, SALLY HURD REPORTS:

We have pleasure in welcoming our youngest member by two days - Nicholas Johnson, born 7th October, 1983. Congratulations to Liz and Graham.

Anyone else interested in the Christmas Dinner and Disco? Tickets are still available - see form below for details. Thanks to Ian McKeggie for dropping and showing us some interesting pictures (of Club cars of course). We hope to join Chris Stabler and the rest from South Yorks on their visit to Black's Museum; all those interested, watch this space next month. The next meeting will be held at The Bay Horse, Murton, nr. York on Wednesday, 7th December.

#### NORTH YORKS CHRISTMAS DINNER & DISCO

Number of tickets required @ £8.50 per person .....

Total amount enclosed .....

Send to:-

Sally Hurd  
32 Hardrada Way  
Stamford Bridge  
York YO4 1LT



Correct address of venue is:-

Manor House Restaurant  
Fridaythorpe, Nr. Diffield

It is not as I told some people, a pub. Sorry, folks, my mistake.

#### SOUTH YORKSHIRE AREA NEWS, CHRIS STABLER REPORTS:

The growth of the South Yorkshire Area continues at an almost alarming rate. More new members again this month (welcome) with a total of nearly 30 people present at the last meeting - good job it is a big hostelry (pub!). I sometimes wonder what to do with them all - still.

#### Forthcoming Attractions:

10th November      Feel The Part Competition (with the most important part supplied by the ever obliging Janet)

22nd December      Area Xmas Nosh

26th January      Visit to car collection, Keighley

P.S. Anyone want a 2-litre diff. with a hole in it? Make a great paper weight!

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Advertisements must be WRITTEN, not phoned, and MUST reach me by the 15th each month to appear in the following months issue.

BILL SUNDERLAND - EDITOR.

## 54 CAR MART

Vitesse MKII Conv. 2L with O/D, 1971. Signal red. Low mileage; third car. Original trim and paintwork. Chrome wire wheels; re-built chassis. Concours condition - twice exhibited. Electric aerial. £3,000. Contact R B Yearsley, tel: Twyford (Berks) 0734-343551 - non-member.

GT6 MKIII, late 1973. Good condition. Sapphire blue. Cloths; tints, O/D; servo; h/rests; MOT and tax. Moving overseas, hence quick sale. Price: £1,200 o.n.o. Contact: S P Evans, tel: Mansfield 843034 after 4pm - 82/4219.

Spitfire MKII. MOT Sept. '84 and taxed. Regular, daily use. £350 o.n.o. Contact: John Loveridge, tel: Watford 50302 - 83/6071.

Vitesse Conv. 1600cc. Excellent condition. Long MOT and tax. Must be seen. £895 o.n.o. Contact: A Whaley, tel: Salisbury 0722-21686 - 83/6563.

Spitfire 1500, 1981. 5,500 miles only. Concours winner 1983. 100% as new. Hard/soft tops. Chassis no. starts 128. Very late model. Arrival of Stag forces sale. £4,000. Contact: Colin, tel: (day) 051-644 0392 or (evening) 0244-881155, Chester Area - 83/6327.

GT6 L reg. White. Requires some attention. MOT for 7 months. Quick sale needed. £750 o.n.o. Contact: M J Shaw, tel: 0602-636873 (Notts) - no membership number.

Herald Conv. 1971. Under 40,000 miles. Garaged; negligible rust. Requires hood, carpets and seals for a nearly new car. Vast quantity of valuable spares: Aborted project. £500 o.v.n.o. Write to R Y Brown, 11 The Downs, Portishead, Bristol BS20 8BE - 78/00376.

1980 'W' reg. Spitfire 1500. White with black soft top and tonneau covers. 36,000 miles; stereo; taxed March '84; 10 months MOT. 2 lady owners. All offers around £3,200 considered. Contact: M Harvey, tel: Norwich 720749 - non-member.

Herald 1200 Saloon, 1966. Unused 18 months. New tyres. Non-runner. New sills. Included repair spares. £65. Lack of time to rebuild forces sale. Contact: Mr D Harvey, tel: (Croydon) 656 5178 - 82/4420.

Triumph Herald Estate 13/60, 1970. MOT and tax until beinning Dec. Crypton tuned and undersealed. 63,000 miles. Basically sound, needs some attention. All original except added foglamps (included). £400 o.n.o. Contact: H Winskill, tel: Durham 732325 - no membership number.

GT6 MKI, 'E' reg. MOT Nov. '83. Tatty. £100 o.n.o. Contact: C M W Folkes, tel: (SE2) 01-310 1614 - no membership number.

Triumph Herald 1200 Saloon, 'C' reg. Cactus green in superb condition. MOT and tax until May '84. One family since new. £550 o.n.o. Contact: Mr or Mrs Fish, tel: (Hereford) 0432-271095 after 6pm and weekends - non-member.

