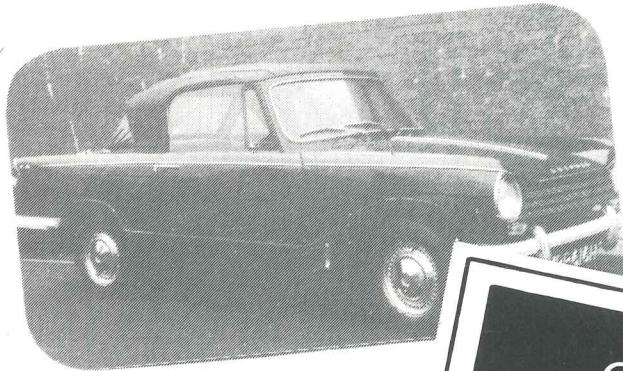
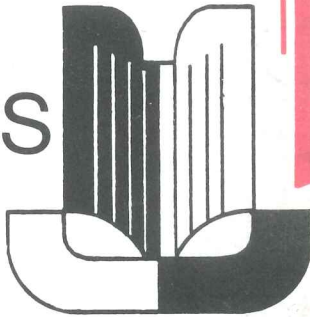


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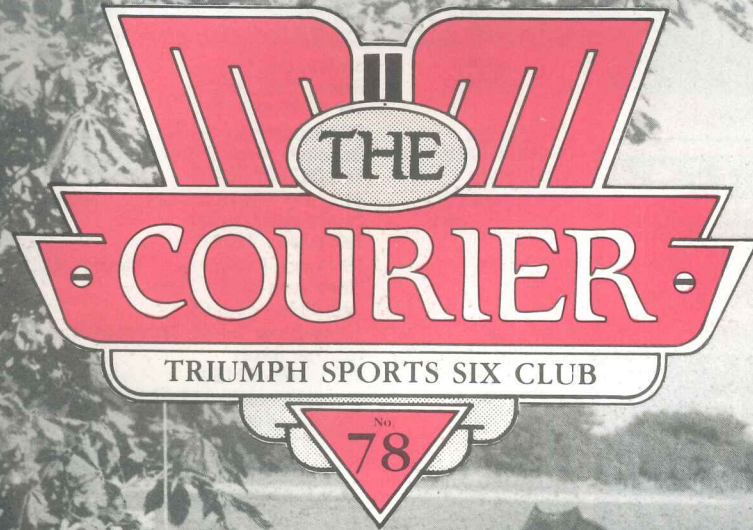
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Whereas every care is taken to publish
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TSSC OFFICERS 1986

PRESIDENT

John Griffiths

6 Chuzzlewit Drive, Chelmsford

Essex, CM1 4XQ

Tel: 0245 443152

GENERAL SECRETARY

Bob Notley

25 Hoopers Lane, Astwood Bank,

Redditch, Worcs. B96 6AP

Tel: 052789 - 3192

TREASURER

Glyn Ridgewell

31 Longfield Road, Great Baddow,

Chelmsford, Essex

Tel: 0245 - 71987

EDITORS

Bill & Jo

Sunderland

19 Prince Rupert Ave., Desborough,

Northants NN14 2PH

Tel: 0536 - 760769

P.R.O. & PHOTOGRAPHER

Peter Williams

20 Midfield Court, Thorplands,

Northampton

Tel: 0604 - 45154

OVERSEAS SECRETARY

Brian Waters

Beulah Cottage, 19 High Street,

Flitwick, Beds.

Tel: 0525 - 713448

AREA LIAISON OFFICER

Richard Bruford

Neathwood, Christow, Nr. Exeter,

Devon.

Tel: 0647 - 52363

TECHNICAL SECRETARY

Hugh Davis

19 Woodglade Close, Marchwood,

Hants SO4 4XT.

Tel: 0703 868513

EQUIPMENT & EVENTS

Jonty Wild

13 Common Rise, Hitchin, Herts

SG4 OHN

Tel: 0462 - 56315

ARCHIVIST & LIBRARIAN

Mike Costigan

'Dumble Rise', 38 Ridgeway,

Southwell, Notts NG25 ODU

Tel: 0636 - 814050

SHOW CAR REGISTER

Denis Benson

8 Green Lane, Catshill,

Nr. Bromsgrove, Worcs B61 0LD

Tel: 0527 - 77059

SELF HELP SCHEME

Ken Allan

38 Lingfield, Stracey Bushes,

Milton Keynes MK12 6HB.

Tel: 0908 - 318779

INTERNATIONAL REGISTER SECRETARIES

HERALD

Chris Longhurst

24 The Lea, Fleet, Hants GU13 8AU

Tel: N/A

SPITFIRE

John Reese

Kiln Cottage, Lower Cross, Clearwell,

Nr. Coleford Gloucestershire

GL16 8JX Tel: 0594 - 36454

21 Deans Drive, Speedwell, Brisol

Avon BS5 7UA

Tel: 0272 - 659288

VITESSE

Martin Brown

Patch Farm, Shepherds Patch,

Slimbridge, Gloucester GL2 7BP

Tel: 045 - 389 - 345

BOND

Chris Gardiner

3 Frenchwood Knoll, Preston, Lancs

Tel: 0772 - 54469

GT6

Barry Thurgood

8 De Mandeville Road, Elsenham,

Bishops Stortford, Herts

Tel: 0279 - 812675

SPECIALS

Dave Bayliss

54 Southwood Avenue, Knaphill,

Woking, Surrey GU21 2EY

Tel: 04867 - 3998

AMPHICAR

Jennie Coombes

32 Rushleys Close, Loughton,

Milton Keynes

COMMITTEE MEMBERS 1986

JOHN GRIFFITHS, BOB NOTLEY, JONTY WILD, ROLAND DREW, RICHARD BRUFORD, BRIAN WATERS, JOHN CUDMORE, IAN MCKEGGIE, DAVE BAYLISS, PETER WILLIAMS, GLYN RIDGEWELL, BILL SUNDERLAND, MIKE COSTIGAN.

EDITORIAL

WINNING, WHO'S WINNING!

Much has been said recently about what the Classic Car Movement actually is and what its aims are. If the Classic Car Show at Brighton was anything to go by, serious enthusiasts may well start looking for something else to do and give these well-planned shows the 'Big Elbow'.

It seems to be all one-way traffic, with the major Classic Car Shows becoming ever more expensive and having little to see or do inside: the Brighton Autojumble was more like any Saturday market, with very few actual autojumble parts. Granted, parts are getting scarce but now these shows seem to only attract the 'bolt-on goodie brigade', leaving the true parts specialists feeling either that it's not worth going or unable to secure a space for their stall amongst the ever growing trivia market. Is 'the punter' the only one to be catered for at future shows?

