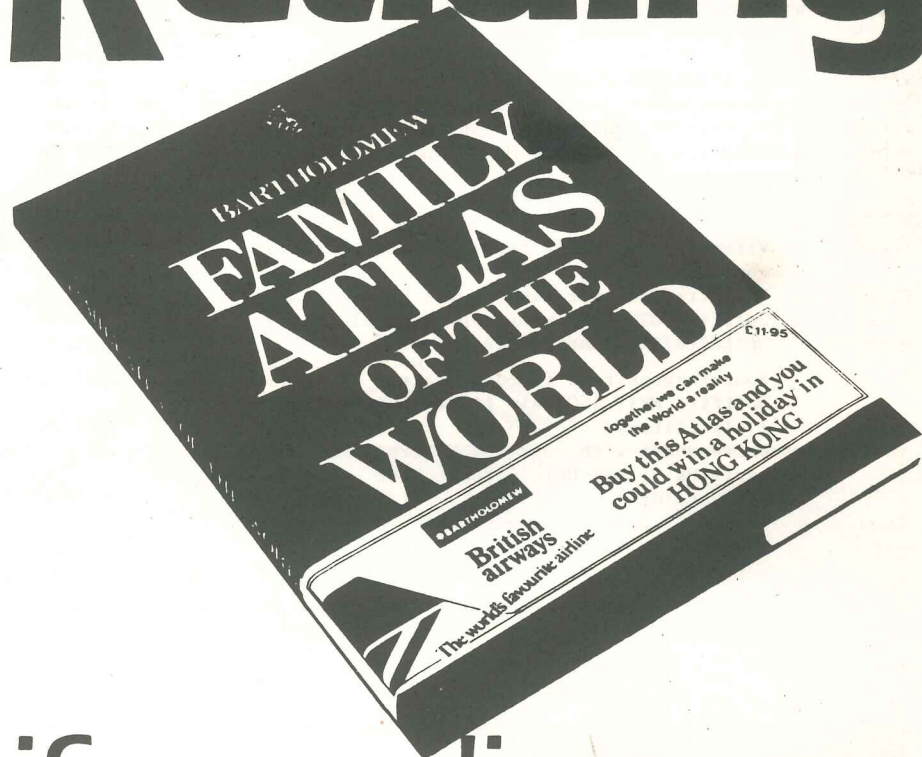
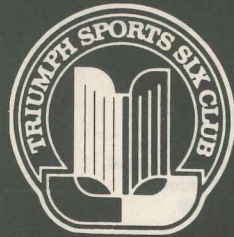


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# THE COURIER

the monthly news publication of the  
Triumph Sports Six Club **JANUARY 1984 No. 43**

LARGEST TRIUMPH CLUB IN THE WORLD



BRITAIN'S OLDEST HERALD ?

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

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SURREY CR4 8LT

# EDITORIAL

Here's wishing you all a very happy, successful New Year. Hope everyone's had a super Christmas and raring to go in 1984.

Most of the positions for Club Officials have now been filled, so a new front inside cover has now been completed: I'm afraid the same cannot be said for the Area Organisers, so, once again, we have removed the rear inside cover. Area Organisers please give Richard Bruford details so we can complete the cover for the February issue, you are letting the Area Organisers down that have complied with nominations etc. and most importantly our new members, as many will not know where their monthly meets are held and when.

The events are starting to trickle through for 1984. Please contact Jonty Wild, Events Co-ordinator, if you are holding an event this year. Perhaps you could use the reverse of your Christmas card to mark in all TSSC events as they appear in 'What's On Next' - this, I am sure, would help to retain the high attendancies, which the TSSC events are famous for and it would be such a shame to miss any!

You will have noticed on the front cover a picture of our oldest Club car to date, a 1959 Herald 948cc. Pictured are the previous owners and in the left-hand rear of the photograph, Dennis Watson. Dennis was the TSSC member who spent so much of his time restoring this car to its former glory. I saw it back in 1980 and, to say the least, it needed major restoration and much dedication. Dennis has completed a remarkable job on a tight budget and we, the TSSC, must be duly grateful to him. This car is now owned by the TSSC Ltd. More details can be found further on in this edition. Hopefully, one day soon, Dennis may write an article showing the actual rebuild and thus giving us a chance to see just how much work was put in.

Specials owners let's hear from you! In the Spring we are producing a Specials Turning Circle. If you can help to give us an across the range picture of building, running and producing a Special please let me know SOON. Thanks.



## 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> | Price | Postage |
|---------------------------------|-------|---------|
| 6 inlet/6 exhaust valves        | £10   | £1      |

| <u>SPITFIRE I/II</u>     | Price | Postage |
|--------------------------|-------|---------|
| 4 inlet/4 exhaust valves | £6.50 | £1      |

|   |          |      |
|---|----------|------|
| <u>Rubber bush</u> - fits front suspension wishbones (inner end) all models. Rear radius arm Herald/Spitfire/Vitesse (not MKII) | 40p each | free |
|---|----------|------|

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## INTRO

In the January 1978 Newsletter of the Triumph Sports Six Club, the following report was given by the Membership Secretary (at that time Lesley Shooter).

"I am pleased to report that, at the time of going to press, we have 135 members, 5 of whom are overseas - which just goes to show how far our Club cars have appreciated".

I expect one of our larger Areas could boast that they have 135 members plus on their patch alone now!

The renewals and new members are continuing to flow in well but we need a continued effort from you all, to enable us to reach our minimum target of 5,000 + this year. Happy hunting.

### Winter Driving:

Many of us use our Club cars every day during the winter and summer, snow and sunshine. However, I am sure you will all agree with me that if use can be restricted whilst the roads remain heavily salted, then we will all avoid the tell-tell signs of spring rust! Obviously this will be impractical for many but, if you have to use your classic, please do take time to hose off the underneath and clear out any mud traps in the chassis. During the winter months it is not always a good idea to put your car away wet into the garage, as the atmospheric conditions will not aid drying. A well ventilated barn or car-port is better, although if you have a centrally heated garage, take the trouble to dry the car off first then this is, of course, favourite.

For those of you who have to drive for months in snow conditions, Town and Country tyres do make a considerable difference to traction. Many of you will be interested to know that these can still be bought as remoulds at very competitive prices. As they are only used for, say, three months, then there is real advantage in going for the remould. Please note that these are not suitable for high speeds and impair road holding on normal road surfaces. It is also worth noting that they do increase noise levels.

### Titbit:

In 1967 Standard Triumph International received the Queen's Award to Industry from Lord Willoughby de Broke, Lord Lieutenant of Warwickshire. The award was presented for services to export and technical development.

In 1967 the Triumph Spitfire was named "Best GT Sports Car", costing under 2,500 US dollars in the United States. It received this nomination from the annual nationwide ballot conducted by "Car and Driver".

**JOHN M GRIFFITHS**  
**PRESIDENT**

## NEWS REVIEW

### JOHN HILL'S

**Triumph Painted Wire Wheels:** We have just re-introduced into our range of spares and accessories, the painted wire wheel for the Spitfire and GT6. The unit cost of these is £37.50 + VAT.

As members will appreciate, reconditioned wheels for this particular vehicle are not always a worthwhile investment, since the major part of the wheel, which is the centre spline, is not always replaced in a reconditioning service. Therefore, these new wheels, which are sold on an outright basis, are an investment for anyone anticipating keeping the vehicle.

AUTHUR STREET  
REDDITCH  
WORCS B98 8JY

TEL: Redditch 20880

Do you own a classic car? You have probably spent time and money on the car and it is a cherished possession. You take pride in the contours and derive much enjoyment from ownership.

Why not extend that enjoyment with an original colour painting of your unique car, executed by the widely published artist, Roger Kingshott?

The painting will be a 22" x 18" study and will include technical details of your vehicle, including your name as the owner. The painting will be professionally mounted and framed, using top quality materials. Cost: £85 including P&P and insurance.

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TEL: 01-863 1606

Not forgetting to mention the TSSC, as we get a small commission.

\*\*\*\*\*

### INTERNATIONAL SPITFIRE WEEKEND 1984

Dear Friend,

Due to the success of the 1st International Spitfire Weekend, the Triumph Spitfire Club has decided to make this an annual event.

The 1984 Weekend is to be held in Arcen (Holland) on 30th August/1st and 2nd September 1984. Full details will be issued early in 1984. We hope you will keep this event in mind when planning for 1984.

Looking forward to seeing you personally in Arcen.

David Herriman  
Organiser

6 **LOMBARD RAC RALLY OF GREAT BRITAIN**

The days of "works" Triumphs have, of course, long since gone and I can only be thankful that I was there to see them. The last official works entry was in 1980 and since then we have had to depend on private entrants to keep the Triumph flag flying. One such man is William Douglas, who finished the RAC Rally in 1971 and 1978 when, with his co-driver, Kevin Bamford, they completed the gruelling task in a Triumph 2000.

In 1981 Bill Douglas entered a Triumph 2.5 PI under the Mixconcrete Rally Team banner. On this occasion, the car was co-driven by Robin Leslie. Regretfully, on that event, the car went out at SS13 with front suspension problems.

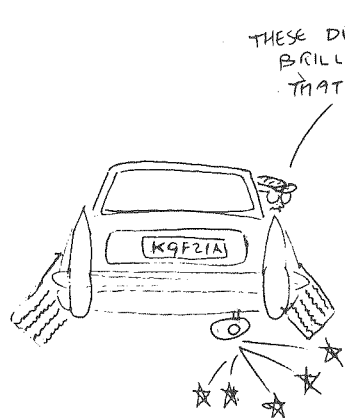
The 1983 RAC Rally saw Bill and Kevin together again but this time in an 'M' reg. Triumph Dolomite Sprint. Whilst one of the oldest cars in the Rally, it was great to see it being flagged away from the start in Bath on Saturday 19th November. Entered under the Northampton District Car Club, I was rooting for it from day one.

One the Sunday my father and I drove to Market Harborough for the AGM and that evening on to Eddie Evans at Barton-under-Needwood. Early on the Monday morning the three of us set off for the Lake District to pick up the Rally again and see how the Dolly was progressing. Our viewing spot was to be Comb, near Bassen-thwaite. As usual, the Quattros were leading but Brookes and McRae in a Chevette and Opel respectively were putting on a superb show. The Dolly was still there, although rather near the tail-enders!

That night we stayed in Winderemere and were able to view the depleted rally cars in the parc ferme. Tuesday morning we had to be in Grizedale Forest by 9.30 and here we saw nearly all the cars before leaving Eddie for Oulton Park Circuit in Cheshire. Wednesday was the final day and, unfortunately, the forests of Wales caused Brookes to drop a few places. We drove south to Bath for the finish to learn that the Sprint had completed the course and finished in 57th place. It was 6th and last in it's class (2/13).

The weather this year was superb and this was a great end to another magnificent Rally. We were proud to see Jimmy McRae and Russell Brookes break the Audi Quattro dominance and trust Bill will continue to compete with Triumphs. How about Vitesse for 1984?

JOHN M GRIFFITHS  
PRESIDENT



THESE DE-CAMBER KITS ARE  
BRILLIANT. HEY! WHATS  
THAT SCRAPING SOUND?

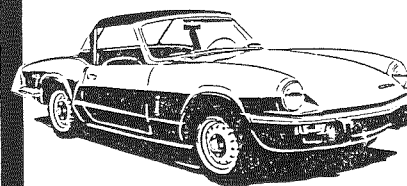
by Kenneth Rodwell  
- HANTS/SURREY  
AREA ORGANISER

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| Spitfire Hardtops      | £149              |
| Steering Racks Exch    | £29-50            |

Trade and Export enquiries invited.