Spifire MKIV, 1972. Restored to class I condition. Wire wheels; soft top. Overseas appointment forces sale. MOT June '84. Over £800 spent on restoration. Must sell for bargain of £950. Contact: D R Ward, tel: (Droitwich) 0905-775446 - 82/3444.

Vitesse 2L, 1966. Cactus/red interior. MOT Oct. '84; 6 months tax; 5 new tyres; new battery; 45,000 miles; mechanically sound. Reluctant sale - am becoming a student. £500 o.n.o. Contact: C Oates, tel: (Sheffield) 0742-460325 - 83/6156.

GT6 MKIII, 1972 with O/D. 51,000 miles only and in v.g.c. MOT until June '84, taxed until Jan. '84. Webasto sunroof. Fast but very economical. Reliable. £1,450 o.n.o. Contact: Bob Lafbery, tel: Ilkley 602587 - 83/6507.

Herald 13/60 Est., 'K' reg. MOT Feb, taxed Mar '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 67374 - 3338.

## 55

GT6 MKII: Body good; bonnet not too bad; very good engine; recon. gearbox with O/D; wire wheels; new 175/70 tyres on rear; excellent trim and seats original. Must sell. £500 o.n.o. Contact: Mr E Wilkins, tel: Crewkerne 72661 (evenings/weekends) - 83/5314.

Spitfire 1500, 'S' reg., 1978. White/tan trim. Hood; tonneau; bootrack; cassette player. Taxed 30/4/84; MOT 25/5/84. Very nice. £1,900 o.v.n.o. Contact: Martin Barnes, tel: Whitham (Essex) 516177. Could deliver reasonable distance for price of a pint. - 82/3851.

1973 Triumph GT6 MKIII. Green; taxed end June; 12 months MOT; stereo/radio cassette; extra instruments. During last 5,000 miles recon. gearbox, new clutch, trunnions and exhaust, brake overhaul, new battery. Outstanding condition. £1,400. Contact: G Pearson, tel: East Peckham 871364 - non-member.

GT6 MKIII, L reg. Magenta; 175/70/13's; wide wheels; recent new clutch and release bearing; O/D; tints; sun roof; SAH; silencer; electric fan; new red carpet; recent bearing shells and re-grind; new dampers; aluminium engine cowlings; stereo/cassette; servo brakes. £1,450. Contact: Stephen Roe, tel: (Stockton-on-Tees) 0642-678958 - 83/5227.

Spitfire MKIV, K reg. O/D. Abandoned project. Rear wings removed for rebuild. Genuine BI parts to complete which include inner/outer wings; both sides rear valance; boot floor; sills etc. Over £400 in parts. Offers around £550. Contact: L Senior, tel: Grantham 72904 after 7pm - 82/5130.

Triumph GT6 MKII, 1970. Superb condition, reliable, genuine car. Well maintained, now reluctantly for sale after 4 years. Ideal for enthusiast. Long MOT/tax. £1,175. More details, contact: D P Turner, tel: (Surrey) East Horsley 3890, evenings or weekends - non-member.

1977 Spitfire. Total bodywork rebuild, superb condition. 7,500 miles per year; 12 months MOT/taxed; many quality extras; resprayed inca yellow. £1,900 o.v.n.o. Contact: Allan Thompson, 2 Eden Close, Chapel House Estate, Newcastle-upon-Tyne NE5 1JF - 82/4751.

Vitesse Convertible, 1967, MKI 2L. White; 65,000 miles only; new sills, chassis, outriggers and quarter panels, new carpets, tyres and alloy wheels; tonneau cover; radio; stereo; MOT. Cherished example, terrific performer. £1,500. Contact: C S Brown, tel: (Wilmslow) 0625-525010 - 81/3049.

GT6 MKIII, 1974 M reg. Waxoyled; 49,000 miles; complete chassis-up rebuild; re-sprayed in black; beige interior; photographic evidence of each stage. This car comprises of new bonnet, rear wings, sills, braking system, headlining; Sundym glass; reclining seats. Professionally recovered. Asking price £2,100 o.v.n.o. Contact: Angie Clarke, tel: (Notts) 0623-554764 or 0287-24658 - 80/01889.

Spitfire MKIV, 1974. 50,000 miles; O/D; Triumphtune exhaust; roll bar; new tyres. £800 o.n.o. Contact: Clive, tel: (Birkenhead) 051-645 1394 - 82/3800.

Vitesse Saloon MKI, 1966, 2L. Good all-round condition. O/D; blue with black upholstery; tax/MOT August 1984. £500. Contact: Steve Dunthorne, tel: (Streatham) 01-769 5191. - 83/6486.