When it comes to club stands, it appears that the Organisers expect enthusiasts to squeeze as much as possible in as little space as they can, leaving most popular clubs working in very tight conditions and their attending members, along with 'Joe Public', teetering at the rope edge. Fortunately, through the endeavours of our own Jonty Wild, our club stands are designed and manned with a view to welcoming the member and public alike onto them. Without any doubt, our stand was one of the better ones and certainly amongst the busiest at the show - not decked out *Carnival-style* as was the case with some but specifically fashioned for the enthusiast. It paid off with a record amount of new members and enquiries gained for the TSSC. It's up to the National Classic Car magazines and the clubs to give value for money. *They have been Warned*

Being the Christmas issue, I would like to wish you all a safe, peaceful Christmas and urge you to think about putting pen to paper with some jottings to the magazine. Remembering too that the next Turning Circle will feature the Herald 948/1200 - Get Writing!

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Presidents Intro

John Griffiths



I was looking through some of my old club papers the other day and came across Newsletter No. 3, issued December, 1977. At the time, Dennis Watson had just become the 100th member and I was organising the first Christmas Dinner/Dance at The Berystede Hotel, Ascot.

Well, we've come a long way since then, but it's nice to know some things haven't changed. For example, we're still holding a Christmas Weekend, which for the second year is being organised by Mike Atkinson and Richard Bruford (see details elsewhere in this edition); Dennis is still a staunch member and you're still having to put up with my monthly mutterings! But perhaps more importantly, the club still holds dear its' original aim and purpose so aptly recorded in that early Newsletter namely, **"Founded in 1977 for the preservation, restoration and recognition of the Herald chassis vehicle and its' derivatives"**.

A VERY HAPPY CHRISTMAS AND PROSPEROUS NEW YEAR TO YOU ALL

TSSC CAR INSURANCE SCHEME:

Last month I introduced to you the new car insurance scheme for "Younger Drivers", (i.e. those under 25 years). The response to-date has been tremendous.

Early next year I will arrange a survey so we can check if any amendments are needed and at the same time, test your satisfaction with the scheme. We shall also be reprinting and up-dating our useful Car Insurance Guide (booklet), which should be available, free of charge to members early in the New Year.

I also mentioned last month that the KIT/SPECIAL scheme would be launched from January 1st, 1987 and that details of the new insurance rates, applicable from the beginning of the New Year, would be advised. Full details of both are as follows:

NEW TSSC SCHEME FOR MODIFIED CARS, SPECIALS AND KIT CARS:

Introduction:

Anyone who has tried to insure a SPECIAL, a KIT CAR or even a MODIFIED car will know first-hand how difficult it can be. Even if suitable cover can be found, a mortgage is often needed to cover the premium!

Obviously, our rates won't be as cheap as for the main club scheme, but we believe they will be competitive, especially when the overall service and club back-up is taken into account. don't forget, this scheme also has been specially tailored to the TSSC's requirements. Getting it right has taken longer than expected

but I am pleased with the results and hope you will be too.

Summary of the Scheme:

Cover options available

- Fully Comprehensive
- Third Party Fire and Theft
- Third Party only
- Off-road Cover (covers accidental damage, fire and theft, trailering and exhibition risks)
- 3,000 mile limited mileage discount option.
- Cover available for any KIT car/SPECIAL, no matter what age.
- Agreed Value as per "Young Drivers" scheme, i.e. TSSC valuation and pre-requisite of cover with the certified value being taken into consideration in the event of a claim. N.B. Full Agreed Value cover not available yet).
- Competitive Rates.
- Individual premiums and excess quoted on application. (Proposal forms available from the Club Office: (0858) 34424).
- Engineer's Report only required in certain cases (at the discretion of the Broker).
- Quality of Service including claims performance guaranteed.
- TSSC Backing.
- Only available to fully paid-up members of the TSSC.
- Underwritten by St. Katherine Insurance PLC.

SUMMARY OF COVER (Subject to Terms and Conditions of Policy)

1. Loss or damage of club car.
2. Liability of third parties including passengers. Legal Defence cost up to £1,000 in the event of proceedings against you for manslaughter or for causing death by dangerous or reckless driving.
3. Foreign Use - including Eire.
 - a) Automatic cover is provided to comply with the laws relating to compulsory insurance within the EEC and certain other European countries.
 - b) Where acceptable, full cover within the terms of the Policy, provided prior notice is given and an additional premium paid - normal maximum period 3 months.
4. Windscreen damage - £100 limit per year.
5. Emergency treatment - liability for payment under Road Traffic Acts.

6. DAS Legal Expenses cover included.

7. Towing of trailer. Full cover applies to the car whilst towing a trailer or being towed/trailer, including your liability to third parties. (N.B. Damage to trailer not included but cover can be arranged upon request).

(N.B. Personal Accident benefits, medical expenses and cover for rugs, clothing and personal effects *not* included).

8. Social, domestic and pleasure purposes (normal exclusions).

9. No claim discount - as per main scheme.

HOW TO PROCEED:

● Obtain a Proposal Form and Valuation Certificate from the club office (tel: 0858-34424).

● Complete Valuation Certificate as instructed and send to Pam Griffiths, 6 Chuzzlewit Drive, Chelmsford, Essex, CM1 4XQ.

● Complete Proposal Form *fully* and submit to: Footman, James & Co. Ltd., Waterfall Industrial Estate, Waterfall Lane, Cardley Heath, Warley, W. Mids. B64 6PU.

● Footman James will provide you with a quotation.

● Proceed as required

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Very Happy
Christmas and a
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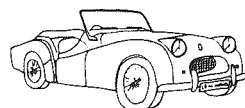
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The Family Business with the Personal Touch.

FOR
A QUOTE: **688 1622**

NEW INSURANCE RATES FOR 1987

(Applicable to the TSSC exclusive Net Premium, Agreed Value Scheme)

Well, I suppose premiums had to go up at some stage! In fact we originally negotiated the rates on your behalf back in December, 1984, so to hold them until January, 1987, whilst rates during that period have generally increased in excess of 60%, is no mean achievement.

The fact that we have been able to keep rates static two years, reflects largely on two things: firstly, our good claims record and secondly on the pressure exerted by us and the brokers on the Insurance Company. But, the club appreciates that premiums must now rise, above all else to protect the viability of the Scheme. Inflation whist lower than for many years, has had it's effect on costs since December, 1984 and, of course, garage repair bills and the cost of new parts have also risen considerably during that period. In addition, claims universally have continued to increase, particularly in respect of theft and malicious damage.

Having said all this, you will find that our rates will remain very competitive in nearly all instances when compared against competitors. But when you have to pay those extra few pounds, don't forget our good claims record (see survey in last months' Courier), the scheme's proven track-record and commitment to high quality service.

Now the changes: firstly, we have taken this opportunity to fine-tune the pricing structure and, in fact, increase and extend the spread of age discounts to minimise price rises for members aged 35 to 70.

The other two major changes are as follows:-

1. Creation of a new AREA 4.
2. Creation of a new GROUP 4.
 1. A new AREA 4 is created to cover high risk, inner city areas (e.g. parts of London, Liverpool and Glasgow). This has enabled us to keep the increases for members in the other three Areas at realistic levels and, in fact, establish a fairer spread of premiums for all.
 2. Bond Equipes have always been charged at a 20% additional premium over standard GROUP 3 (i.e. 2-litre Vitesse, Spitfire 1500's and GT6's). To make the system simpler, we have now created a new Group 4 for Bonds but which in future will also include GT6's. The reason for this is that GT6's have continued to rise in value quicker than any other club car, in addition to which they have, as a group, suffered the worst claims record. It has, therefore, been necessary to move them into this higher group, which in turn keeps premiums fairer in GROUPS 1, 2 & 3.