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## WHAT'S ON NEXT

### 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 trips 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.

1pm  
Afternoon

Talk - Speaker to be arranged.  
(Ladies alternative - trip into Stow).  
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:-

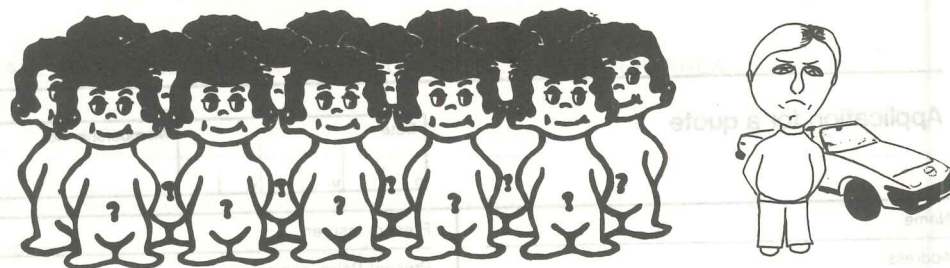
#### T.S.S.C. LEICESTER AREA

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

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If you're one of the few Triumph Sports Six Club members still not insuring your car with us, then you could be losing out. Our special insurance scheme, exclusive to Triumph Sports Six Club members includes:

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## Application for a quote

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

See overleaf

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: ..... .....

### THAMES AREA PRESENTS

#### S.E.M. 1984

#### including 25TH ANNIVERSARY of the Herald Chassis

The 1984 South of England Meet will take place on Saturday 14th and Sunday 15th April, 1984, at Chessington Zoo, Chessington, Surrey (on the A243 Surbiton to Leatherhead, just off the main A3 Kingston bypass).

|                 |                       |   |
|-----------------|-----------------------|---|
| Events Include: | Concours d'elegance   | More trophies than ever before.                   |
|                 | Gymkahana             | Your chance to beat the Champions.                |
|                 | Trade stands          | Those long-awaited spares are here                |
|                 | Autojumble            | Something for everyone.                           |
|                 | Zoo                   | Reduced admission.                                |
|                 | Evening disco and bar | Dance to West Londons top D.J.                    |
|                 | Camping               | £4 for the first night, £2 for subsequent nights. |
|                 | Country drive         | See the beauty of Surrey.                         |

If you want to put up a Trade Stand or enter the Autojumble, contact the Committee with details now!!!

For advanced tickets, only £2 per car, including any number of occupants and for camping details, contact: Mike Crewes, 24 Otterburn Gardens, Isleworth, Middlesex TW7 5JJ as soon as possible.

This is your event, for your enjoyment. Come and have a ball!

This is gonna be the best South of England Meet so far.

Please not Mike Crewes new address.



# MOTEC '84

**7TH NATIONAL CONCOURS - 19TH MAY, 1984**

For the last few years now, we have held our National Concours at The Melbourne Loop, Donington Park and I'm sure you'll agree that the past couple of years events have been very successful.

However, this year we feel a change of venue is in order, mainly due to the vast expense and poor facilities of Donington. Value for money is an important criteria when planning such an event and, quite frankly, Donington does not stand up to the scrutineering any more.

So this year, our 7th National Concours, is to be held at MOTEC (it stands for something but don't ask me what!) at High Ercall near Telford, Shropshire on May 19th. The facilities they provide are superb and the whole place is run with great professionalism. Several owners clubs hold events there, so they have some idea of our needs!

We have hired one and a half aircraft hangers - they are vast! Which means we don't have to worry about the weather: If it's nice, we can all stay outside and the Concours judging takes place inside (where the trade stands will be) and if it's diabolical, then we are under cover. The Clubroom is ideal for our disco/buffet in the evening and there is a skid-pan thrown in (no, not in the Clubhouse!).

I know that there was a lot of justifiable criticism over the Donington toilet facilities (or lack of them) - MOTEC's are extremely clean and civilised with doors and camping is no problem either.

To give some idea of the cost of the National Concours this year, to hire the Loop alone at Donington is £250 + VAT! With the additional costs incurred at this venue, the grand total is £510. MOTEC, on the other hand, is £400 'all in', including Clubhouse, 1½ hangers, skid pan, bar (during the day) and electricity (an important item, seeing as last year one of the borrowed generators blew up, which we had to pay for!). So, there is quite a saving, as well as getting far better value for money. Our Treasurer's eyes lit up like fairy lights when he heard how much cheaper it was!

The event itself will be run along exactly the same lines as the previous two years but at a better venue. I hope this is agreeable with you - details and directions etc. will be in the following Couriers.

There are to be a few changes in the Concours judging this year particularly concerning the Elite Class, which has always been a bone of contention. Judging will take place as normal but the winners of the Original, Working Original, Modified and Working Modified classes will then join the existing members of the Elite class in a final judging; the winner thus receiving the Elite trophy. Cars will only be in Elite for one year (it is presently 2 years), except the winner and the four class finalists will make up the Elite class the following year. I hope you follow all this - it's simpler than it sounds!

Preparations are now in full swing so more details will be printed as things materialise. **YOU HAVE FOUR MONTHS TO GET THE CAR READY - AND COUNTING!!**

How would some of our famous racing section - John Griffiths, Kevin Ginger and Co - like to give us a show on the skid pan? (other members please note - you need the special RAC racing insurance if you want to have a go!).

GO TO LE MANS IN '84

Enthusiasts of endurance racing are invited to pay a visit to Le Mans, the circuit where Triumph Spitfires raced twenty years ago this year and one finished third in class, twenty-first overall.

Le Mans, south west of Paris and home of the Quatre-Vingt Heures du Mans, again runs the classic race on June 16th/17th this year. Bring your shorts and wellies! The weather can be changeable in June in this part of France.

Come and see the finest endurance drivers in action and revel in the speed and noise. Watch the well drilled or frenzied antics from the pit balcony as the cars make their pit-stops. Visit the funfair and sideshows, the numerous stalls, bars and snack bars. It's dark! See the cars in various vantage points, go back to the pits and watch the night-time activities. Perhaps grab some sleep, or will the excitement draw you back to the track?

Dawn! Fans crawling out of cars, tents, sleeping bags. What's the position? Have the private Porsche teams managed to upset the factory team? How are the Brits doing? Breakfast; smell that bacon cooking on a nearby camping stove. Maybe just coffee and croissants at the nearest stall.

What now? Back to the race or go to church, it is Sunday. Visit the pit balcony again and see the weary mechanics coping with the routine stops or battling on to keep a car in the race. Mid-Sunday morning can be a quiet time with cars just circulating to keep going to the end, it can be very exciting with cars within minutes of each and everything to go for. As the famous clock draws round to the end of the race, the fans start to mass at the start/finish area - suddenly, it's all over, apart from the celebrations and the crowds melt away. Interested in going this year? Then let me know by letter (SAE please) by March 1st. Contact: Dave Bayliss, 54 Southwood Avenue, Knaphill, Woking, Surrey GU21 2EY (Brookwood 04867-3998).

If you would like a taste of things to come, try the Silverstone 1000 kms in May.

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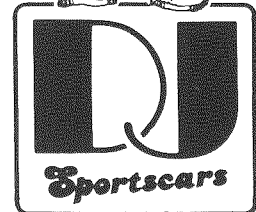
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I have noticed, whilst in attendance at various autojumbles etc. that there are a number of 'obsolete' but new, unused Spitfire distributors for sale; more often than not, the vendors either do not know/do not admit to knowing which particular Spitfire these relate to, or, worse still, they give incorrect information in order to make a sale. I found it both difficult and time consuming to sort out the jungle of Delco/Stampart part numbers while searching for a particular distributor for myself. I have, therefore, produced this list, which should help to ensure that members buy the right one.

| Mark       | AC Delco-Remy  | Stanpart | Comments                                    |
|------------|----------------|----------|---|
| MKI        | D200-795 2800  | 209697   | (a few of these around)                     |
| MKII       | D200-795 3166  | 212500   |   |
| MKIII      | D200-795 3460* | 214088   |   |
| MKIII(USA) | D200-795 3557  |          | (lots of these around)                      |
| MKIV       | D200-795 3460* | 214088   | (up to engine FH25000)                      |
| MKIV       | D200-799 2128  | 218099   | (from engine FH25001, including Sweden)     |
| MKIV       | D200-799 2115  | 312222   | (from engine FH25001HE)                     |
| MKIV(USA)  | D200-795 3944  | 311761   | (up to engine FK25000, and Sweden to FL2HE) |
| 1500       | D204-          | RKC638   |   |

It seems that if one of the above distributors is used on the wrong car, say a MKIII - USA spec. on a MKII car, with adjustments to the distributor advance and the ignition timing, they can be made to work - apparently quite well. Any comments from informed members would be welcome. I also understand that a new but 'wrong' distributor can be made to work far better than a used/second-hand/old distributor of the correct type.

Also a few other points I have the make; twice in The Courier I have seen the use of washing-up liquid suggested for lubricating rubber components. This is a very bad idea because, while it lubricates, it also attracts water to the surrounding metal like no other substance known. And, in case you hadn't noticed, detergents damage paint on cars. For inserting windscreen surround etc., use Waxoyl or similar.

Next the chroming of almost everything in sight e.g. the very pretty but rather overdone Vitesse on the Club Triumph stand at the Brighton Show. While the owner may think it clever to chrome wire wheels, steering components and suspension parts, this is a grave error because, due to a basic metallurgical process which I do not pretend to understand, the coating of stress bearing components with another metal such as chrome, can create weaknesses in the coated components structure with dire consequences.

*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.*

### HERALD ESTATE REBUILD SEALING THE LEAKS AND STOPPING THE ROT

#### I: Rear Body Shell - light cluster sides and mounting points to boot outriggers

Two common areas of rot on the rear body shells of Heralds (and Vitesse) are the inner and outer sides of the light clusters (Fig. 1) and the area where the body mounting bolts attach to the boot outriggers (Fig. 2).

Fig. 1  
Developing rot on lower  
outer side of light  
cluster area hole



Fig. 2  
Underside of bodyshell with  
rotted through outer skin  
near to mounting  
point bolt holes



These two areas are both effectively 'double skinned' and will rot out quickly if the original factory sealing has disintegrated.

#### Light Cluster Sides

Fig. 3 shows the inner side with the sealing missing. This gap can be filled with a flexible mastic to prevent any further entry of water. Fig. 4 shows another seam that needs resealing; note also the small hole drilled here to allow the injection of Waxoyl.



Fig. 3

Seam in need of sealer  
at side of light  
cluster location

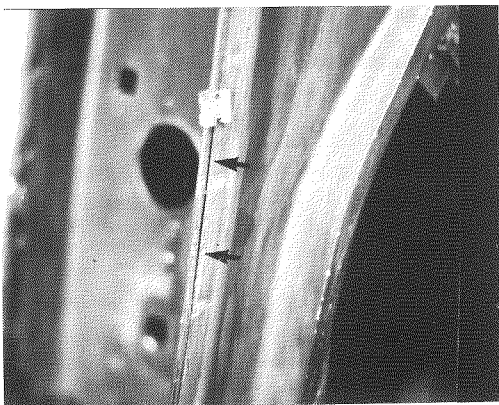
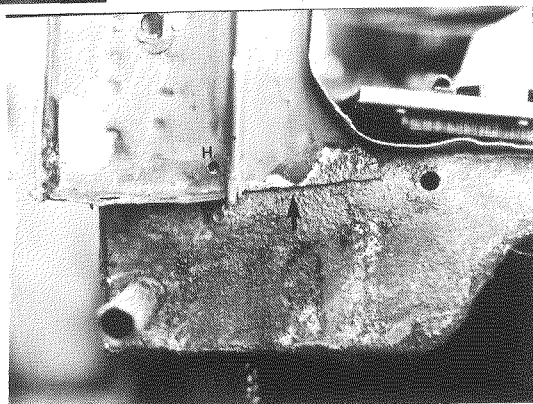


Fig. 4

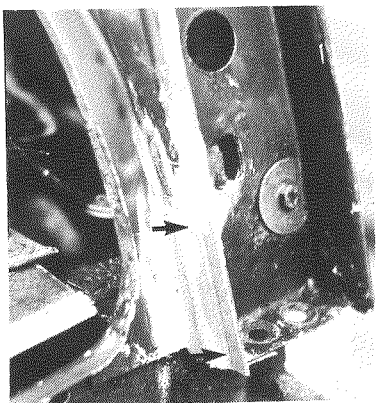
Seam to be sealed -  
attachment of wing  
to floor. H - hole  
for Waxoyl injection



If rot is well established in these areas, repairs are difficult. In Fig. 5 I have tacked in a piece of metal cut from a scrapped car; imperfections were covered with a thin layer of filler. The small hole in Fig. 1 was filled with dum-dum flexible putty, as it is not visible under the light cluster.