### From West Midlands Area Promotions:

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### TRIUMPH SPORTS SIX CLUB LAPEL BADGES

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

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



GT6 MKIII, April '73. Sienna; cloth seats; Sundym; overdrive 3.27 diff; sunroof; stereo; Kenlowe fan; lowered uprated suspension; Spax's 175/70's; SAH silencer. Recent engine and suspension rebuild. Full service history. Business forces reluctant sale. £1,700 o.n.o. Contact: D B Weeks, tel: (Kent) Medway 723147 - 82/3752.

1970 Vitesse Saloon. This car has been structurally re-built. All chassis, outriggers and rails replaced, sills, treadplates, rear wheel arches, door bottoms, front wings, g/fibre f/valance etc. Tyres good, new exhaust, radiator, recent diff. Mileage is 91,000 and engine sound. Also recent de-coke and carburettors fully reconned. Gearbox needs slight attention. Full years MOT. Just needs a spray to finish the job. Navy over tan. £695. Genuine reason for sale. Contact: Jon Bell, tel: (Hull) 0482-659331 ext. 558 after 9.15pm - 80/01621.

Triumph Herald Saloon 1200. Blue; March 1968; 3 months MOT; 50310m; one owner. £400 o.n.o. Contact: Mr B Taylor, tel: Reading 476959 - no membership number.

Spitfire MKII, 1966. MOT May '84; recon. gearbox (still under guarantee!); new sills, tyres, carpets, outriggers. Solid chassis. Body needs slight attention. £150 or will split. Contact: Tim Barber, tel: (Chippenham) 0249-653704 evenings and weekends - 83/6763.

Spitfire 1500, 1979. Yellow; 20,000 miles; O/D (175/70's). Many extras. 1983 TSSC concours runner-up and Best Personal Choice displayed Club stand Stoneleigh. MOT and tax. Maintained by enthusiast, immaculate. £3,500 or willing to haggle. Contact: Caroyln Jackson, tel: (Tewkesbury) 0684-294055 (office hours) - 82/4606.

Triumph Vitesse 1969. Taxed, MOT. V.g.c. - too many new parts fitted to list plus dozens of parts: Doors, diff etc. All for £550. Contact: C V Brown, tel: Derby 41313 between 8.30am and 4.30pm - 83/5293.

1968 MKIII Spitfire soft/works/hard tops; 1,000 miles since engine overhaul. Last owner 10 years; summer use only, last 4 years seen on TSOC stand 1980 Old Motor Festival, Leeds. Price reflects overall outstanding condition. £1,500. Contact: Graham Johnson, tel: (N Yorks) Malton 5012 - 81/3342.

Vitesse 6 Convertible 1963. Recently rebuilt 2L MKI engine, gearbox with overdrive installed. In good condition. Newish hood; new carpets; well maintained and extremely reliable. £625 o.n.o. Contact: A M Leeson-Smith, tel: Ruislip 75660 evenings/weekends - no membership number.

GT6 MKIII, 'M' reg. Sept '73; O/D; Sundym; HRW; new SAH exhaust; radio/cassette new alternator and starter motor; 68,000 miles; emerald green. Good general condition. £750. Contact: B L Lane, tel: (Hemel Hempstead) 0442-54748 - 81/01970.

GT6 MKIII, 'L'. O/D; new Kenlowe; complete SAH exhaust; re-built engine; servo; copper brake pipes; Rotoflexes; clutch; trunnions etc. £1,600 bills. New panels. Respray british racing green; Waxoyled; re-trim; new carpets (dark brown). Superb condition. £2,000 o.n.o. Contact: Neil Whitcombe, tel: (Dunstable) 0582-603645 - 81/02021.

Spitfire 1500, 1975. Very tatty body. Drives well. 5 months MOT. £350. Contact: P Lucas, tel: Little Chalfont 3549 - 78/0356.

Marlin. Vitesse MKII based. Everything re-built 5,000 miles ago. 12 months MOT, 5 months tax. Full weather equipment. Midnight blue. Alloy wheels. Contact: Kevin Finch, tel: Crawley 515413. £3,000 o.n.o. - 81/2023.

GT6 MKIII, 'K' reg. Saffron; genuine 48,000 miles; O/D; radio; years tax. Offers over £1,200. Contact: R L Smale, tel: Letchworth 5848 - non-member.

Vitesse 1968 Convertible, red. Vehicle has been restored to a high standard. Five new tyres and chrome wheels; new loome engine; overhaul; new carpets etc. Contact: R Frost, tel: Southampton 332098. £1,500 - no membership number.

Triumph Herald 13/60, 'J' reg. Chassis renewed 1978. Needs slight attention. Bodywork sound. Spares include complete 1200 engine, gearbox, back axle, discs, hubs, dashboard with instruments, trim, wheel, discs. Driveable; insured; new exhaust. The lot £90. Contact: D J Ellis, tel: Clavering 559 - non-member.