AVAILABLE TO CLUB MEMBERS AGED 25 - 70 YEARS

(Note: separate scheme now available for Younger Drivers)

NEW RATES

(Applicable for those aged 25 - 29 yrs., see details of discounts below for those aged 30 - 70 yrs.)

Group	Model	Area 1	Area 2	Area 3	Area 4
1	HERALDS	£90	£99	£125	£145
2	SPITFIRES (excl. 1500) VITESSE 1600's	£130	£140	£170	£205
3	SPITFIRE 1500's VITESSE 2-LITRES	£150	£175	£230	£265
4	BOND EQUIPES GT6's	£190	£220	£270	£325

N.B. Rates stated are "Net" and proof of "No Claims Discount" is not normally required.

DISCOUNTS FOR AGE:

- AGE 30 - 34 Deduct 10% from above rates
- AGE 35 - 49 Deduct 20% from above rates
- AGE 50 - 69 Deduct 25% from above rates

LIMITED MILEAGE DISCOUNT:

See Proposal Form for details.

SUMMARY OF COVER:

- Fully Comprehensive
- Agreed Value (i.e. if you car is stolen, written-off or damaged, you will receive the stated Agreed Value as agreed by the TSSC).
- Unlimited Windscreen Cover.
- £50 Accidental Damage Excess.
- Personal Accident Benefits.
- Medical Expenses Cover.
- DAS Legal Expenses Cover.
- Rugs, Clothing and Personal Effects Cover.
- Foreign Use (recommended that you always check cover with Brokers).
- Towing a Trailer or being Towed/Trailed Cover.
- Salvage Option.
- Betterment Option.
- When damage is valued at under £300 labour, the brokers will accept the lower two estimates without the need for engineer attendance.
- Independent engineers used for assessment purposes (i.e. quicker response due to greater UK spread from "quality" engineers).

SPITFIRES (U.K.)

Unit 11A, Branston House,
West Avenue,
Wigston, LEICESTER, England
Tel: (0533) 812129

SPECIAL OFFERS FOR DECEMBER 1986 (TSSC CLUB MEMBERS ONLY)

	TSSC Price	P/P
Chrome Air Filters	£3.75 + VAT ea.	50p
Rubber Handbrake Gaiters		
Spitfire I to IV all Heralds/Vitesse	£7.00 + VAT	50p
Steel Front Qtr. Valances		
Spitfire MKIV/1500, GT6 MKIII only	£29.00 + VAT ea.	£1.50
or	£55.00 + VAT pr.	£2.50
Quality Fibreglass Qtr. Valances	£26.00 + VAT pr.	£2.00
Plus Many Fibreglass Panels In Stock		
Super Quality, Super Fit Spitfire/GT6		
Full Sills at a Super Price	£10.00 + VAT ea.	£2.50
Spitfire/GT6 Steel Front and		
Rear Wheelarch (Flair)		
(Please state which model)	£19.50 + VAT ea.	£1.00
Spitfire/GT6 High Quality Door Skins	£15.00 + VAT ea.	£2.00
(Handle holes already cut out on later models)		
Vitesse/Herald High Quality Door		
Skins (With handle holes cut out)	£15.00 + VAT ea.	£2.50
HIGH QUALITY		
SOFT TOPS		
SPITFIRE MkIII	Rec. Price £50 + VAT	TSSC Price £46 + VAT
SPITFIRE MkIII	£50 + VAT	£46 + VAT
SPITFIRE MkIII with zip W/d	£58 + VAT	£54 + VAT
SPITFIRE IV & 1500 zip W/d	£58 + VAT	£54 + VAT
HERALD/VITESSE	£59 + VAT	£55 + VAT

SUPERB QUALITY Contains every carpet in the car			
CARPET SETS	Rec. Price	TSSC Price	P/P
SPITFIRE all models	£47 + VAT	£40 + VAT	3.00
(Steam moulded G/box Carpet)			
SPITFIRE all models	£40 + VAT	£35 + VAT	3.00
(Stitched G/box Carpet)			
HERALD all models	£40 + VAT	£35 + VAT	3.00
VITESSE all models	£40 + VAT	£35 + VAT	3.00
GT6 State which model	£62 + VAT	£53 + VAT	4.00
Includes all rear deck & arches			
WOODEN SLATTED boot luggage racks	£15 + VAT		2.50
2" x 1" Ceramic Union Jack Badges and chrome bolts	£3.00 ea. + VAT		p/p 25p

FULL CLUTCHES!! (cover, centre, plate, bearing) JUST LOOK AT THESE PRICES

SPITFIRE 4 II	£22.50 + VAT				
SPITFIRE Mk III/IV	£22.50 + VAT				
SPITFIRE 1500	£25.00 + VAT				
HERALD	£22.50 + VAT				

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Many, more steel and fibreglass panels available for your Spitfire, GT6, Vitesse or Herald, as well as all interior trim parts beautifully made by craftsmen.

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OPENING HOURS: Monday closed for buying (answering machine can take Visa/Access orders)
Tuesday - Friday 9.30 am - 5.30 pm
Saturday 9.30 am. - 2.00pm

THERE ISN'T A BETTER WAY TO INSURE YOUR TRIUMPH JOIN THE CLUB SCHEME TODAY!

CONCLUSION:

Don't worry if you're not clear on an aspect just pick up the 'phone and dial the appropriate number below. We will be pleased to help.

QUOTATIONS, TECHNICAL QUERIES AND CLAIMS:

Footman, James & Co. Ltd.
Tel: 021-561 4196/2847/2848

PROPOSALS, VALUATION CERTIFICATES AND GENERAL ENQUIRIES:

Trudi, Jane or Elaine at the TSSC Office
Tel: 0858-34424

VALUATION CERTIFICATES AND ENQUIRIES (particularly concerning valuations)

Pam Griffiths, TSSC Insurance Office
Tel: 0245-443152

CLASSIC INFLATION BEATERS:

Did you see in the *Daily Telegraph* of November 3rd, the report of the recently commissioned survey by *Classic Car* magazine, that motorists can beat the instant depreciation associated with new cars by purchasing a "classic"? It went on to say that every model surveyed had shown a "significant" increase in value and included amongst it's top performers was the GT6!

HAPPY CHRISTMAS TO YOU ALL!

Take our advice and do it yourself!

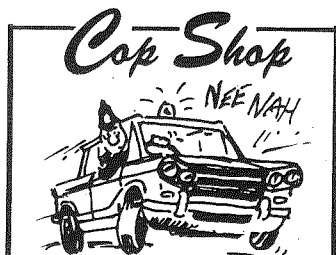
'Practical Classics & Car Restorer' gives you really detailed, down-to-earth guidance on the maintenance, repair and restoration of your classic or older (pre-1972) car. No other publication covers the subject so comprehensively, gives you so much helpful advice.