Fig. 5

Repairs to light cluster  
side - area between  
arrows is 'new' metal  
from scrapped car



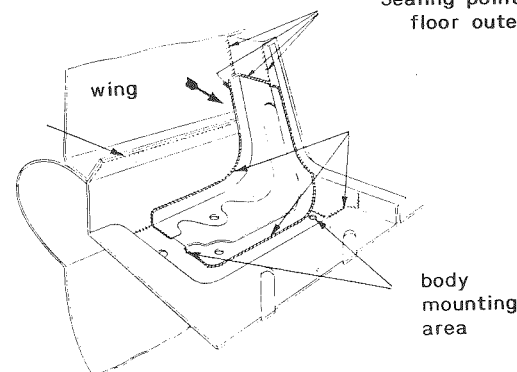
### Boot/Outrigger Mounting Points

Problems here are usually due to the breakdown of sealing material and the entry of water - Herald boots are not noted for their water-tightness! If the rear body (or outrigger) is off, a plate should be welded over the holes shown in Fig. 2. If the body is still in position, it is still possible to undo the two body bolts, remove the packing and jack up the body from the rigger, so a plate can be inserted/welded in place.

Old sealer in the boot should be scraped out with a screwdriver and new mastic used around the seams after filling in cavities with Waxoyl (Fig. 6).

Fig. 6

Sealing points for boot  
floor outer corners



A wide range of mastics (including those that needed heat curing) were recommended for the original vehicle. I tend to use a flexible mastic (s.g. Seelastick) for the seams and a plastic, non-setting putty (e.g. Dum Dum putty) for corners and gaps. If anyone can recommend 'better' products, please contact me, either directly or through The Courier.

## GT6 REGISTER

HUGH DAVIES

As I've just taken over this job, I will give you a brief run down on the Club cars I have owned:

The first one, a MKIII Spitfire, was only brought because there were no !!!!! Midgets around; this was kept for about two years, during which time I spent far too much money on it. Next came a MKIII GT6 which I managed not to spend quite so much money on. This was kept for about a year and was replaced with a red MKIV Spitfire and a badly smashed MKIII GT6. These combined to form a 2-litre Spitfire or a Convertible GT6, depending on your point of view, which I've had for about 18 months. During this time I've also owned a MKII Vitesse Saloon, a 2-litre Bond and another MKIV Spitfire. My latest project is a joint venture with Neil Williamson of a hillclimbing Spitfire with a 2.5 PI engine and a very special rear suspension.

# SPITFIRE REGISTER

NEIL WILLIAMSON

|                 |       |       |
|-----------------|-------|-------|
| Latest Figures: | MKI   | 58    |
|                 | MKII  | 107   |
|                 | MKIII | 284   |
|                 | MKIV  | 533   |
|                 | 1500  | 327   |
|                 | TOTAL | 1,309 |

Of this total about 30 cars have been given six-cylinder conversions, of either two or two point five litre units. The above total is not quite as many as I anticipated in September (1,500 by now). However, it is not bad at all.

Up until 1968, both British and American specification Spitfires were mechanically the same. However, the 1969 MKIII was the start of many changes, which are listed below.

|           |          |   |
|-----------|----------|---|
| 1969      | MKIII    | Comp. ratio 8.5:1, 68 bhp   |
| 1970      | MKIII    | Comp. ratio 9.0:1, 68BHP single Zenith-Stromberg carb.                                      |
| 1971      | MKIV     | As above except 58 bhp  |
| 1972      | MKIV     | Comp. ratio 8.0:1, 48bhp Stromberg carb. rear axle 4.11:1                                   |
| 1973      | MKIV     | 1500 engine, comp. ratio 8.0:1  |
| 1974 - 77 | As above |   |
| 1977      | 1500     | Comp. ratio 7.5:1, Catalytic converter fitted for exhaust emissions                         |
| 1979      | 1500     | Energy-absorbing bumpers fitted for the first time (BLACK FOR THE FIRST TIME IN 18 YEARS)   |
| 1980      | 1500     | Spitfire no longer available in California due to emissions being too severe to comply with |

A pretty sorry state of affairs for the Spitfire in the '70's, which eventually killed the car off in August 1980.

To show how much of a currency earner the Spitfire was in 1979, 91% of total production was exported.

The best production year for the Spitfire was 1964 when 23387 cars were made.



# TECHNICAL PUBLICATIONS

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| 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 |

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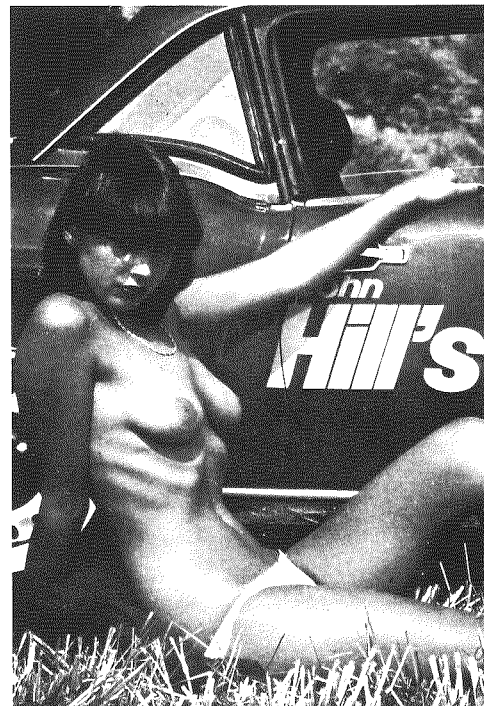


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| FRI |    | 6 | 13 | 20 |    |
| SAT |    |   |    |    |    |
| SUN |    |   |    |    |    |

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| SAT | 4 |
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## PEN TO PAPER

### LETTER FROM CHARLES HENDERSON, HALIFAX:

In reply to Nick Bradbury's letter in the September Courier regarding Herald bumper grilles, my own I3/60 Estate (GE 22722 SC), which was first registered I.8.68 and is 'G' registered, has plastic bumper grilles. In June I was searching scrapyards for a replacement grille as mine had become damaged and I was surprised to find an 'H' registered I3/60 in a scrapyard which had metal grilles. As a result of this discovery, I must admit that I am as baffled about this as Nick Bradbury and can only assume that both types of grille were fitted to all I3/60's as supplies were available.

I would also like to thank Barry Newitt and the Anglia Area for the Anglia Area Barbecue in July, which all four of us from West Yorkshire enjoyed very much and felt that it was well worth the drive down from Halifax. I was fortunate enough to win two prizes but I wonder if the judges noticed that the car which enabled me to win the 'Distance Award' was also the 'Worst Car Found'!! (Herald NUD 6I2G).

I know that in the past there has been much correspondence on the subject but I would like to reply to David Harding's letter, particularly the part referring to the 'latest Vitesse': In August I bought a MKII Convertible, WVC 345J (if anybody has any information on this car, I would be very interested to hear from them), which is commission number HC 58073CVO. This appears to be later than the number that David Harding has quoted, HC 57952DLO. John Kipping has informed me that the latest Vitesse in the Club is HC 58103, which is only 3 cars from the last, HC 58106.

In reply to N G Parry-Jone's letter, again in November's Courier, I think a restorers diary is a good idea. I have recently done a lot of work (mainly bodywork renovation) on the above-mentioned Vitesse and, for a change, we kept a diary of all the work done and amount spent. This includes changing a rear wing, which is something I was apprehensive about but has turned out quite well. I would be prepared to supply some information to 'first time restorers', so if anybody is at a loss as to where to start, please write to me at: 49 Upper Washer Lane, Halifax, W. Yorks HX2 7DR.

On several occasions over the past year or so, I have advertised parts for sale in the magazine and others, and have had several replies. Quite often though, people ring up, say they'll buy something and come and look, saying they'll ring up again at a later date. What annoys me is that, more often than not, nothing further is heard from them; so anybody who rings up wanting the same parts, is told they are already sold. I wonder if anybody else has experienced the same problem?

Finally, regarding Jonty Wild's letter, J S Exhausts would almost certainly be of assistance in providing a Bond exhaust. They supply a large number of special exhaust systems for cars of all ages. They also quoted me a price of £28.28 inc. VAT for a Vitesse 2-litre exhaust in mild steel and about £75 for the same in stainless steel. To make a Bond exhaust they would either need to have the car for fitting, or the old exhaust, however rotten, as a pattern. They also give a Club discount. Their address is:

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HALIFAX  
TEL: 0422-51314

(Charles, perhaps you would consider writing an article with a view to 'first time restorers', for publication in The Courier. I'm sure we would all benefit. ED)

### LETTER FROM BILL DORMER, NEWCASTLE-UPON-TYNE:

I am writing to thank the Trent Area for organising a thoroughly enjoyable treasure hunt back in the summer.

In fact I was the only car not quite to finish the event in the specified time - problems with a recently reconditioned engine in my Triumph Spitfire 4 MKII Coupe (it always happens when I have a charming young lady in the passenger seat). What happened was that a couple of pushrods leapt out from their usual locations and then bent themselves rather badly around the rocker assembly, the root of the problem! Luckily this all happened just outside a conveniently positioned wayside garage, where there was a friendly mechanic, who quickly sorted things out for a fiver. Meanwhile my navigator remained cool and continued to suss out the clues - we continued .....

Back at The Fox in Felham all was quiet - we'd missed last orders (in truth it was rather nearer evening opening!). I took my young partner home and we chatted about what we'd been doing to our cars. I thought I'd done a lot in totally rubbing my Spit. down to bare metal, cutting all the rust out and then respraying it. Then I saw the project that this young lady had taken on (I can never remember names, sorry). There in her back garden lay the component parts of a herald I2/50 which had cost £30.00 from a scrapyard and would one day be a cherished runner once again. Anyway, all-in-all it was a fun day out.

However, my problems are still about. Returning from Stockport recently, on a filthy night in October, once again the engine decided I was having things too easy - two valves seized solid!! ..... I can thoroughly recommend AA Relay. Now my much loved little car is sat sadly in the garage with all the necessary new parts to effect a restoration, except for a new ROCKER SHAFT - Please, has anyone got one, or does anyone know where I could find one? I've tried Unipart and a few local agents but no one can help. I would be most grateful if anyone could help get the car back on the road and, hopefully, along to some Club events. Contact: Bill Dormer, Flat 3, No. 8 Eskdale Terrace, Jesmond, Newcastle-upon-Tyne NE2 4DN.

Picture of troublesome car





## LETTER FROM STUART WARREN, TRIUMPH HOSPITAL:

Following a recent illness, resulting from stress and overwork, it has been suggested by John Griffiths that I write to The Courier to advise the members who have written to me with enquiries, or are waiting estimates, or dates for admittance, to the Hospital, that all will soon be back to normal very shortly. In fact, by the time this goes to print, I hope to have contacted everybody on the above list. My apologies to everybody concerned, particularly John Dickinson, who has waited very patiently for the completion of his Vitesse rebuild. Brian Waters should also get a mention here, sorry Brian, but at least Brian has another Club car to use meanwhile. Brian is using the Vitesse that has been offered as a raffle prize for the last year and, for all of you who are wondering what is happening with this raffle, I can only say that the funds have dried up, having received insufficient funds to do the job.