Vitesse MKII Convertible, 1970. Black; duck hood; envelope white; high mileage; taxed; MOT'd July 1984. Used daily. Open to offers. Contact: G W Snaith, tel: (Leek, Staffs) 0538-384163 - 13/77.

Concours 1968 Herald 13/60. All original, genuine 25,000 miles. Complete service history. One owner 15 years. Absolutely outstanding condition, must be seen. £2,000. Contact: Michael Galvin, tel: (Berks) Crowthorne 774621 - membership no. N/A.

Herald 948TC Convertible. Stripped for inspection, complete. Restoration project for enthusiast. Reg. no. 9209 ME. Contact: Jeremy Charles-Jones, tel: (Poulton, Glos) 028-585 473. Also brand new f/glass 13/60 bonnet, £45 o.n.o. - 83/6439.

Triumph Herald Convertible, 'K' reg. One owner. Any offers? Contact: Maggie Clark, tel: 01-834 2635 - non-member.

Triumph Herald 13/60, 1969. Valencia blue; 8 months MOT; no tax. Body, chassis and interior in excellent condition. Engine runs well and starts first time but needs overhaul. £225 o.n.o. Contact: Charles Streuli, tel: (London SE1) 01-732 6432 - membership no. N/A.

Spitfire MKIII, 1969. 12 months MOT; french blue; Ashley GT full length hardtop; wire wheels; rebuild front suspension and gearbox; new rear spring. GT6 forces sale. £300 o.n.o. Contact: Mr K Jones, tel: (Hook, nr. Basingstoke) 025672-2585 - 83/6422.

Vitesse 2L MKII Saloon. Valencia blue/beige interior; sunroof; servo; Revolution wheels; taxed; MOT till August '84. V.g.c. £495 o.n.o. Contact: James White, tel: Harlow 416994 - 82/4733.

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## PARTS MART

Ashleigh hardtop fastback to fit Spitfire MKIII. Good condition. Colour Damson. Keep your car warm and snug this winter and keep the rain on the outside, on the outside. £50.00. Contact: T R Bennion, tel: (Torquay) 0803-35936 evenings after 6pm - 81/2556.

Spitfire MKIV: chassis, excellent condition, £125; bonnet with custom power bulge, £50; bootlid, £15; O/S door, £10; speedo and rev clocks, £5 each; O/S rear wing, £20. Contact: J Harland, tel: (Cheshire) 0625-526589 (after 6pm) or 0625-828274 (day) - 82/3983.

Ideal basis for Hurricane: My MKIV chassis etc., with new MKIII windscreen frame and good hood. Lots of Herald, Spitfire spares. Quiet 13/60 gearbox. BL recon 4.55:1 diff; pair of MKIV doors - good condition. Also bumpers, lights etc. Contact: D E Paul, tel: (Leics) 0455-636634 -83/5910.

4 x L87Y spark plugs, new, £2 inc. P&P. 150CD carburetor, £3. 13/60 engine complete, £5. 1147cc engine (3.5:1) complete, £5. Pair of doors and bonnet (tatty from grey Herald 1200 FREE to collector. Contact: G W Ault, tel: (Leominster) 0568-2789 - 81/3102.

Convertibles Clearout: Vitesse - bonnet (inc. headlamps); front body (inc. windscreen facia, pedals etc.); rear body (complete hood and boot lid); doors; O/D gearbox (some new parts); front steering/hubs/brakes/shocks; rear hubs/brakes/halfshafts, etc. - all except chassis, wheels, engine! Herald - bonnet (inc. headlamps); 1147 engine, gearbox on bare chassis (outriggers all new) sitting on front wheel assembly; complete rear assembly (axle and tyres); hood (again complete); doors, bootlid, side windows (? - must be Coupe) etc. - all except body parts! EVERYTHING must go soon, so no reasonable offers refused (and no auctions), delivery if required. Contact: Ray, tel: 0742-306490 - non-member.

**West Midlands Spares:** MKII Spitfire rolling chassis and front bulkhead - ideal for kit-car (Hurricane?), £100. Also S/H Vitesse, GT6, Spitfire, Herald spares. Contact: Ken Heaton, tel: c/o 021-353 9961.

Spitfire rolling chassis, 1967 MKIII - unfinished project. Completely rebuild 1300cc engine, gearbox, back axle, radiator, steering, brakes, shocks, UJ's. Receipts for over £500. Body also available but rusty. Offers. Contact: Mike, tel: (Guildford) 0483-63550 - non-member.

GT6 less body. Good running order with new tyres and full dash, £300. Front bumper, £5; windscreen, £10; 2 seats, £10; complete MKIII bonnet including lights. Offers. Contact: Mr S Robinson, tel: (Cleveland) Eston Grange 453894 - non-member.