Regular monthly articles include:
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AVAILABILITY • GUIDE TO CAR VALUES •
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ENTHUSIAST
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on the second Thursday of the month,
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Registration Marks

Mike Crewes

Vehicles registered before 1st January, 1973, may have registration marks of white, silver or light grey letters and figures on a black plate (A), or black letters and figures on a reflex-reflecting plate, that conforms with BS AG. 145:1967. Vehicles registered after 1st January, 1973, must display the reflex-reflecting registration plates (REG. 8). There are exemptions but cars are not among them.

A registration plate fixed to the rear of a trailer must conform with the requirements of the vehicle towing it; the same type of plate must be displayed (REG. 8B). It is also worth noting here that if you tow a trailer, the vehicle towing it need not display a rear registration mark whilst the trailer is towed. This is so that, if necessary, (i.e. using club trailers) the rear registration plate may be taken off the car and fixed to the trailer. Also, if you have more than one car and each one regularly tows a trailer, the registration number on the trailer need not be that of the vehicle towing it, provided that you also own the vehicle it refers to. (You sometimes see this on Artic lorries where the Operators change trailers).

The registration number must be displayed on flat, rectangular plates or on a rectangular, flat and unbroken area on the surface of the vehicle (REG. 9).

This means, strictly speaking, sticking it to a bonnet is out. Yes, I know E-Type Jaguars fit them that way, but they do occasionally get prosecuted.

Each letter and figure shall be 3 1/2 inches high and 5/8 inch broad. The total width taken up by each letter or figure shall be 2 1/2 inches except figure '1', (REG. 10).

NOTE: A =)REG. 6 of Part II of Schedule 2 of Road Vehicles Licencing and Registration Regulations.

There must be an upper and lower margin of at least 1/2 inch and a side margin either side of at least 1 inch. The space between the nearest parts of adjoining letters and adjoining figures shall be 1/2 inch, except figure '1', where it shall not be less than 1/2 inch nor more than 1 7/16 inches. Between two '1' digets must be more than 1/2 inch but less than 2 inches (REG. 11).

If the registration mark is

in two or three lines, the distance between the lines must be 3/4 inch. The distance between letters and figures must be 1 1/2 inches (REG. 12). Embossed or pressed plates do have more tolerance in the spaces but I think that if you buy these plates, they normally conform.

Motorcycles have different measurements which are available on request. There are also regulations for letters and figures that are only 3 3/8 inches high but these plates are rare. Specifications available on request. This is also the smallest size you may have on a car.

That briefly is the regulations regarding Registration Plates, something I have had a lot of enquiries about recently. ALL registration numbers must comply with these regulations, even if they are cherished or unusual numbers. If your numbers are incorrectly spaced, you face prosecution.

Many spares shops will

tell you that stick-on number-plates will not pass the MOT test. This is INCORRECT and, providing they conform to the regulations, there is no problem. Many trailers are fitted with stick-on number-plates made by their owners which conform and are perfectly legal.

So there you have it! If you want any more information, drop me a line.

So have a good Christmas and "THINK BEFORE YOU DRINK, BEFORE YOU DRIVE". Remember, two pints may put you OVER the limit. See you all in one piece next year.

If you have a query regarding Road Traffic Law, write to me: **MIKE CREWES, 24 Otterburn Gardens, Isleworth, Middlesex TW7 5JJ**, enclosing an S.A.E. Remember, help is only 26p away.

The following snippet has been sent in by **Bill Haseldine** (of TSSC hillclimbing fame), who was on holiday in India this summer. He goes on to say:

"The photo shows one of the wierd looking, four-door Herald estates - look at the window framing. I also picked up an advert. for a Rover 2000. These are sold as Standards in India and the badge at the front says "Stanpro" - short for Standard Motor Products of India Ltd."



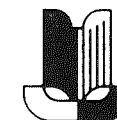
S W CLASSICS
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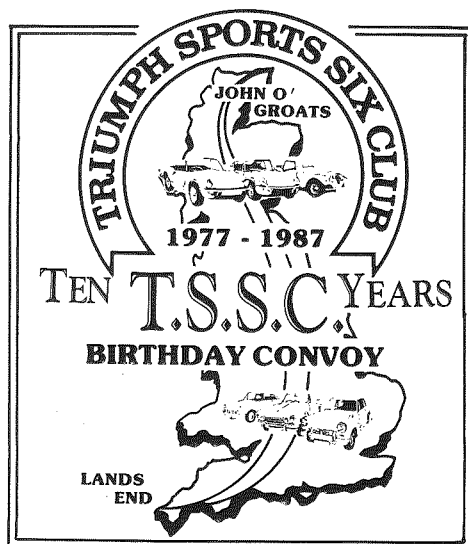
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JOHN O'GROATS TO LANDS END BIRTHDAY CONVOY SATURDAY SEPTEMBER 12TH to SAT SEPTEMBER - 19TH

A date has now been set for the Birthday Convoy, so get your diaries out! The cars will arrive at John O'Groats on Saturday, 12th, leaving Sunday 13th to travel down the west of Great Britain, arriving at Lands End on Saturday 19th.

We are having to put a limit on the number of cars travelling the whole distance, to avoid the problems of the convoy splitting and members getting lost etc. So, by next month, I will have pulled out ten names (from the 35 interested parties) from a hat to make it as fair as possible. If any of those who listed last month cannot make the convoy, please let me know as soon as possible, to give somebody else the opportunity to come along. Also, could anybody who has written to me but not specified what car they intended to use, please let me know now as I shall be dividing the cars to get at least one of each marque.

We will be asking club members to put up the convoy at the overnight stops. Where this is not possible or in Scotland where members are few and far between, we will find B&B accommodation. The convoy members will be expected to finance their own petrol and day-to-day expenses, or to arrange their own sponsorship to cover these expenses. In the meantime, the committee will aim to gain sponsorship to cover accommodation and to give to the chosen charity *The British Heart Foundation*.


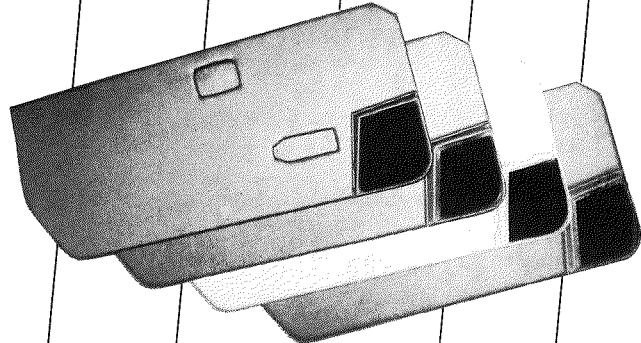
Members are welcome to join the convoy for separate stages or for the whole distance if they wish but they will be responsible for their own accommodation, breakdowns etc. They will not be allowed to mix with the 'core' cars, but must follow behind.

There will now be just one major show in Cornwall, due to the sparsity of Scottish members. This will be held on Saturday 19th September, 1987, where the convoy will arrive after completing the run to Lands End.