I would, therefore, like members advise as to what to do: Either I push the raffle again to obtain sufficient funds, i.e. £1,000 to carry out the restoration and draw the raffle, or I draw the raffle in the near future and the winner has the car as it is to restore at their own cost, or, as a last resort, simply return the raffle monies to all concerned. I will, therefore, take a consensus of opinion if sufficient people would like to write to me and, just to refresh your memories, the Vitesse concerned is a MK1 Convertible, 'F' registration.

Finally, I would like to announce that the Hospital will be moving to new premises. At last the farm barn which has served as my workshop for the past two years, will be reduced to a storage area and I will be taking over a brand new unit at Henlow. The address will be Unit 7, Peckworth Industrial Estate, Henlow, Beds.

As I do not find the opportunity to write to The Courier very often, I would like to take this chance to thank all Club members who have supported me over the first two years of the Triumph Hospital and to add that I will be able to add a wider and more efficient service in the future.

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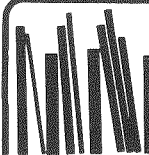
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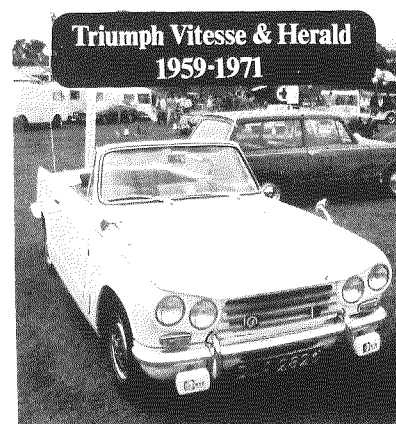


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| PENS .. .. .                                     | £0.38 + 12p P/P |

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|   |                 |
|---|-----------------|
| 4 x 4 SILVER ON BLACK ROUND WINDSCREEN STICKERS .. .. .   | £0.35 + 15p P/P |
| 4 x 4 SILVER ON BLACK ROUND WINDSCREEN STICKERS WITH<br>INDIVIDUAL MARQUE - 'GT6', 'SPITFIRE', 'VIT ESSE'<br>AND 'HERALD' .. .. . | £0.35 + 15p P/P |
| NEW REAR WINDOW STICKERS, VERY LATEST DESIGN.<br>SILVER ON BLACK 12 x 3 .. .. .   | £0.45 + 15p P/P |
| MY OTHER CAR IS A 'GT6', 'SPITFIRE', 'VITESSE', 'BOND'<br>AND 'HERALD'. SILVER ON BLACK .. .. .                                   | £0.45 + 15p P/P |

BRAND NEW DESIGN INDIVIDUAL MARQUE T/SHIRTS AND SWEAT SHIRTS WITH 3" LOGO ON LEFT HAND SIDE, WITH FOLLOWING MARQUES:-

### T/SHIRTS

HERALD, VITESSE, SPITFIRE, GT6. COLOURS AVAILABLE ARE:- NAVY, WHITE, RED AND BLACK. SIZES: SMALL, MEDIUM AND LARGE + EXTRA LARGE .. .. . £4.55 + 55p P/P

### SWEAT SHIRTS

SAME DESIGN AS T/SHIRTS WITH FOLLOWING MARQUES:- HERALD, VITESSE, SPITFIRE, GT6. COLOURS AVAILABLE ARE:- RED, WHITE, BLACK AND BOTTLE GREEN. SIZES:- SMALL, MEDIUM AND LARGE + EXTRA LARGE .. .. . £9.00 + 85p P/P

(PLEASE STATE SIZE, COLOUR AND MARQUE, ALSO SECOND CHOICE)

### NEW COTTON + POLYESTER SPORTS SHIRTS WITH COLLAR

CLUB LOGO PRINTED ON BREAST POCKET IN NAVY OR WHITE. SIZES:- SMALL, MEDIUM, LARGE + EXTRA LARGE .. .. . £7.99 + 60p P/P

### NEW STEEL COASTERS, CORK BACKED

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## OLD STYLE REGALIA

NAVY WITH LARGE WHITE CLUB LOGO IN CENTRE:-  
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SWEAT SHIRTS (SMALL, LARGE + EXTRA LARGE) .. .. . £7.95 + 85p P/P

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| JANUARY 1982  | COURIER    | APRIL 1983   | GT6 T/C     |
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## LETTER FROM JOHN HILL, MANAGING DIRECTOR:

Having finally arrived at winter, we have time to reply to one or two articles in The Courier: We are particularly concerned with a letter from Mr Kenneth Rodmell, on page 46 of the April 1983 issue, which relates to the mindless destruction of Club cars to, construct kit-cars.

We would agree that the majority of donor vehicles that are used for the construction of kit-cars are not rusting hulks; after all, as far as the kit-car constructor is concerned, is that he tries to purchase the best possible donor car, with a sound chassis and excellent mechanics. Obviously, if these two factors are in good condition, the the rest of the bodywork would be fairly reasonable.

Yes we would agree, another Herald or Vitesse disappears from the road, the remaining bodywork often being disposed of completely and not even re-cycled to other Herald and Vitesse owners, who are in need of the odd door or bonnet etc.

We are well aware of the kit-car market since many kit-car enthusiasts do visit our premises to purchase new or reconditioned spares for overhauling their Herald or Vitesse based cars. I am now referring to general mechanical spares. The purchase of these spares does not affect the other Herald and Vitesse enthusiasts but what is our concern is that these vehicles are scrapped completely. All kit-car builders use complete vehicles, they do not come to us for engine, gearbox or suspension units. This is a pity because we do get a quantity of these.

What is really needed is a good replacement Herald chassis. This would help in two ways: a. it would satisfy the kit-car market and b. it would enable many Herald and Vitesse owners to replace their existing, rusting chassis with something a bit more sensible.

We would welcome some suggestions from members as to the interest in such a project as the re-manufacture of a chassis which would be non-original.

Contact: John F Hill  
John Hill's Limited  
Arthur Street  
Redditch  
Worcs B98 8JY

Tel: Redditch 20880

## LETTER FROM BEV WARREN, NORTH HERTS:

In reply to Sharon Espin, December Courier: Congratulations on finding a mint GT6 with such low mileage. If it gives you as many years fun motoring as my GT6, you'll never look back.

I purchased Amethyst in April '74 - price new was only £1,700 - but it was the colour that really made me buy her. I have spent many hours of love and dedication with her - she has always been looked after but it was the TSSC, when I joined in '79, that really made me "go to town". I was determined to have one of the best GT6 cars in the country. I haven't finished yet - I need approx. 3 years to get her how I want.

Thanks, Sharon, for your comments in last month's Courier.

## From West Midlands Area Promotions:

\*\*\*\*\*

## TRIUMPH SPORTS SIX CLUB LAPEL BADGES

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

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

B25 8XJ

## LETTER FROM ANDREW PEEL, CLEVELAND:

As an addition to JJ Moruzzi's letter: I too have fitted a swing-link spring to my 1200 Herald. True the handling and roadholding are improved ten-fold but the car tends to roll more. The solution is to replace the standard anti-roll bar with that from the MKIV Spitfire; with a diameter of 7/8 in, this is a fair increase from the standard 11/16 in since, since horizontal stiffness varies as the fourth power of the diameter.

The standard diff. locating studs fit but the U-bolts for the anti-roll bar need some playing with; as the locating holes on the Herald chassis are closer spaced than those for the Spitfire.

Certainly the rear of the car rides lower and the rear shock-absorbers may wear out quicker but I feel that the benefits gained are well worth it.

Obviously either of these modifications are not going to be as dramatically effective if new shock absorbers, suspension bushes etc. are used.

Incidentally I have my car on 155 radials with these tyre pressures, front 24, rear 28.

*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.*

## MOTOR INSURANCE. CUT THE COST!

### SPECIAL MOTOR INSURANCE SCHEME FOR TRIUMPH SPORTS SIX CLUB MEMBERS

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| Are you a holder of a Provisional or Full British Licence?     | Renewal premium this year £  | If YES details              |
| For how long?  | Drivers other than yourself who will drive your vehicle  |                             |
| Make & Model of Vehicle  | Name   |                             |
| Year of manufacture  | Date of Birth  |                             |
| Engine Capacity cc Value £                                     | Type of Licence  |                             |
| Approx. Annual Mileage   | 1  |                             |
| Is vehicle kept in locked garage? YES/NO                       | 2  |                             |
| If NO Parked on road/off road                                  | Occupation 1   |                             |
| Comprehensive/TP,F&T/Thrd Party only                           | Occupation 2   |                             |
| Insured only/Insurer & Spouse/Named Driver                     | Any accidents in last 3 years? YES/NO  |                             |
| Social, domestic & pleasure only <input type="checkbox"/>      | If YES, when? (Dates)  |                             |
| Social, domestic, pleasure & business <input type="checkbox"/> | Circumstances  |                             |
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## HISTORY OF JDX 884

## Reputed to be the Oldest Surviving Triumph Herald Known

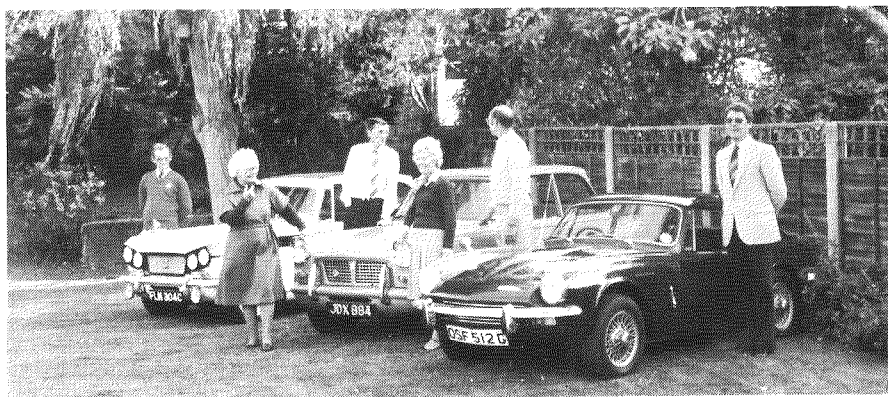
Miss Audrey Batley of Trimley St Mary's, Ipswich, decided to purchase a car from Revett's of St Margarets Green, Ipswich. She had a choice of two Triumph Heralds, a red coloured one or a coffee coloured one. Her decision was made in favour of the coffee colour and consequently JDX 884 was registered on 22nd May 1959.

During the first few months on the road JDX caused quite a stir where ever it was parked, as many people admired what was a revolutionary car. In September 1959, JDX took Miss Batley on a touring holiday of Wales and then to Scotland in 1960. Future outings included a visit to Symonds Yat - a 1 in 4 incline - which was ascended with ease, passing several cars on the way up.

Triumph Heralds had a few teething troubles during the first few months; one being that the rear driveshafts had to be modified. Unfortunately, only one was modified on JDX and the second one had to be done by a garage in Wales, after a lot grinding noises. This was the only occasion during Miss Batley's eleven years of ownership that JDX ever caused her any trouble. But happily the problem was soon remedied. Sadly though, rotting sills caused Miss Batley to part with JDX in favour of a Viva.

JDX then went to the daughter of a garage owner, who had just passed her driving test.