Kevin Gingers Garage Sale: GT6 MKIII bonnet, immaculate, £350; four GT6 wheels and chrome centres, £15 each; GT6 fuel tank, £25; 175 BHP 2,000cc engine with all ancillaries, 1st in Club Championship two years running, 3rd outright in British Spring Championship, £650; 3.89 differential faultless, £60; GT6 MKIII steering wheel and centre plate, £10; Spitfire tuning parts. Vast assortment, too numerous to list. Contact: Kevin Ginger, tel: (Surrey) 01-653 0303 and 02404-3549 - no membership number.

Four Herald wheels and tyres, good £20. Two 175 x 13, £5. 1200 decoke set, £2.50. Herald windscreen, £4. Spitfire radiator, £5. New Paddy Hopkirk Carreara Hiback reclining seats, still in wrappers, cost £90 - offers. Contact: Mike Fenn, tel: (Kent) Otford 4896 - 81/3263.

Spitfire MKIII parts: 5 wires complete with Radial tyres + splines; engine and gear-box complete; doors; boot; white soft top and frame; servo; exhaust. Lots of MKIII bits selling all of car. Contact: Tim tel: (Rugby) 0788-810694 (home) or 0788-3387 (work) - 82/4826.

Vitesse polished alloy rocker cover, brand new, £30; GT6 MKII nearside front wing, new Stanpart panel, £35; Spitfire MKIII/IV SAH extractor exhaust manifold, little used, £35. Contact: Steve Jarmyn, tel: (Essex) Rainham 55674 - 78/555.

Triumph Spitfire breaking for spares: Good engine and gearbox; new soft top. All parts available, ready to take away. Private sale. Contact: Mr A Littler, tel: (Wembly) 01 904 5182. Non-member.

1968 Vitesse engine, gearbox, O/D, carbs., prop., rear axle, £80. Two hood frames, £10 each. Seats red, £10 the lot. Chrome trim, £5. Wheels, hubs, £5 each. Bumpers front and rear, allum, £3. Windscreen, £5. Contact: C L Robertson, tel: Combedown, Bath 833301 - 83/6313.

GT6 MKIII doors, £35 each and tailgate, £25, all fitted with Sundym glass. Late type instruments, £15 (set). Vitesse MKII tuning parts; SAH six branch; stage 2 head; cam., exhaust system; oil cooler. Breaking MKII Vitesse: Excellent body panels, sunroof etc. Contact: Stephen Phillips, tel: (Tottenham) 01-801 4577 - 82/3806.

Triumph Spitfire IV NEW chassis: ½ price, £230 inc. vat. In primer, ex-works Sept. 1983. Part no. PKC 117 = £402 + 60.30 vat list. 50kg roof rack job. Contact: Mr D R Dew, tel: (King's Lynn) 0553-840639 - non-member.

**John Broomhead offers third party and comprehensive motor insurance service discount for Club cars. Vitesse driver. Telephone: 0423-66597, Fleece Yard, Bedale, North Yorkshire DL8 1EU - 83/5526.**

Spitfire MKIV gearbox, £20; Vitesse Rostyle hub caps, £10 set; Spit. MKII/III hardtop, £20; Spit. MKII inlet and exhaust manifolds plus silencers, £12; Spit MKII bonnet, tatty arches, £10; Spit. MKIII seats, good, £10 each. Contact: Mike Kitchen, tel: Weston-(Herts) 505 - 82/4207.

Herald 13/60 bonnet top panel. Good condition in Damson, £10 o.n.o. Contact: Simon, tel: (Fareham) 0329-289419 - 83/5209.

Herald 13/60 parts: Excellent seats (blue), £20; recon. head, £15; oil pump; timing gear; starter; fuel pump etc. Also dashboard; side windows (rear); overriders; lights; wipers; trim etc. All good condition. Contact: Chris Hall, tel: Winkfield Row (Bracknell) 882547 - 83/6769.

1968 Vitesse 2L MKII: Interior trim: Front seats, £10 each; rear seat - both parts £18; door and rear, side trim panels, £10 the lot (all matador red; boot lid, £10; front and rear windows, £5 each. All other fitments prices on request. Roof panel, £25; engine £50; radiator, £25. Front suspension parts, wishbones etc., £20; speedometer, £10. All other instruments. Dashboard. Most parts available. Contact: Nick, tel: 0278-662698 after 6.30pm weekdays, anytime weekends - 81/2039.

GT6 engine bits: Blocks, heads, cranks, cams etc. Also Vitesse 1600 head. Offers? Contact: John Dodd, tel: Culcieth 2554 - 83/6641.

GT6 MKIII parts: Bodysell, dash, wiring, lights etc. Good sills, floor, £45, wheels, doors, bumpers. Many other parts. Contact: N Waight, tel: Reigate 49364 - 78/335.