The finer details will be sent to those members picked to enter.

Happy Motoring! - Jennie Coombes

My New Address is: 32 Rushleys Close, Loughton, Milton Keynes

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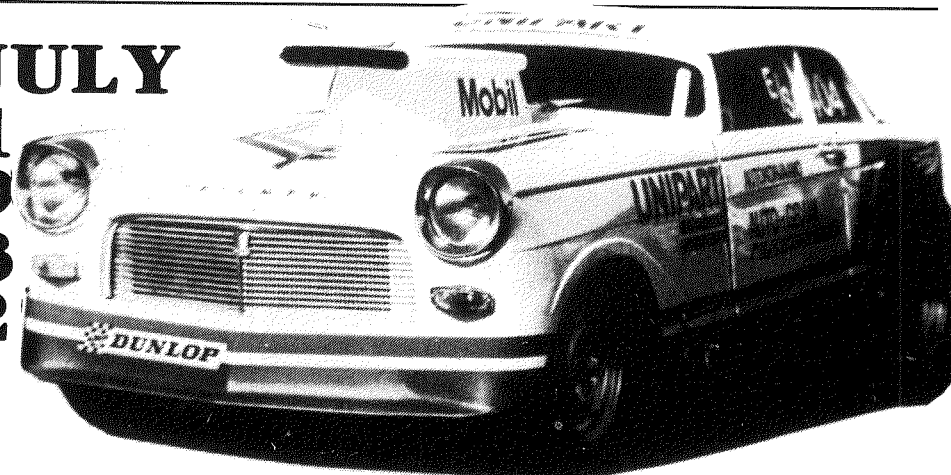
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ARM RESTS Spitfire/GT6	£35.00		£25.00

JULY
1982



HERALD THE HORRIBLE

(Herald Hirmuinen) From Finland

By Hannu Santala

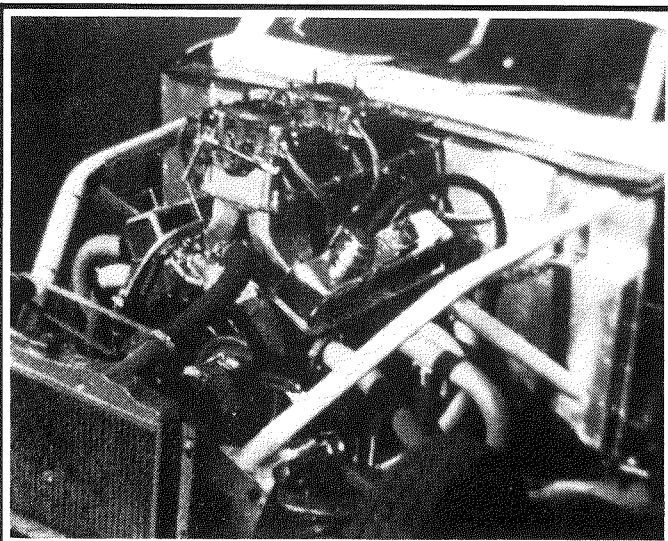
DRAG RACING TRIUMPH HERALD/ CHEVY GROUP E/SA

If you want a car like this, you can a) Buy it at the price of a new SAAB (£15,00) or b) Spend all you spare time to scratch-build one and then only have five chances a year to drive it! But these people *do* exisit.

Two of these people are Hannu Santala and Miko Kallio from near Helsinki, Finland. As small boys, they were keen on model aircraft but when they grew up cars became their main hobby.

Hannu is very keen on Triumph Herald cars and this was their first project. They decided to make a 'sportier' Herald, so they chopped the roof down and fitted the car with a 'T-Top'. A Chevrolet Corvette look alike steel/GRP bonnet with electric pop-up headlamps a la TR7 was also fitted. The rear body was altered to look like a Corvette which was given a good quality respray and wire basket wheels.

This car was completed for the Spring of 1980 and was shown at the Finnish



Hot-Rod Association Show in Helsinki.

They drove the car during 1980 and by the Autumn of 1980, the owner decided he wanted something wilder and it was sold in early 1981.

By Autumn of 1980, they had already decided to make the wildest Herald in Finland. Because of Finland's very strict construction and use regulations, they decided to make a street-altered Drag Racing car.



As a power unit, they decided to use a V8 engine. Mikko, who was studying mechanical engineering, started to work out the many chassis and space-frame modifications and strengthening necessary. The Herald, being quite a small car meant that the engine had to be situated just under the windscreen, so they had to make a longer wheel-base to improve engine access and for better road-holding.

In late 1980/early 1981, they took a 1966 Herald to 'the chopper' in Mikkos' fathers' garage, where they had more room and made a chassis jig for construction. They chopped the roof by 15 cm and removed all unwanted parts from the bodyshell. The interior frame was constructed from 43mm tube and the chassis was made from 40mm x 80mm cross-section and the front section of a Herald chassis was used for accurate support of the front suspension. The interior frame itself was based on the U.S. Drag Racing 'Alston' design but somewhat simplified. The rear axle/suspension was similar to that of the Jaguar IRS.

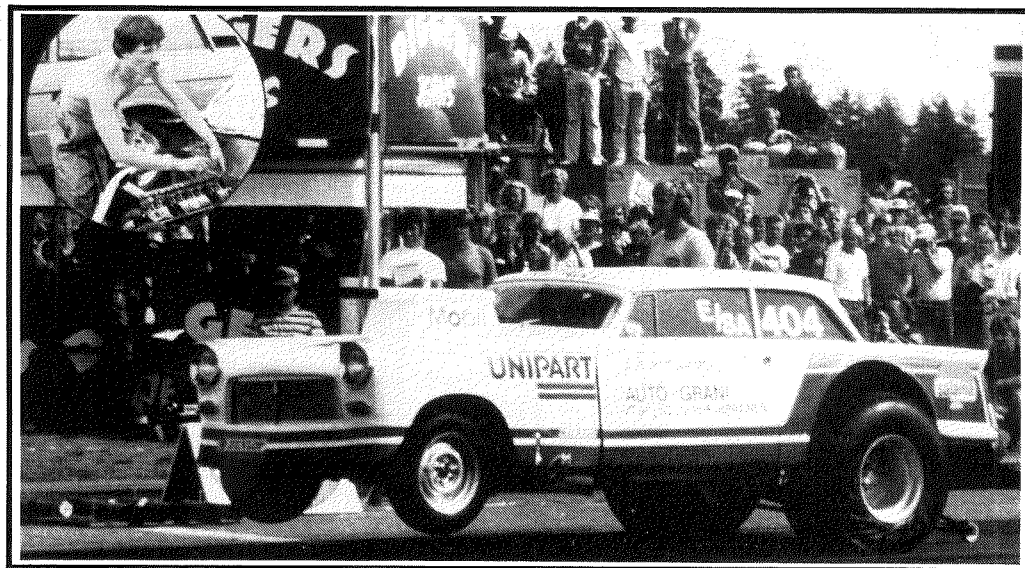
It took three weeks to make the chassis, sandblast it and paint it white, then they made the wheelarches for the drag wheels and tyres with strengthening tubes inside. The rear tyres fitted were 14" x 31" slicks.