No history is available for 1970 - 1972 when Mrs Heather Turner of Rowhedge, Colchester answered an advert of a Triumph Herald, priced at £15. A purchase was quickly made. At that time Mrs Turner was learning to drive, using a driving school's Escort, a car which she couldn't get on with. Her obliging instructor continued her lessons using JDX and subsequently Mrs Turner passed her test in JDX. Seven years of happy motoring passed until 1979, when JDX failed the MOT test. Mrs Turner's husband Denis realised that the car was unique from its engine number, 181E and, therefore, decided that something should be done so that JDX's last years shouldn't be spent lying in a scrapyard. BEAULIEU Motor museum was contacted, who advised, writing to British Leyland Heritage, who in turn suggested contacting the Triumph Sports Six Club. JDX was collected by Barry Newitt, Anglian Section, in 1980 and displayed at the annual Barbecue. By now JDX was beginning to show her age and condition. From October 31st 1981 to May 1983 the body and chassis underwent extensive repairs, restoring JDX to a roadworthy condition. This was completed in time for JDX to attend her first public engagement, the 1983 Concours at Donington Park and then on to STIR in HOLLAND.



## LADIES PAGE

Val McKeggie

How about this then? 21% of all new members are now ladies, so let's have a 'Ladies Section' in the magazine and join together in helping each other put our own points of view.

So come on girls, let me hear your ideas, serious or otherwise on:

- Club Events
- Club Facilities
- Policies (not insurance!!)
- Technical Problems
- Sexist Claptrap - whoops!

In fact, anything you want to voice your opinion on.

For me personally, I have this problem called 'husband', who 2½ years ago, bought me a GT6 MKIII. Whilst I agree he carries out all the maintenance, none of the men will accept that it is my car as they never see me drive it, (what price car maintenance!).

Don't forget one in five of all new members is a lady, so let's hear what you've got to say.

Comments to:

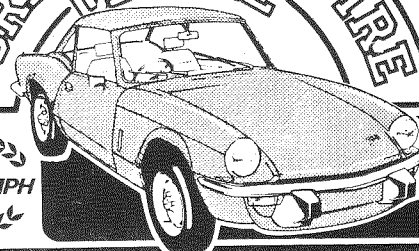
Val McKeggie  
12 Pochin Drive  
Market Harborough  
Leics.

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EVENINGS & WEEKENDS

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

### Reconditioned Diffs. for most models or with New Crown Wheel and Printers

|            |                                |             |         |
|------------|--------------------------------|-------------|---------|
| 4.11 ratio | Spitfire, Herald, Vitesse 6    |             | £90.00  |
| 4.11 ratio | Vitesse 2-Litre                |             |         |
|            | GT6                            | Competition | £100.00 |
| 3.89 ratio | MKIV Spitfire                  |             | £125.00 |
| 3.89 ratio | Vitesse MKI/II, GT6 MKI/II/III |             | £125.00 |
| 3.63 ratio | Spitfire I500                  |             | £125.00 |
| 3.27 ratio | GT6 non-overdrive              |             | £150.00 |
| 3.27 ratio | GT6 non-overdrive              | New         | £175.00 |

All prices are exchange and while stocks last. We now offer a rebuild service on customer's own diffs. consisting of replacement bearings and oil seals for £58.00. We have from time to time a selection of rebuilt diffs. from £70.00, stocks and ratios may vary, depending on availability.

### Reconditioned Gearboxes

|            |  |         |          |
|------------|--|---------|----------|
| 3 synchro. | Spitfire and Herald, built with new gears      |         |          |
|            | Special Offers                                 | £70.00  | exchange |
| 3 synchro. | Spitfire and Herald overdrive                  | £80.00  | exchange |
| 3 synchro. | Vitesse 6                                      | £90.00  | exchange |
| 3 synchro. | Vitesse 6 overdrive                            | £100.00 | exchange |
| 4 synchro. | Spitfire IV                                    | £80.00  | exchange |
| 4 synchro. | Spitfire IV overdrive                          | £90.00  | exchange |
| 4 synchro. | Vitesse MKI/II, GT6 MKI/II                     | £115.00 | exchange |
| 4 synchro. | Vitesse MKI/II overdrive, GT6 MKI/II overdrive | £125.00 | exchange |
| 4 synchro. | GT6 MKIII                                      | £125.00 | exchange |
| 4 synchro. | GT6 MKIII overdrive                            | £135.00 | exchange |

Upated mainshafts available on all 3 and 4 synchro. models plus £10.00. Competition spec. mainshaft for standard D-type and J-type overdrive. New D-type overdrive mainshafts in stock - £50.00.

|                                 |        |
|---------------------------------|--------|
| New D-type clutch in stock      | £50.00 |
| Synchromesh baulk rings (early) | £6.50  |
| (late)                          | £7.00  |

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

## Sport Six Spares

Triumph Specialist

New & Reconditioned Spares, Repairs - Service

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## PUBLIC RELATIONS OFFICER

31

### PLANS FOR CLUB PUBLIC RELATIONS

Having just taken over this position, I see my job as Public Relations Officer as falling into two distinct areas, with a common end, these two areas being:-

1. As seen by all of us, the events organised by the various Areas, be it local or national, have all been planned professionally. To this end the Organisers deserve all the support we can give.
2. To present the Club to the public in order that all owners of 'our' mark of car will want to join us!

I appreciate that I am stating the obvious but bare with me. Whilst we all enjoy the events organised for us, what better way to show prospective new members what we are about. As the best and cheapest form of advertising is an article in the National Press, it is my intention to send a monthly report to national car magazines and this is where I need your help (in return I will help you): If you are organising a national event, please send me details now. I will contact the National Press, Local Press and Local and National TV and radio. In order to do this I need to know: Event schedule, date and time, place, special features, local TV and radio stations and local Press. I must have this information at least three months in advance. Whilst this advertising will, hopefully, gain us new members, the added incentive to you is more revenue for your Area. So don't wait, let me know now in order that I can start working for you.

IAN MCKEGGIE

## NEW COURIER BINDERS

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## NATIONWIDE

### CENTRAL SOMERSET AREA NEWS, BY A.N. OTHER, IN BRIEF;

Our local A.O. is long past 'retirement age' but is being considered (possibly) for a further term 'in office', unless anyone else has any ideas concerning this matter? (Not that he is much use to anyone - never seems to organise ANYTHING! - Keeps messing about with old spare parts and God knows what) - has quite a few bits and pieces tucked away, waiting for new homes.

Still, somebody's got to put something in print, so here goes: The next noggin and natter will be held at 8.00pm prompt at The Creech Castle Hotel, Bathpool (Taunton) on the A38 interchange, Ilminster/Taunton/M5, roundabout, on January 5th (Thursday).

### DEVON AREA NEWS, GARETH BEECHING REPORTS:

At the Totnes meeting on 27th November, 1983, the Quiz was won by a certain John Griffiths. No one was saying that the Quiz was difficult but it was won with a score of 12½ points out of 20!

For 1984 we plan to keep the same form as that began in 1983 i.e. Exeter meetings on the second Sunday in each month at The Seven Stars at Kennford with the Totnes meetings at The Dartmouth Inn on the last Sunday in each month.

Please note the following dates in your 1984 diaries:-

|  |  |
|--|--|
| Sunday 14th January                        | Exeter meeting - Seven Stars, Kennford   |
| Sunday 28th January                        | Totnes meeting - Dartmouth Inn, Totnes   |
| Sunday 12th February<br>(provisional date) | Exeter meeting at Richard Bruford's place at Christow to see Bob Wreford rebuild a gearbox (maps available at January meetings).   |
| Sunday 25th February                       | Meeting at The Dartmouth Inn, Totnes   |
| Sunday 11th March                          | Provisional date for skittles and snooker match vs the TR Register to be held at The Stable Club (London and Manchester Assurance), Clyst St Mary (less than ½ mile from M4) |
| Sunday 25th March                          | Meeting at the Dartmouth Inn, Totnes   |
| Sunday 8th April                           | Meeting at The Seven Stars at Kennford   |
| Sunday 29th April                          | Meeting at the Dartmouth Inn at Totnes - Spares Auction conducted by 'Stanpart' Walters. There's many a bargain!   |

There are many more events yet to be fixed but I will keep you posted. Please make an effort to attend as many meetings as possible, as the Area will only continue to succeed in 1984 with your support.

Attendance has been good in 1983, so let's keep the enthusiasm going in 1984. There are rumours of the rebirth of a completely chassis-up rebuild GT6 MK1 with 'a real cool' power lump somewhere from the wilds of Starcross. The owner is a well-known Rocker but he's never been a Roller!

### 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

### LEICESTER AREA NEWS, MICK MAIDMENT REPORTS:

Our return Skittles Match against the V W Owners Club went very well; a good evening was had by all, the food was great and we won - that makes one each and a decider is a must.

November's meeting was well turned out. We had a film evening which consisted of a Lombard Rally film and two Dunlop information films. The Ford A V O Club were meeting on the same evening and we invited them in to view our films and we managed to flog them some raffle tickets - wouldn't you know it, one of them won the ever popular prize of a bottle of whiskey.

The first Sunday in December saw about eight cars turn out for our lunchtime pint. A couple of Vitesse Convertibles braved the chilly conditions and 'downed their tops' (must get myself one of those!). See you all at the next meet.

### MANCHESTER AREA NEWS, CARL LONGMATE REPORTS:

As you are probably aware, we have made a few changes in the Manchester Area and these are as follows:-

|                    |                           |
|--------------------|---------------------------|
| Area Organiser     | Carl Longmate             |
| Accounts Secretary | Charles Murray            |
| Spares Secretary   | Dave Evans                |
| Technical Advisors | John Bingham/Allan Peover |
| Events Organiser   | Kevin Attkinson           |
| Social Secretary   | John Dodd                 |

**Warning:** Subliminal advertising techniques will be used at future meetings. After many hours of consultations, we feel we have found a solution to our poor attendance figures at organised events. Hidden in soothing background music at The Bull's Head, will be a short, sharp bursts of, 'I will attend forthcoming events .....'. This brain washing technique will be backed by leaflet distribution, 'Zen and the Art of How to be a TSSC Member'.

### NORTHAMPTON AREA NEWS, IAN MCKEGGIE REPORTS:

Well, what can I say! Only two months in existence and the landlord has given us our own room for meetings. In order to build the Area further, it was decided that we have a competition for new membership recruitment; a nice, crisp £10 note is the prize. All you have to do is gain as many new members as possible (in the Northants Area only), mark your window leaflets with a cross and your membership number.

Future events to be discussed at the next meeting: The Stags Head, third Wednesday in January. We would like to wish you all a Happy New Year.

### NORTH HERTS/SOUTH BEDS AREA NEWS, BEV WARREN REPORTS:

Although the night was murky, about 30 people turned out for the Area meeting, including some welcome new faces. It would be nice to see some more old ones in future too!

A good number of tickets were sold for our Christmas Dinner on 20th December - we'll report on this next month.

At present we are finding out in which towns our members live, so that we can decide if Offley is the most central point for the monthly meetings.

Please could you all put on your thinking caps over the next few weeks and decide what Area events you would like to see organised for 1984. Suggestions will be discussed in January and February.

Please note that in order to avoid holiday problems, the next meeting will be held on the second Monday in January (9th). See you there!



NORTH EAST AREA NEWS, TONY LAMBERT REPORTS:

As from 6th February, our new venue for monthly meetings will be The Sundial Room, The Ravensworth Arms, Lamesley. Meeting nights are the first Monday of the month as before. The new venue offers much better facilities and is more centrally situated for most of our membership, so there is no excuse for not attending. Let's see a good turnout on the 6th. We are going ten-pin bowling with the South Durham Sports Car Club in February, so will anyone wanting to take part, contact me as soon as possible - South Shields 562577.

SALISBURY AREA NEWS, HUGH DAVIES REPORTS:

The next meeting will be Thursday January 5th. Visit to Motor Sports Show, convoy leaves Salisbury at 9.30 am, stopping at Fleet Service Station at approx. 10.15 am to meet members of Hants & Surrey Area. We will then be visiting a couple of the Triumph specialists, followed by a pub lunch and then into the Show in the afternoon.

SOUTH WALES AREA NEWS, TIM DAVIES REPORTS:

Another good turnout for the December meeting, however, there were only two of the committee present - John Rees and myself (Robert had flu).