Parts GT6 MKIII: Tailgate, £20; calipers, £6; locking petrol cap, £5; exhaust manifold and front pipe, £12; Spitfire IV engine, £40; SU carbs and manifold, £15. Vitesse II grill, £4; roof and sunroof, £25; Vitesse 1600 complete set excellent red Saloon seats and trim, £25; Herald 13/60 petrol tank, £5; front valance. Lawrence, tel: 0442-45511.

GT6 MKII engine: Shot blasted manifolds and head; valves reground; 150 CB carbs; alternator; starter motor; clutch plate and cover. Head removed to see bores. Plus not very leaky radiator. Contact: Stephen Roe, tel: (Stockton-on-Tees) 0642-678958 - 83/5227.

MKIII Spitfire rolling chassis complete, £100. MKIII Spitfire fibreglass hardtop, £30. Contact: Roy, tel: (Bognor Regis) 0243-821878 - no membership number.

Triumph six-cylinder engines: 1600cc, 2000cc MKI, 2000cc MKII, 2500cc MKI: Complete or will break. 2500 PI head; 2500S overdrive gearbox in good condition. Many other Vitesse and Herald spares: Brakes and suspension. Sell or swap for tripple webbers and manifold. Contact: Robert Hart, tel: Camrose (nr. Haverford West) 710652 - 83/5928.

GT6 recon. gearbox, will fit MKII/III, £60; petrol tank MKII, £4.00; propshaft non-O/D, £10.00; MKII rear lights, £6.00; Herald I3/60 cylinder head, £4.00; Spitfire MKIV half shafts, £5.00. Contact: S R Harvey, tel: Dudley (W. Midlands) 235867 - 83/5552.

Breaking MKI and MKII Spitfires: Tonneau; four branch exhaust; flyoff handbrake; pair unused discs MKI; radiator; carbs; good chassis; footwell; trims; front suspension; steering; brakes; MKII engine and gearbox for spares plus seats and instruments. Contact: John Loveridge, tel: Watford 50302 - 83/6071.

Wheels: Four Spitfire (oval holes) with M+S snowtires (need painting), £60. Coil springs without dampers to suit Herald or Spitfire; hardly used, £10 the pair. Front brake drums for Herald as removed (disc conversion), £8 the pair. Contact: Philip Ramsell, tel: Leicester 811729.

Your chance to have your name on a I3/60 Herald registration: DIA I360, for sale at £50. Contact: F E Crampton, tel: 0574-77573 (evenings) or 0574-5656 (business hours) - 78/00370.

Dismantled MKI 2L engine, cylinder head and all internals - everything good. Spit MK4 gearbox, perfect condition. MKIII Spit bits: Steering rack, wheels, F/G valance, H/S assys, boot, all lights, new rear light lenses, hood frame, screen assy, bumpers, servo, wheel spacer kit. Starter for Triumph 2000 etc., etc. Everything must go. Contact: Clive, tel: Shephed (Leics.) 504387 - 81/01974.

Triumph Herald I3/60 complete for parts or renovation. Offers? Four wire wheels, £25. Contact: Jeremy, tel: Bishop Stortford 725595 (evenings) - 81/2216.

Herald nearly new hood and frame, £35. New sills and rear bumper quarters, £5 each. Coupe roof section, £20. Various bits and pieces, £50 the lot. Contact: David, tel: (Weston-Super-Mare) 0934-512317 - no membership number.

Tons of new, genuine Stanpart/BL parts for all models: Parts Catalogues for Spitfire II/I500; Workshop Manuals for Vitesse 2L/GT6; Spitfire I500. Handbooks for I3/60, Vitesse 2L I/II, GT6 II, Spitfire IV/I500. Catalogues/Manuals, £10.20 each; Handbooks £1.60 each. Some interesting recent BL price cuts include:- Vitesse 2L II/GT6 II/III exhaust manifolds, £12.50; Vitesse 2L I/GT6 I driveshafts, £9.75; Vitesse 2L/GT6 synchro cups, £2.00; Vitesse 1600 cylinder heads, £17.25; late GT6 III distributors, £18.75. Carriage extra on all prices. For full details of parts available, send SAE for list, stating model and specific requirements. John Mann, 5 Nevis Close, Lound-sley Green, Chesterfield, Derbys S40 4NS - tel: Chesterfield 71036.

Breaking GT6 MKIII: Most parts available (excluding engine, gearbox and diff.). Bonnet and valances with lights, £25; five Rostyles with caps, £15; complete steering column with keys and wheel, £25; front bumper, seats, trim etc., etc. Contact: Julian Desert, tel: (Sevenoaks) 0732-456200 - 83/5615.

Spitfire MK4/I500 factory hardtop: Black with white lining. Good condition, £150 o.n.o. Contact: Derry, tel: Wolverhampton 332105 (evenings only) - no membership number.