The bodyshell was then mated to the chassis and the bonnet lengthened by 25 cm and then a steel bonnet-scoop was made. They kept the rest of the bodywork original.

One of their closest friends designed the paint-scheme and one weekend Mikko resprayed it. The windows are Plexiglass. And with a borrowed rear axle and borrowed slicks, the car began to look like a car but there was still something very important missing - the name! Harald is the cousin of Harold in and Horrible this car is too! So Mikkos' sister, Tarja, immortalised Harald on the bootlid and thus the car was christened Herald Hirmuinen (Herald The Horrible).

In this form, they took the car to its' first car show. There was no time to drag race it because the mechanics were not yet fully sorted.

They then bought a Chevy 327 engine from Sweden that had already done 140,000 miles and they put that in the chassis. All the new spare parts came together, including the 44.5 inch 'DANA 60' rear axle/diff, with spool crown-wheel and pinion and 5.38:1 ratio. McLoed flywheel, clutch and cover, Holley exhaust manifold and rocker covers. Anti-explosive mesh filled the petrol tank and a four-gear, Chrysler crash gearbox with Doug Nash gearing was fitted the boys thought that it was better to get good parts to begin with, so they wouldn't have to change them too often. One of their objectives was to make the car as practical and correct as possible from the start.

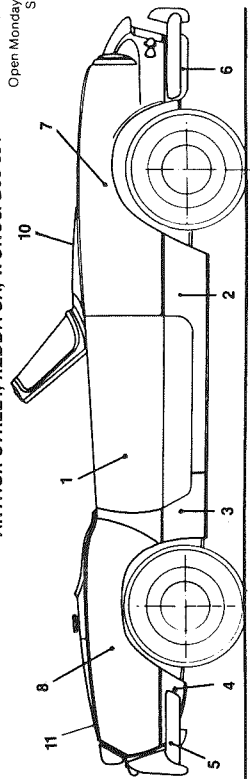




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SPITFIRE Mk I-III

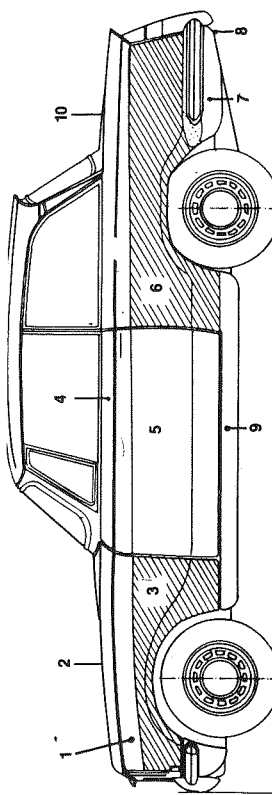
1. Door Skin	£12.00
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4. Wing Repair	£9.00
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7. Front Wing	£35.00
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9. Floor	£29.50
10. Bonnet (G.R.P.)	£110.00
11. Boot Lid	£105.00
Boot Lid (G.R.P.)	£24.00



SPITFIRE Mk IV

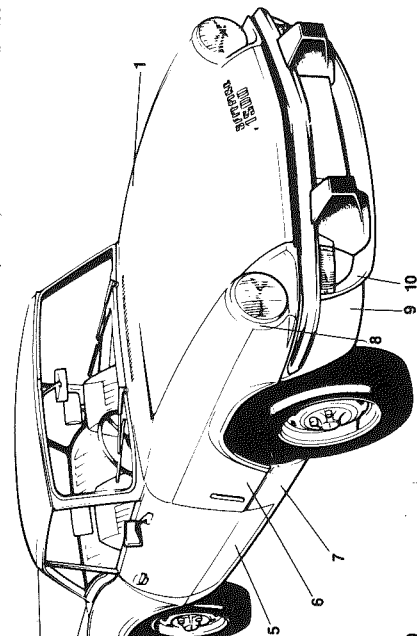
1. Bonnet	£415.00
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3. Hardtop (G.R.P.)	£180.00
4. Boot Lid	£90.00
5. Rear Wing	£59.00
6. Door Skin	£12.00
7. Front Wing	£39.00
8. Headlamp Cowl	£9.00
9. Front Corner Valance	£34.00
10. Front Corner Valance (G.R.P.)	£35.00
11. Spoiler	£20.00
	£18.40

NOTE: All prices are subject to VAT plus Carriage.



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7. Side Valance Left & Right	£12.00 each
8. Rear Valance	£16.00
9. Stiff	£7.00
10. Boot Lid Herald 1200	£25.00



The interior panels were made with 1.5 mm aluminium, which were very easy to remove with snap-connectors. The steering wheel and column were sited over to one side to make access easier. The wiring fitted was multi-strand, as used in lifts and all switches centralised in a box in the roof. The crankshaft only turns the alternator and the water-pump is electrically turned

with an motor from a Fiat. The radiator comes from a SAAB and the exhaust manifold was homemade from Hooker pipes and much advice from Mr Jenkins (U.K. reference book).

In Spring 1982 the engine was still not ready, so they borrowed someone's 350 Cleveland high-performance engine and they were testing just one week before the drag race

but the engine blew two main bearings and the crankshaft was twisted, which left them with very little time. They took their 327, re-honed the bores and put in old, secondhand pistons, crankshaft, camshaft, 'Mickey Mouse' cylinder heads, Holley inlet manifolds and went to their first drag race with the situation not looking too promising. However, sometimes luck is on your side

Green to competition, Hannu made it to the finals and the best time was 11.65 seconds standing-start, quarter mile in Group D/SA.

They made one more drag race with that engine but then decided to change it with new parts, keeping to 327 cubic inches. They did a 0.30 thou. rebore and put in a 283 camshaft, which was supported by a Milodon bearing bench with BRC aluminium con-rod and TRW pistons. It took one week, with a friend to help (an evening job) to polish and lighten these until Mikko was satisfied. They used a secondhand Corvette inlet manifold with carbs and camshaft, with very much enlarged combustion chambers and 2.05 inch inlet valves. They had a problem with water loss from inside the cylinder-head water channels, so they had to modify the water channels themselves on another head. They used Crane Roller rockers and

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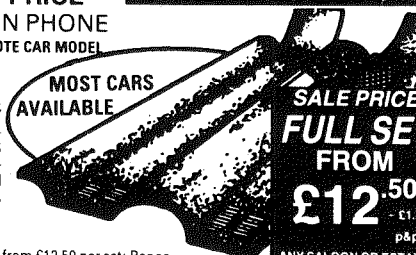
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Iskenderian hydraulic tappets/shims. It is thought that the valve opening duration is 0.7 at 340° with Mallory dual coil ignition. Their time was 11.55 secs. and then 11.091 secs. which resulted in the front of the car lifting off the ground and meant that Mikko had to debate very hard about re-building the rear axle system to enable them to race in the next season.

One thing they were pleased about though was that the gearbox worked so well. The best time of that summer was 11.027 secs. and they obtained a 4th place in the championship, which is very good for a first effort at drag racing a

car; this too was good for sponsorship.