The agenda was kept short and most of the discussion centred around the Xmas meal, which will have taken place by the time you read this.

So, that's about it for December. Come to the January meeting if you're interested in coming to the MG, TR, Lotus Social Evening in the same month. Many thanks to everyone for their support throughout the year and the enthusiasm shown for the Club and its' events. Let's make 1984 even more successful. Happy New Year.

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THAMES AREA NEWS, MIKE CREWES REPORTS:

Thanks to Leon for the last 12 months hard work - now he has the dubious pleasure of hiving some of it off onto me as Co-area Organiser.

Didn't we have a lovely time the day we went to Brighton. Yes folks, even the rain held off. There I was on Sunday morning, dreaming of a nice lie-in, when zap, the 7am alarm rings. You're supposed to enjoy this, I reminded myself. An hour later we were leaving The Winning Post with a six-car convoy. There's even wheel-spin marks in the car park to prove it! Thank you whoever you were, we'll ring you next time. By 9.15 am we had arrived at Pease Pottage on the A23. Eventually another 9 cars arrived and we waited for Marco. 9.45 am, still no Marco, so off we go. Nice of all those people to come out and see us go down the A23. Parking was as good as usual at the Marina with 15 or more Club cars in a row, including by now Marco. By the way Marco, I've had a TR6 driver on to me: He wants a faster car and he's looking for a 1600 Vitesse. The Classic Car Show was its usual brilliance, as was the Club stand. Does your Vitesse ever look anything but amazing Bill?

**To the future:** Usual bi-weekly meets at The Winning Post.  
19th January, 1984, Christmas Dinner Dance  
14th/15th April, 1984 South of England Meet (see 'What's On Next!')

**Ideas being planned:** Film Night at British Heritage Motor Museum - watch this space

National TSSC Car Show at BHMM to celebrate 25 years of the Herald chassis. We are looking for concours condition (or near) cars for loan for periods of 1 to 6 weeks. Let me know if you can help.

TRENT AREA NEWS, MIKE COSTIGAN REPORTS:

The December meeting was well supported, even though several regular faces were missing and a total of 16 of us attempted the quiz - thank you John and the South Yorkshire Area. Dave was a worthy winner and took home the first prize of a Nescafé jar of special upholstery cleaner - I hope it doesn't attack upholstery like it appeared to be attacking the plastic lid! Everyone seemed to enjoy pitting their wits against the question master, even if some of the answers showed considerable inventiveness. Sheila's and Isabel's joint effort of a 360° turning circle for a Herald was certainly original, though they didn't specify whether it was a vertical or horizontal 306°! The evening was rounded off by tea, coffee and mince pies - the first of the season for most of us.

For the January 5th meeting I am proposing to inflict you all with a selection of slides of some of my motoring experiences (mostly with Vintage cars) over the last 20 years. I promise I will keep it quite short, to save you all getting bored! If anyone else wishes to show a few of their slides, please bring them along.

Next month's meeting will be on February 2nd, so make a note in you brand new diary NOW! We shall look forward to meeting you all - new faces and old - at The Robin Hood, Newark at 8pm.

WESSEX AREA NEWS, JEREMY WOODWARD REPORTS:

A group of us went to Brighton to see the 'old crocks' finish their London/Brighton run and to visit the Thoroughbred & Classic Car Show. A five car convoy from Ringwood became four cars on the way to Brighton as Nigel Needham had overheating problems with his 'V' registered Spitfire. T'was a shame we were slowed by Nigel's car as we were buzzed by two MG Midgets and I'm sure Neil Williamson in his 2-Litre Spitfire was itching to put his foot down!

By now the Christmas dinner meeting will have transpired and we should be looking forward to events anew in 1984. It is nice to see our regular members continue their support and together we ought to try to sustain and expand our Area. So, new ideas and suggestions for future events would be most welcome. Next meeting on Tuesday 10th January at The Skittlers, York Road, Broadstone, 8pm.

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

I hope the Christmas and New Year festivities went well for you all - it's great until you look at your bank statement, isn't it?

We shall be continuing our Sunday evenings at The Belfry until April, when they open up again at lunchtimes.

|                            |                             |   |
|----------------------------|-----------------------------|---|
| <b>Forthcoming Events:</b> | January 8th<br>January 20th | Sunday evening at The Belfry<br>Friday Beer & Skittles Night at The Three Tuns, Fordhouses, nr Wolves<br>Tickets for food (chicken basket, £2, scampi basket £2.20) from Janis Spicer 336 Clarence Rd, Four Oaks, Sutton Coldfield, W. Mids.<br>Tel: 021-353 9961. Please enclose SAE, remittance and choice. |
|                            | January 28th                | The Sportsman where our concours superstar, Roger Rowley, will give a talk on preparing a car for concours (anyone who knows Roger and LDN will appreciate he's quite an expert). Prompt arrival at 8.00 pm would be appreciated.   |

One final note, many thanks to Bill Hewer, who has done wonders as a chairman to keep us unruly mob in order. He resigns this year and John Cox takes over this daunting task - providing he manages to get the right night at the right place! Thanks also to Julie Baker and Carol and Gary Eckersley for all their help and hard work over the last two years. Our new committee replacements will be announced next month. Cheers 'till then.

# Take our advice and do it yourself.

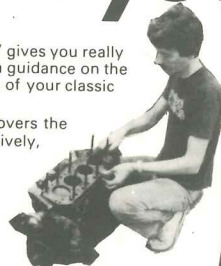
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## STOP PRESS !!!

#### ANGLIA AREA NEWS, GILES TINKLER REPORTS:

Even though the winter months are here, we are still having a good turnout at our monthly meetings, on the first Thursday of the month.

At our December meeting, Barry brought along some slides of the years' events and earlier Barbecues, which gave new members a good idea of the Club's activities and brought back memories for the rest.

Next Club night will be 5th January, 1984, followed by a Mystery run on the 12th January, which will leave The Coach and Horses, Trumpington at approximately 8pm. Food will be supplied on arrival at our destination.

#### SOUTH EAST SCOTLAND AREA NEWS, ALAN COOPER REPORTS:

The South East Scotland Area meet at The Hawes Inn, South Queensferry (below Forth Rail Bridge), 2nd Sunday of each month at 12.30. This is a change of venue; The Post House Hotel in no longer used!

Well done all who took part in Decembers Treasure Hunt. Congrats to Richard Peters, Brendan Haddock, Paul and Lucinda - worthy prize winners. Mr Ian Wheater has volunteered to take over as Area Organiser, for which we thank him. After 18 months of leadership we extend our warm and hearty thanks. I do hope you all had a good Christmas and merry New Year and look forward to seeing you all on Sunday 8th January.

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

At our last meeting before the start of the Wassailing Season, we finalised our arrangements for our Xmas Nosh (by now a past event) and our visit to Blacks Car Collection on January 26th, 1984. Approximately 20 of our own enthusiasts and a smaller contingent from North Yorkshire (you are more than welcome folks!) - maps will be provided. We also elected a new South Yorkshire spares co-ordinator, Keith Sturgess, who can be contacted on 0302-855198. Try him for that hard-to-get part.

Talking of hard-to-get parts, the lovely Janet is continuing as treasurer (but very quietly).

#### WEST COAST OF SCOTLAND AREA NEWS, JENNI HODGSON REPORTS:

Well, there may only be four of us at present but we do exist. We have also way-laid a couple of 'possibles' in town, who will hopefully increase our number.

In the meantime, we meet at The Falls of Lora Hotel, Connel. No set meeting night - 'phone me and I will ring round and get a time organised (tel: Connel 560).

We have also discussed the fact that there are rather more Club cars to be seen here during the summer and will be pleased to meet any visiting members for a pint etc.

#### DORSET AREA NEWS, ANDY TOPP REPORTS:

I am very pleased with the start to the new Area after three months. I hope everybody enjoyed the Xmas meal that was held on the 7th December: 19 members attended at The Rose & Crown, Longburton.

I would like to see a few new faces next year; the first meeting will be held on the 1st Wednesday of January at The Antelope Hotel, Sherborne, Dorset.

The Dorset Area wishes the rest of the Club a Happy New Year.

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

We had four new memers this month: Graham from Boston Spa, Philip and Helen from Hull and Mark from York. Next meetings on January 4th, when we're having a name the part competition at The Bay Horse, Murton, nr. York.

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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.

# CAR MART

Bond Equipe for sale due to ill health. 1968 model, mechanically sound, bodywork complete, minor chassis repair required. £115 o.n.o. Contact: Mr T Roberts, tel: (Shrewsbury) 0743-65305 - non-member.

GT6 MKIII. Pimento red; 74,000 miles; 1971; recent full service; good runner; years MOT; taxed; Cosmic alloy wheels; Halogen headlights; Pirelli 165 tyres; radio/stereo cassette; sunroof. Lovely car. Offers. Contact: M Newbold, tel: (Birmingham) 021-472 4192 (c/o Dr's Residence, Dudley Road Hospital) - 82/4852.

SAH Vitesse Saloon, 1968. Stage II head; tripple webbers; six-branch; Pirhana ignition; Tite-a-Turn; Cosmic alloys; O/D; sunroof. Engine only 14,000 miles, 110 bhp at wheels (stored since 1980). Must be sold - includes shed of new/used spares. Any offers considered. Contact: Martin Hadfield, tel: Mansfield 649102. non-member.

Triumph GT6. Reg. WHN 399M. White; immaculate condition; one owner from new; undersealed; O/D; tinted windows; low mileage. A super car, only reason for selling husbands death. £1,800. Contact: Irene Brown, tel: Saffron Walden 27057 - 77/0117.

Vitesse Convertible 1968 MK1. Very good condition inside and out. Good mechanics. Run daily. MOT apr. '84. £550 o.n.o. Contact: Doug, tel: Ashford (Kent) 41060 (answer phone service in the evening) - non-member.

Good lover needed for my Vitesse 1600 Saloon. Reg. 502 NOT; 1963. Green with white stripe. Has been on blocks in garage for last 4 years, was good runner. Waxoyled. Regret no time to tinker. £300. Contact: Robert Bailey, tel: (Brinkworth) 066641-200 - 83/6528.

Vitesse MKII Saloon. Professional respray in Ferrari red. £300 just spent. New clutch, rebuilt gearbox, new radiator and other bits. Good reliable runner. MOT'd July '84. Reluctant sale. £650 o.n.o. Consider p.ex on Escort Van or similar. Contact: Greg, tel: (Cheshire) 061-338 4662 - 83/6233.

Herald 13/60 Convertible, 1968. Only 2 owners and 37,000 miles from new. Excellent condition, any trial or inspection invited. Full MOT. £650 o.n.o. Contact: Philip Caunt, tel: Nottingham 878432 - non-member.

GT6 MKIII. Stage II tune, overdrive, tints, rebuilt engine and gearbox. 12 months MOT. £600 spent. House purchase forces sale. Contact: Paul, tel: (Bristol) 0272-425708 after 6pm. also Vitesse 2L, breaking for spares - non-member.

Triumph vitesse MKII, 2-litre, 1971. Overdrive; sunroof; 6 months MOT. Unused for months. 88,000 miles but very clean condition inside and out. Bodywork good; chassis sound. Complete and original. Offers around £500. Contact: Michael Cross, tel: Radnage 3328 - no membership number.

GT6 MKI. White. In excellent condition and beautiful red interior. Good mechanics with new engine. 'F' reg; MOT; wide wheels; new improved suspension at rear; radio; 2 speed wipers. £550 for quick sale. Please contact: Martin Simpson, tel: (Kent) Crayford 524131 - 82/5065.

GT6 MKIII. 'K' reg; 59,000 miles; MOT August 1984; taxed March 1984. This car is in excellent condition inside and out. £1,250. Contact: Adrian Ross, tel: (Crawley) 0293-884054 - lapsed member.