# NEW PARTS FOR SALE - All Genuine BL/Unipart/Stanpart

All parts, carriage extra. Small items by post; larger by Securicor. Or can collect if desired. Further details and enquiries to Nick Bradbury, tel: 0278-662698 evenings after 6.30pm.

Part No.	Description	Vehicle Application	Qty.	Price (each)
104819	Camshaft, main bearings	GT6 MK1	3 pairs	£2.00
105123	Rocker cover studs	Most cars	7	15p
108962	Exhaust valves	H. 948 Saloon	13	£1.80
110402	Starter jaw	H. 948	1	£4.75
121296	Wheel nut LH octagonal	For wire wheels	3	£10.00
131234	Bonnet, rod stay	H 1200 onwards (not 948)	2	£1.00
131284	Side flasher lamp	H1200	2	£7.50
133070	Shim, radius arm bracket to frame	Spit. MK3, 1500, GT6	9	5p
134074	Diff pinion, 10 teeth	GT6, Vitesse 2-litre	1	£6.00
141244	(Laycock) Clutch spring diaphragm	GT6 1/11, Vitesse	1	£7.00
143775	Fan assy, alternator	where applicable	1	£2.50
147789	Front support assy, LH	Spit. MK3, GT6 MK11	2	£1.75
149621	Oil pump filter	GT6 MK11	3	£2.50
155371	Nut, oil pump	Spit. 1500	4	20p
205334	Front outrigger (RH)	H. 1200	1	£2.75
208184	Front cross-tube	H. 1200	1	£8.00
209440	Gusset assy, front valance (LH)	Spit. MK3, GT6	1	£2.50
212549	Propshaft, strapdrive	H. 1200, 13/60	1	£25.00
503535	Rubber dust seal (headlamp)	H. 948, 1200	1	45p
506082	O/D rear case, studs	GT6, Vitesse 2-litre	3	10p
508163	Chrome rim, s/light or indicator	GT6 MK1	2	25p
508164	Amber glass lens, indicator	GT6 MK1	3	95p
509537	Circlip, (plunger on steering rack)	Most cars	10	5p
509652	1st gear and sleeve assy.	H. 1200, 13/60, Sp. 3	1	£35.00
510125	Self tapping screw, sun visor mounting	Spit. Mk3	9	4p
510756	Front, side/indicator lamp, rim	H. 1200 (early)	1	£2.50
514930	Short spoke	Wire wheels	3	15p
514931	Long spoke	Wire wheels	5	15p
554021	Stud, rear floor carpet attachment	Sp. MK3, 1V, 1500, GT6	4	5p
562713	Imex rivet, plate to rear door	Courier, H. Estate	100	3p
576157	Push-on fix (door mechanism)	Spit. 1500	40	2p
608544	Door ½ light handle LH	Herald, Vitesse	4	75p
609729	Throttle pedal clip	Vitesse	53	2p
609856	Rear door stay (LH)	Courier, H. Estate	1	£6.00
612306	Exterior driving mirror	Spit. MK3, Courier, Estates	3	£5.00

612601	T-piece (w/screen washer tube)	Herald, Vitesse	2	10p
613051	Battery fixing rod	Sp. 1500	1	10p
615825	Spring bar, upper, rear overrider	GT6 MK1	2	£1.00
703801	Radiator grille	H. 1200	3	£2.50
703878	Outer door handle, LH	H. 948, 1200	2	£6.00
704834	Heater control knob	H. 1200	5	95p
706162	Bonnet corner moulding RH	H. 13/60, Vitesse	20	£1.85
710716	Front overrider, LH	GT6 MK1	1	£8.00
726464	Door trim pad, beige, RH	Spit. 1500	1	£35.00
807036	Window regulator, LH	Spit MK3	2	£7.50
811679	Bonnet hinge tube, LH	Sp. MK3, GT6 MK2	1	£6.50
305137	D-type O/D adaptor plate	Vitesse 2-litre, GT6	1	£20.00
	Bonnet top panel	Spit. Mk3	1	£40.00
GBS 546	Rear brake shoes	Vitesse 2-litre, GT6	2	£5.00
XKC 1673	Gearbox cover, fibreboard	Spit. 1500	5	£17.50
GFE 132	Oil filter	H. 948 only	1	£4.00
113008	Inlet valves	H. 948 Coupe	4	£2.00

## WANTED

Bonnet for 13/60. Must be in good condition. Contact: M Cairns, tel: 01-856 9369 (SE4) - 83/5541.

GT6 rolling chassis. MKIII Spitfire O/D propshaft, mounting plate and electrics. MKIII Spitfire Workshop Manual. Contact: Roy, (Bognor Regis) 0243-821878 - no membership number.