The rear suspension was modified to full Jaguar IRS with narrowed rear axle. They also lowered the whole car and their best time improved by around one second. The team used the car like that for two seasons. Their best time ever was 9.79 secs./225 kph (140 mph) terminal. They damaged plenty of engines etc. whilst attaining this and, although they were second in 1985, they could not improve because of the CD Factor of (what they thought was) 0.70, so they decided at that point to use a more aerodynamic bodysell and changed to a Ford Sierra.

Special thanks to: V8-Magazine (Finland) for the article.

Jan Soderstrom for text and pictures. Pekka Mannermaa for colour picture (with inset).

Ari Laitinen for translation with additional help from Leon F Guyot.

TSSC 1986 WINTER WEEKEND

The Fosse Manor Hotel, Stow-on-the-Wold

17th & 18th January, 1987

The tenth TSSC Christmas Weekend has been booked at The Fosse Manor Hotel, Stow-on-the-Wold for the weekend of 17/18th January, 1987.

Regular comers will know the hotel look after us very well, from Friday evening until Sunday lunchtime. This year we're planning a talk about long-distance Herald driving in Africa, an interesting outing on Saturday, and a short Treasure Hunt, as well as the usual, superb meals and splendid entertainment.

The all-in cost of the weekend including all meals, entertainment, accommodation and activities will be no more than £60 per head.

Fill in the Application Form below as soon as possible and sent to Mike Atkinson, with a £5.00 per person booking deposit (cheques payable to the TSSC Devon Area).

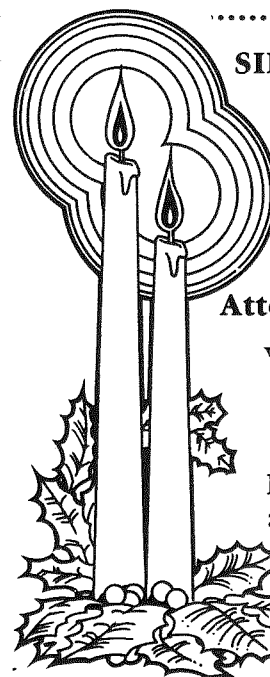
What better way could there be to recover from the rigours of Christmas!

CHRISTMAS WEEKEND APPLICATION FORM

Name: Tel. No:

Address: Mem. No:

..... Date:



SINGLE ROOM ☐

DOUBLE ROOM ☐

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Double/Twin Beds*

No of children

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Willing to share a room Yes/No*

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Christmas Gift Ideas

Christmas Gift Ideas

Round 17 - Gurston Down 5th October, 1986

Chris, in his GT6, having moved to the Modified Class, following a change of axle ratio, was still finding his car short of power. While Hugh had 'borrowed' an extra 20 BHP courtesy of Andy's Vitesse and was suffering from cutting out and misfiring as a result. However, a lunchtime rebuild managed to restore some of the extra power to enable Hugh to stay in front of both Dave in his GT6 and David in the Bond.

Kevin meanwhile put in a very quick first run, enabling a new hill record with the first sub-40 second climb. This beat his old record by a large enough margin to win the Corona Challenge Cup for the biggest improvement in a class record.

FINAL POSITIONS:

INDIVIDUAL	CAR	CLASS	TIME	POINTS
Kevin Ginger	GT6 MKIII	C	39.77	5
Hugh Davies	GT6 MKI/II	B6	41.51	10
Dave Young	GT6 MKIII	B6	42.96	9
Dave White	Bond	B6	44.97	6
Chris Haywood	GT6 MKIII	B6	47.75	4
Eddie Wilkins	Spitfire MK4	B4	43.23	5
Ted Wilkins	Spitfire MK4	B4	46.33	4

Round 18 - Baitings Dam 5th October 1986 - CANCELLED

Round 19 - North Weald 19th October, 1986

The final round of this years Championship saw seven of us brave the artificial chicanes made from 2ft high plastic bollards. The modified, four-cylinder class saw Giles out in his Spitfire for the first time, although it was not modified enough to stay with Ted and Eddie in their very quick MK4 Spitfire.

The modified six-cylinder class also saw a new face, with Gill sharing Andy's Vitesse, fresh from its' six month engine rebuild, while both Chris and Hugh suffered from bollards jumping out in front of them.

RACE IT WITH TSSC

FINAL POSITIONS

INDIVIDUAL	CAR	CLASS	TIME	POINTS
Eddie Wilkins	Spitfire Mk4	B4	68.74	10
Ted Wilkins	Spitfire MK4	B4	73.57	8
Giles Tinkler	Spitfire MK4	B4	74.75	6
Andy Lacey	Vitesse MKII	B6	71.93	10
Hugh Davies	GT6 MKI/II	B6	79.40	8
Chris Haywood	GT6 MKIII	B6	80.58	6
Gill Lacey	Vitesse MKII	B6	89.41	4

PRIZE GIVING - 5TH DECEMBER at The Five Bells, Wickham, nr. Newbury, from 8pm.

Contact Hugh Davies on (0703) 868513 for details.

TSSC HILLClimb AND SPRINT CHAMPIONSHIP 1986 FINAL POSITIONS

OVERALL WINNER	Hugh Davies	74 points
SECOND OVERALL	Dave Young	52 points
THIRD EQUAL	Chris Haywood	45 points
	Eddie Wilkins	45 points
CLASS WINNERS:		
A4 - STD 4 Cyl Cars	Nigel Thomas	13 points
A6 - STD 6 Cyl Cars	Chris Haywood	35 points
B4 - Modified 4 Cyl Cars	Eddie Wilkins	45 points
B6 - Modified 6 Cyl Cars	Hugh Davies	74 points
C - Super Modified Cars	Kevin Ginger	19 points

MAKE IT WITH TSSC

OVERALL POSITIONS:

INDIVIDUAL	CAR	CLASS	POINTS
Hugh Davies	GT6 MKI/II	B6	74
Dave Young	GT6 MKIII	B6	52
Chris Haywood	GT6 MKIII	A6/B6	45*
Eddie Wilkins	Spitfire MK4	B4	45
Andy Lacey	Vitesse MKII	B6	42
Dave White	Bond	B6	38
Ted Wilkins	Spitfire MK4	B4	36
Mark Barber	GT6 MKII	A6	28
Kevin Ginger	GT6 MKIII	C	19
Val Young	GT6 MKIII	B6	18
S. Hollingsworth	GT6 MKIII	A6	16
Greg Anderson	GT6 MKII	A6	13
Nigel Thomas	Spitfire MK4	A4	13
Jonathen Stevens	Vitesse MKII	B6	10
Paul Heseltine	Spitfire 1500	A4	10
Ian Nash	Vitesse MKII	B6	9
Giles Tinkler	Spitfire MK4	B4	6
Ian Malcolm	GT6 MKIII	B6	6
Gill Lacey	Vitesse MKII	B6	4

*35 points scored in class A6 10 points scored in class B6

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GT6 MK3 bonnet	130.00
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Rear wing	10.00
Rear valance	15.00
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Spitfire boot lid	43.65
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ARCEN OR BUST!