Two Herald 13/60 Saloons: 1968 taxed end October 1984; MOT Sept. 1984; new sills, rear quarter valances, front wings. Some work needed. £275 o.n.o. Convertible: Good bonnet; new hood and tonneau. Doors need work. Repair panels provided. 1967. £225 o.n.o. Contact: Alan Simonds, tel: (Sussex) 0435-872269 (office) - 80/1128.

Vitesse Convertible 1600cc: 'Sparkling' snow-white; great condition; long MOT and tax; excellent hood and tyres. Likes to be shown off. £895 o.v.n.o. Contact: Adrian Whaley, tel: (Salisbury) 0722-21686 - 83/6563.



MKII Spitfire, O/D, 1967. Genuine 56,000 miles. Many new parts, some problems to iron out. MOT/tax. Ideal for enthusiast or for spares. Parish life forces sale! Offers around £285. Contact: Rev Paul Dunn, tel: (Southfields) 01-788 1516 - 81/2765.

Herald I2/50 Saloon, 1963. Green; 56,100 miles; excellent condition. Lady owner retiring from driving. MOT Feb. '84. £700. Contact: Prebble, tel: (Croydon) 01-777 7478 (evenings) - non-member.

Arthritis forces sale of Spitfire I500 O/D. Factory recon. long engine, new carbs, new radiator, new overdrive pump, new clutch plates, good tyres, tatty body. Over £800 spent in last 5,000 miles. £1,150. Contact: Michael Weatherley, 22 Bell Street, Whitchurch, Hants - non-member.

GT6 MKI, August 1966. New sills, floor, rear wings. Requires time to restore. £200. Also Bond Equipe, March 1968 GT4S. Tidy interior. Good. Requires rear outriggers, exhaust and other repairs. £175. Contact: T Jones, tel: (Oxon) 0608-737 386 - 83/6473.

1973 GT6. Red; MOT; 53,000 miles; full sill replacement; rustproofed; tinted windows; full length Webasto sunroof; Cobra alloy wheels/low profile tyres. New UJ's. Reluctant sale due to company car. £1,295. Contact: S Bolton, tel: (Cheadle) 061-428 2588 - non-member.

Vitesse MKII, 1970: Sunroof; resprayed and re-chromed summer 1982. Super condition. Sienna brown with black trim. Also available parts as listed in 'Parts For Sale'. Will separate or as job lot. Contact: S. Little, tel: Penn 4508 (Bucks) - 077/121.

GT6 MKIII April 1973. Sienna brown with cloth seats, Sundym, O/D, 3.27 diff, sunroof, stereo, Kenlowe fan, lowered uprated suspension, Spax's I75/70's, SAH silencer. Recent engine rebuild; excellent condition with full service history. £1,700 o.n.o. Contact: D B Weeks, tel: (Kent) Medway 723147 - 82/3752.

Spitfire MKIII (F). Runner but requires some attention. Fibreglass GT6 MKII bonnet, steel hardtop. Not much rust throughout. £150 o.n.o. Contact: Andy Ridgwell, tel: (Suffolk) 0440-706780 evenings - 81/2870.

Spitfire I500cc. MOT; taxed; hard/soft top. 'T' reg, 1977. £1,500. Contact: M Lynch, tel: (Bromley) 01-464 4780 - no membership number.

Vitesse Saloon MKII. 'G' reg.; MOT Sept. '84; tax Oct. '84. Reasonable condition and excellent runner. I75/70's; towbar. Plus many extras. £495 o.n.o. Contact: G Tinkler, tel: Cambridge 210166 - 81/2120.

Vitesse Convertible 2L, MKII. O/D; hardtop; electronic ignition; waxoyled. New hood, driver's and tunnel carpets, exhaust, radiator, sills, valances etc. 68,000 miles. Immaculate condition. Company car forces sale. £2,150 o.n.o. Contact: Marcus Brown, tel: (Godalming) 04868-22227 - 78/00384.

Vitesse MKII, 2L Saloon. Sienna brown; 1971; O/D; sound condition. Body needs some attention but interior good. £300 o.n.o. + various parts. Also 2L MKI Saloon. 1967; O/D; tax; MOT etc. Good general condition, body fair. Contact: Paul, tel: (Devon) 0752-779580 or 0548-580374 evenings - no membership number.

Triumph Herald Convertible I3/60. 'H' reg. New outriggers, sills, gearbox, clutch, big end shells. No rust at all. 75,000 miles. £500 o.n.o. MOT'd April '84. Contact: G Hadley, tel: (Watford) 01-428 9855 - 82/4197.

1972 Triumph GT6. Original bodywork, good condition, ideal for enthusiast. O/D; stereo; new clutch. £1,300 o.n.o. Tel: (Cheltenham) 0242-37803 - non-member.

Herald Convertible LTD 666F. MOT and tax. Vitesse 6 bodywork throughout. White/blue hood/flash; GT6 wheels; both tonneaus; Mountney steering wheel plus more Real eyecatcher in excellent condition. £1,075 o.n.o. or P/Exchange GT6 II or III in v.g.c. - cash either way. Contact: Lawrence Kohler, tel: (Hemel Hempstead) 0442-45511 - 83/5212

## PARTS MART

41

Brand new BL 3.89 diff. suit Vitesse/GT6/Spitfire. Offers?

Breaking MKI and II Vitesse: Most parts available, including Conv. rear end and bulkhead, GT6 MKIII towbar, rear spring, rear light units. I3/60 Conv.: New hood (good), mechanics, red. Vitesse MKII, 1970. Excellent original body. Good mechanics. Offers. Contact: Dave Jones, tel: (Edgware) 01-952 0815 - no membership number.

Radiator: I'm asking £10, maybe less, for a Spitfire MKII radiator in excellent condition. This large rad. could be used on other Spits. suffering from cooling problems. Contact: Tim, tel: (Bromley) 01-464 1031 after 5pm - 83/6314.

Breaking Bond Equipe 2-litre Convertible: Following for sale - bonnet, hood frame, fuel tank, winscreen. Also following 2-litre Bond/Vitesse items - differential and steering rack. Contact: Alan Fox, tel: (Harrowgate) 0423-867915 - not 7-21 January - non-member.

Breaking Vitesse I600 engine. Good condition. No bonnet. Tite-a-Turn outer halfshafts as new, offers? Contact: Mark Thompson, tel: St. Albans 35014 - no membership number.

Tons of new, genuine Stanpart/BL parts for all models. Parts Catalogues for Spitfire I500; Workshop Manuals for Vitesse 2L/GT6, Spitfire I500; Handbooks for I3/60, Vitesse 2L I/II, GT6 II, Spitfire IV/I500. All Vitesse 2L II/GT6 II rear suspension components available (including radius arm adjusters), plus all other model suspension parts. Steering racks for all models. Most rubber seals for all models. Herald/Vitesse door skins/hinges/handles/locks, sills, chassis members etc. Spitfire IV/I500 doors, Spitfire/GT6 sills, wings, etc. It's impossible even to give an impression of what's available. For full details, send SAE for list, stating model and specific requirements, to **John Mann, 5 Nevis Close, Loundsley Green, Chesterfield, Derbyshire S40 4NS.** Tel: Chesterfield 71036.

Triumph Tune Spitfire exhaust system: Brand new, twin outlet with adaptor to fit standard manifolds. Bargain £50 + free. Workshop Manual. Contact: Steve, tel: (Widnes) 051-424 7210 after 5pm - 83/6746.

Vitesse bonnet (steel) in primer. Purchased from John Hill's for £290 for now abandoned project. Will accept £190 o.n.o. Contact: Andrew, tel: Coalville 812455 - 82/4480.

Triumph Tiger Cub 200cc road/comp engine. Total rebuild. V.g.c. Loads of spares, all receipts etc. £400. Contact: Carl, tel: (Glous) 04536-4082 - 81/2967.

Ashley MKII fastback hardtop to suit Spitfire I - III complete with all accessories in black. Good condition. £50 or exchange for SAH exhaust system for Spitfire MKIII. Contact: M J Costigan, tel: (Southwell) 0623-882700 evenings - 81/2786.

Bond 2-litre spares: Bodyshell; excellent front floor, sandblasted and metal sprayed; new rear lights, bonnet catches and exhaust. 2-litre engine less carbs. Rear section floor partially repaired. 2 bonnets. 2 bootlids. Various other parts. Must be cleared. Any offers? Contact: Alan Simonds, tel: 0435-872269 office - 80/1128.

Vitesse I600 engine, £15; gearbox £5; two diffs £5 each; Solex carbs £5; Stromberg carbs £5; head £5; Herald I200 dashboard £5; two Solex carbs and manifolds £5; tank £5; I3/60 trim £3. Contact: Carl, tel: (Glous) 04536-4082 - 81/2967.

Spitfire engines: MKIV v.g.c., £45; MKIV with non-o/d gearbox and ancillaries (no alternator), £55; Spitfire MKIII steel hardtop, dented, £15; MKIV 3.89 diff, £35. Contact: Hugh Davies, tel: 0980-23517 or Neil Williamson, tel: 0425-52301 - 81/02090.

Vitesse MKII Spares: SAH exhaust manifold (6 months use), £60; rollbar, £35; front uprated springs, £20 pair; O/D gearbox and prop., £55; front L/H wing also rear R/H (Stanpart), £35 each; rear mudflaps, £5 pair; front outer bumpers, £7 pair. Contact: S Little, tel: Penn 4508 (Bucks) - 077/121.

Pair HS2SU's on manifold, filters, chromed cleaner, suit 1200cc, £25. Pair HS2SU's on manifold, suit 1300cc, £20. Herald 1200cc engine, £35. Single HS2SU on manifold suit 1200cc Herald, £10. Herald 12/50 manifold, £5. Contact: Mr K Dan, tel: Chipping Sodbury 316513 - 79/0867.

Spitfire MKIV/1500 factory hardtop, black and in excellent condition, £200. Spitfire IV fuel pump, £3. Alternator, £5. Distributor, £15. Vitesse 1600 diff., £25. Vitesse MKII engine, £10. Carbs., £15. distributor, £20. Dynamo £5. Many other items. Contact: G Tinkler, tel: Cambridge 210166 - 81/2120.

Hood and frame from Spitfire 1500. Good condition, £30. Some other bits and pieces available. Contact: Neil Bradshaw, tel: Loughborough 239737 - no membership number.

New bonnet for Herald 13/60. Thoroughly de-rusted and painted Valencia blue. Offers around, £150. Also drivers door; no rust, carb and misc. trim including some new weatherstrips. Offers? Contact: Colin, tel: (Essex) 01-504 2693 - no membership number.

Vitesse and Herald parts for sale: Dirt cheap or free! Vast amounts of 'junk' in our house has caused 'parental' hassle, so it all must go!! Contact: Bob Hayward for details of spares, tel: (Ipswich) 0473-40911 - 83/5379.

Vitesse 1600 Convertible: Breaking for spares. Contact: John Cox, tel: Wolverhampton 784033 - 82/3372.

GT6 MK1 bodysheil: Some bulkhead damage; too good to scrap. Only £20. Wheels, petrol tanks, doors, excellent engine, all cheap. Contact: N Waight, tel: Reigate 49364 - 78/335.

13/60 bonnet: Slight damage. Herald boot lid, petrol tank, dash board. Also some other spares inc. wheels. Best offers. Contact: Melvyn, tel: Cradley Heath 67156 (W. Mids) not on Tuesdays - 83/6452.

Spitfire MKIV: Chassis exc. cond., £125 o.n.o.; five oval hole wheels with Spitfire centres, £40; headlamp surround (new, unused), £10; speedo clock and rev. counter, £5 each; bootlid, £15. Contact: J Harland, tel: (Cheshire) 0625-828274 (day) or 526589 (after 6pm) - 82/3983.