Spitfire MKIII bonnet or GT6 MKII in reasonable condition. Contact: Clive, tel: Shepshed (Leics.) 504387 - 81/01974.

Sunroof, Owners Handbook for GT6 MKIII. Contact: Steve, tel: (Tottenham) 01-801 4577 - 82/3806.

Desperately: Body shell for MKIII Spitfire, to restore cherished car. Contact: Philip Porter, tel: (Leicester) 0533-64079 - 83/5169.

Vitesse MKII, 2L modified cylinder head. Stage 3 required if possible. Contact: Mr G Brown, tel: (Bolton) 0204-708800 (work) 80/01191.

GT6 MKIII O/S door window, Sundym. Contact: Andy, tel: (Sutton Coldfield) 021-355 1531 - 83/6081.

Locking petrol cap for Herald Convertible. Also one or pair seat belts for 1965/6 Convertible; light grey stiff webbing (Britax) with two bolt mounting on B-post. Contact: C R Taylor, tel: (W Yorks) 0937-842769 - 835500.

13/60 tuning parts required also O/D and fittings. Contact: Neville Heath, tel: (Somerset) 0278-662984 - 82/3695.

### CARS WANTED

Herald 13/60 Conv., running and tested. Reasonable condition and price. Contact: Stuart, tel: (Morcambe) 0524-423287 - no membership number.

## CLUB SPARES

JEFF BAKER

Christmas greetings to all our customers and prospective customers? Before this months bargain offers, I should like to correct a small error in last months advert, regarding postage stamps for 1500 fuel pumps; please send cheques or postal orders in future. The advert should read:

Rear Pillar, 'TRIUMPH' flash badge (fits all Herald Saloons) 50p per pair + 25p (send stamps when ordering above only) P&P

### This months offers are:

Bonnet Locks (Genuine Leyland) only £3.45 per pair + 75p P&P (limited stock)

Clutch Plate (drivers only) to fit Herald 1200, 13/60, 12/60 67-71 and Spitfire MKII and III 64-70 £3.45 each + £1.50 P&P

In-Line Fuel Filter to fit 1500 Spitfire £3.45 + 75p P&P (limited stock)

Disc Pads to fit GT6 MKI, II and III to commission number KE 12389 and all Vitesse 2-Litre models (not 1600) £5.75 per set + £1.90 P&P

Brake Shoes to fit GT6 MKI, II and III to commission number KE 12389 and all Vitesse models including 1600 £6.90 per set + £1.90 P&P

Rubber Suspension Brushes to fit most Club cars, except GT6 MKIII and Vitesse MKII rear suspension £0.30p each + £0.25p per pair P&P

That's it for this month. Have a very Merry Christmas (leave the car at home) and remember the parts advertised above are only a small cross-section of the currently available parts. Please write or 'phone for further information ('phone calls not accepted before 9.30 am or after 9.00 pm).

TSSC CROSSWORD		ANSWERS	
ACROSS	DOWN	ACROSS	DOWN
1 See 36 Down.	2 TR.	3 3, 46, 25	4 Royal Albert Hall.
3 Rostyle.	3 Solex.	5 4	5 Macao.
6 Wirewheels.	4 See 13 Across.	7 7, 19, 15	7 Rack and pinion.
10 11, 21 &	5 Car and Driver.	8 8	8 Sports Six.
35 Down	6 Canley.	9 9	9 Outriggers.
12 Twenty one.	7 Propeller shaft.	15 15	10 See 7 Down.
13, 10 India.	8 See 11 Across.	16 16	11 Laycock.
14 See 11 Across.	9 Giovanni Michelotti.	18 18	12 Bomb.
21 21	10 Rubber doughnuts.	19 19	13 See 7 Down.
24 24 &	11 See 39 Across.	20 20	14 See 26 Across.
22 Down	12 Torch.	22 22 &	15 Standard Pennant.
28 28	13 See 36 Down.	23 23	16 See 3 Down.
29 &	14 Vanguard six.	24 24	17 Rocker cover.
20 Down	15 Manchester.	25 25	18 Carrier.
32 32	16 Triumph Stag.	26 26	19 See 47 Across.
33 33	17 See 34 Across.	27 27	20 See 11 Across.
34, 41	18 See 27 Down.	28 28	21 Monte Carlo Rally.
36 36	19 See 36 Down.	29 29	22 Alpine Rally.
39, 28	20 See 37 Down.	30 30	23 Harry Webster.
41 41	21 Cylinder head.	31 31	24 Hardtop.
43 43	22 Magnetic.	32 32	25 Walnut.
44 44	23 Stromberg.	33 33	26 See 3 Down.
45 45	24 Crankshaft.	34 34	27
47 &		35 35	28
31 Down		36 36	29
48 48		37 37	30
49 49		38 38	31
50 50		39 39	32
51 51		40 40	33