## DEADLINE EXTRA !!!

### COTSWOLD AREA NEWS, SUE IND REPORTS:

A Happy New Year to all members. Let's hope 1984 brings more enthusiasts into the Club. A Skittles Match was held on the 26th November against the Berks Area, which was great fun - you can beat us next time! Sunday was wet when we set off on a Treasure Hunt: Very good clues set by Ivan. Hard luck to Tim who mangled his wheel bearing into oblivion. It was very unfortunate that the Skittles Match and the Treasure Hunt suddenly came to us and there was no time to get it into The Courier. The local TR Club want to get together one weekend for a Skittles Match but that will probably be in March/April, when the weather improves.

### 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: Somerset 0278-662698 evenings after 6.30pm.

Refer also to Spares List on pages 61, 62 in December issue of The Courier.

| Part No.  | Description                        | Vehicle Application         | Qty.  | Price (each) |
|-----------|------------------------------------|-----------------------------|-------|--------------|
| 100499    | Timing cover oil seal              | All cars                    | 3     | £1.00        |
| 117511    | Bearing, rear, g/box extension     | All cars                    | 3     | £3.00        |
| 130034    | Wiper arm (RH steering)            | H. 1200 and early 13/60     | 2     | £2.50        |
| 130035    | Wiper arm (LH steering)            | H. 1200 and early 13/60     | 1     | £2.50        |
| 132649    | Inner axle shaft                   | Spit. MK1/11                | 1     | £20.00       |
| 137841    | Exhaust valves                     | GT6 MK1                     | 8     | £2.50        |
| 144939    | Exhaust valves                     | H. 13/60                    | 3?    | £2.50        |
| 147632    | O/D rear flexible mounting         | GT6 MK11 and Vit 2L MK11    | 2     | £6.75        |
| 150842    | Link ass'y (for lever arm dampers) | Vit 2L MK11                 | 1     | £5.00        |
| 502095    | Hub end cover (cap)                | H. 948, 1200                | 1     | 50p          |
| 514370    | Bearing and seal kit (rear)        | Spit. 1500                  | 2     | £3.00        |
| 567894    | Rivets (fix bumper to valance)     | Vitesse                     | 32    | 8p           |
| 607664    | Bonnet, catch plate                | All cars                    | 4     | 25p          |
| 613960    | Windscreen finisher (silver)       | H. 1200 - Vitesse           | 2     | £2.50        |
| 624633    | 'Spitfire', wheel centre cap       | Spit. MK1V                  | 2     | 25p          |
| 626859    | 'Triumph' nameplate                | Spit. 1500, MK4 and GT6 MK3 | 1     | £2.75        |
| 631378    | 'Spitfire 1V' nameplate            | Spit. MK1V                  | 3     | £1.00        |
| 632091    | Interior Mirror                    | Spit. MK1V, 1500            | 2     | £3.25        |
| 703698    | Cam lock ass'y RH (door)           | H. 948 only (to G3988)      | 1     | £6.75        |
| 706117    | RH locking door handle and keys    | H. 13/60, Vitesse           | 2     | £8.75        |
| 718028    | Rear no. plate lamp ass'y & badge  | Spit. MK1V, 1500, GT6MK111  | 1     | £28.50       |
| 915634    | RH, exterior door handle ass'y     | Spit. MK1V, 1500            | 1     | £15.00       |
| FA 3057/4 | Spire nuts, (for rear valances)    | Herald/Vitesse              | 2pkts | 50p          |
| GEG 181   | Gasket head set                    | Herald 948 SC               | 1     | £7.50        |
| GEG 313   | Cyl. head gasket (same as GEG 374) | Spit. MK111, Herald 13/60   | 7     | £2.75        |
| GEG 314   | Cyl. head gasket                   | Herald 1200, 12/50          | 2     | £3.00        |
| GEG 216   | Conversion set (gaskets)           | Herald 1200                 | 6     | £4.00        |
| GEG 344   | Cyl. head gasket                   | Herald 948                  | 8     | £1.00        |
| XKC 1537  | Impact absorber, front RH          | Spit. 1500                  | 1     | £20.00       |
| XKC 1552  | Impact absorber, rear LH           | Spit. 1500                  | 1     | £25.00       |



## CLUB TIES!

These superb quality British made ties, sporting the attractive club motif, are now available from the Manchester Area TSSC at a very modest £3.75 each, including postage and packing.

Cheques or Postal Orders should be made payable to the Manchester Area TSSC and forwarded to Andrew Head, 107, Longhurst Lane, Mellor, Stockport, Cheshire, for prompt attention.

44

**WANTED**

Triumph GT6 MKIII unused O/S door. Contact: Brian Lees, tel: (Royston) 0763-46128 - 80/1189.

Please can anyone help? Mother threw away the rubber seal between the windscreen and hardtop of my Spitfire MKII or MKIII will fit if you've got one. Please help. Contact: Christopher, tel: (Staines, Middx) 0784-52263 - 82/4854.

GT6 MKIII overdrive unit, gearbox, propshaft, chassis mounting bracket and electrics. Contact: Jim, tel: Rugby 71761 (evenings) - 83/6095.

GT6 MKII bodysell and/or chassis. Must be good condition. Contact: Jonathan tel:(Surrey) Downland 51194 - 83/6254.

High price paid for pair of doors for Vitesse MKII Convertible. **Must, must, must** be very good condition. Contact: John Hunt, tel: (Leicester) 0533-392355, 6.30 to 7.30 any day - 83/6510.

Vitesse gearbox fibreboard cover (sound). Contact: Peter Higgins, tel: 0722-710351 - 81/2536.

Urgent! Desperate! Wanted - Spit MKIII cam (large journal). Swap for spares or cash. Contact: Carl, tel: (Glos) 04536-4082 - 81/2967.

MKIII hood frame and door windows. Set of wire wheels. Contact: Steve, tel: Cambridge 841827 - 83/6910.

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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.

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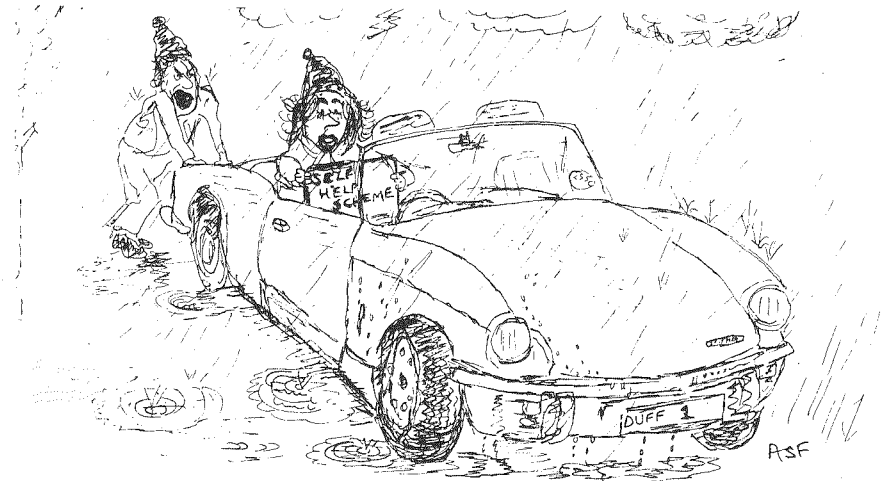
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I'M NOT ANGRY...ALL I'M SAYING IS I'M NOT PUSHING THIS CAR  
ANOTHER 35 MILES BECAUSE YOU'VE FOUND ONE WHO WILL  
LET YOU WATCH CORONATION STREET!



# CLUB SPARES

JEFF BAKER

Happy New Year! Now that you've all recovered from Christmas, how about treating the car? Here is a list of goodies to start off the year:-

|  |  |
|--|--|
| <u>Delco Remy Distributor</u> to fit GT6 MKIII from engine KEI000IE<br>(Limited stock) | £22.00<br>+ £1.90 P&P                              |
| <u>Rear Light Lens</u> to fit Spit. MKIII, GT6 MKI/II                                  | £3.75<br>+ 75p P&P (one)<br>+ £1 P&P (two)         |
| <u>Synchro Cup</u> GT6 MKI + 1st and 2nd gear only<br>(Limited stock)                  | £3 each<br>+ £1 P&P (pair)                         |
| <u>Outer Axle Shaft</u> to fit Vit. 1600, 2L MKI<br>(Limited stock)                    | £15 each<br>+ £2.50 P&P (one)<br>+ £3.50 P&P (two) |

On any limited stock item, a 'phone call first may save disappointment. My apologies to everyone who didn't get bonnet locks. The response was so fantastic the stock was gone in 1½ years! If I get any more at that price I'll let you know.

To help all new members, make your cheques payable to the TSSC, VAT is included in the price but P&P is additional.

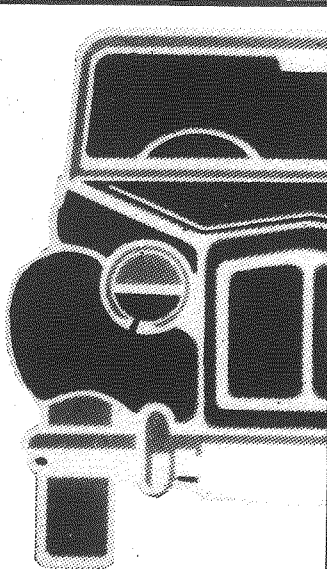
As always, many other parts available, too numerous to mention and many parts advertised in past Couriers are still in stock.



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# SPITFIRES (U.K.)

## JANUARY '84 SPECIAL OFFERS

|            |   |         |
|------------|---|---------|
|            | Spitfire MKIV/1500 hood and frame   | £140.00 |
| Fibreglass | Spitfire MKIV/1500 hard top   | £150.00 |
| Fibreglass | Spitfire MKI to 111 boot lid  | £15.00  |
| Fibreglass | Tunnel cover all models (stipulate whether Spitfire, Herald, Vitesse or GT6)                              | £13.50  |
| Fibreglass | Spitfire/GT6 front ¼ valances   | £14.00  |
| Fibreglass | Spitfire/GT6 (early) front valances   | £15.00  |
| Fibreglass | Vitesse/Herald front valances   | £15.00  |
| Fibreglass | Spitfire 1V/1500/GT6 MK111 spoiler  | £8.50   |
| Fibreglass | Spitfire 1 to 111 front wing  | £15.00  |
| Steel      | Vitesse front wings   | £35.00  |
| Steel      | Vitesse front wings headlight and sidelight repair panel  | £11.00  |
| Steel      | Spitfire/GT6 rear wing repair panel (front)   | £4.50   |
| Steel      | Spitfire/GT6 rear wing repair panel (rear)  | £9.50   |
| Steel      | Spitfire/GT6 inner sills  | £3.75   |
|            | Boot luggage rack (wooden slats)  | £15.00  |
|            | Spitfire MKIV/1500 air filter box (including 2 air filters)   | £10.00  |
|            | Drive shaft with yolk and UJ (Spitfire 4 to early MKIV, GT6 MK1, Vitesse 1600 + Vitesse MK1, all Heralds) | £30.00  |
|            | GT6 MK111 distributor   | £28.00  |
|            | Herald rear valance   | £8.00   |
|            | Herald/Vitesse front and rear wing repair panels  | £9.50   |

ALL PRICES PLUS POST & PACKING PLUS VAT. SEND S.A.E. FOR FREE CATALOGUE. ACCESS/BARCLAYCARD.

|               |                 |           |
|---------------|-----------------|-----------|
| OPENING HOURS | MONDAY - FRIDAY | 9am - 6pm |
|               | SATURDAY        | 9am - 4pm |

N.B. On Saturday January 21st, we will be closed at 12.30pm, due to the fact that the Boss is getting married!

Happy New Year to all T.S.S.C. members from Tony Baird (the Boss), Nick Eames (Parts and Shop Manager), Anthony Berry (Mail Order and Despatch Manager) and Sue (Secretary).

172 Ethel Road,  
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 England.



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