The embryo of an idea that a Continental trip should take place was formed when 'Con Rod' was having problems shifting a job-lot of warning triangles.

"They should have been a good little earner - you'll need one of these on the Continent, John", I was reliably informed. "But we ain't going to the Continent!" was my shocked reply and the conversation ran on roughly as follows: "Aachen, what do we want to go there for? It's not even Holland! Oh Arcen, where's that?" "Near Venlo? Where's Venlo?" "In Holland, I see".

Faced with a conversation proceeding in ever decreasing circles, submission was inevitable and the decision was made.

Eventually, Passports posted, Green Cards collared, GB stickers stuck and maps memorised, the big day arrived. Thursday lunchtime marked the launch of our mini-convoy (Sarah Kerswill and Rod Warren in Sarah's MK1 GT6 and Lyn and myself in our 1500) as we left Taunton for Dover - do two cars constitute a convoy? We had visions of it multiplying by the time we reached the Channel but it didn't. Had we got the right weekend?

Next morning, armed with travel pills and plastic bags, we were joined at the docks by all the other intrepid international travellers one MK4 from Bristol!

The Weather Gods were on our side for a change. We were ushered on to the boat, set sail for foreign parts and the sun shone!

First impressions of 'abroad' were that right-hand corners were tighter than at home and that the tram drivers were blind! Striking out east from Zeebrugge, it didn't take long to realise that *somebody* in Belgian Authority had decided to change all their road numbers since our Michelin map was published! The main road was an excellent dual-carriageway but it had traffic lights at every junction! And the red lights were synchronised to the arrival of our ferry! These minor setbacks were nothing to what was to come. Nobody warned us about Antwerp!

Suddenly, our moderately quiet dual-carriageway became

the middle two lanes of what appeared to be an eight-lane motorway. Continental lorry drivers seemed hell bent on getting in front of Triumphs, overtaking on the inside, outside, underneath or over the top of them! It became a definite case of "foot to the floor" and close your eyes! More by luck than by judgement, we made it to the other side and thence plain sailing to Venlo.

We were still wondering if we had the right weekend, seeing only one other Spitfire all day and that was going the other way! As we neared Klein Vink these nagging doubts were erased in no uncertain manner; there were Spitfires coming and going, parked in lay-bys, on grass verges in fact *everywhere!* We had arrived the question was, is this a car park or Heaven?

Having checked in and been issued with keys, passes, stickers and agenda, we set off on another mammoth, cross-country drive to find our chalet. What a place! It was great to be greeted by so many familiar faces, in particular Richard Bruford handing out bottles of *Grolsch*.

Saturday morning saw priorities taking order: Where's the tea bags? How does this water heater work? How far to the Tref centre to get some crates of *Grolsch*? Then, having got our bearings, the Autojumble area was next on the list. Here could be found much more than just John Hill's transit and the Quad Marketing stand; there was slot-car racing here, cow milking there and what is Peter Williams hanging around there?

Saturday also saw a change of name for our Somerset Area Organiser. Having over the months been known as "Rip-Off" Rod, through "Con" Rod, he now became "Fishing" Rod. The lake was home for some tempting looking carp but all he landed (believe it or not) was a worn-out clog! What else in Holland? The sport came to an abrupt end when a passing duck ate all the spare bait!

Sunday saw the Convoy!

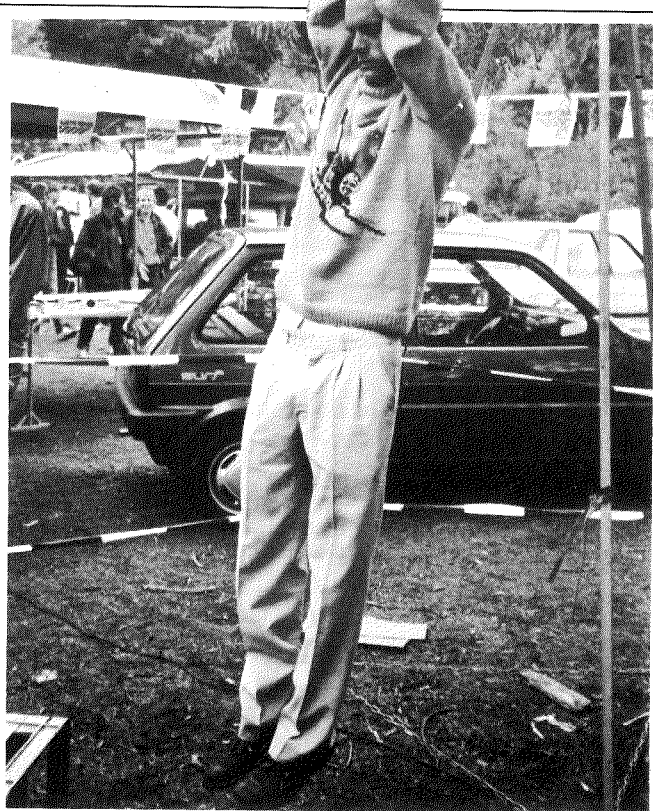
The good people of the Arcen area (including the Police) seemed not only interested in "our cars" but also extremely patient of our eccentricities. Perhaps it livened up an otherwise normal Sunday morning but they all came out to watch, wave and cheer us on our way. The roads were full of Triumphs, mostly Spitfires,

a scattering of GT6's and a few Vitesses, plus the odd Herald, TR6, TR7, Stag and (do my eyes deceive me) an MGB! For me this had to be the highlight of the weekend.

This was followed by the concours judging. It was good to see so many beautifully maintained cars and particular congratulations must go the Bill Dixon for winning practically everything, including a trophy for extracting fourteen litres from the poor cow! The appendages must have been near to melting point. I think it was as well for all concerned (particularly the cow) that it was not a real one! I dread to think of the consequences had he started on the tail!

Sunday evening saw us trying to finish off the remains of our *Grolsch* stock (that which could not be packed into our cars on the Monday morning). Following this, we were informed that we were all driving to a restaurant for a farewell dinner. "Drive! After that lot? You must be joking!"

My thanks go to Nanny and her husband from Eindhoven for a lift in their Volkswagon and to Carl and Beverley for squeezing Lyn into the back of their Spitfire. While I'm on the subject, I would like to extend both congratulations and sincere thanks to everybody involved in organising this magnificent weekend. Like Christmas, it's a pity it only happens once a year.



Monday morning was taken up with boot packing and yet more reading. "How did we get all this in here on the way over?" was a question asked more than once. On leaving *Klein Vink* the previously packed and thronging car park had taken on an "agricultural" appearance.

By the end of the afternoon we were booked into a hotel in Scheveningen and onto the train for an "educational" evening in Amsterdam. Soho will never look quite the same again!

On Tuesday we had a leisurely day's drive south, along the Dutch coast, passing through countryside with a charm all of its own. The windmill hunt was on in earnest but I have to admit that we did not get a proper look at one until we went to the Worcester Areas Concours at the Museum of Building in Bromsgrove.

The circle was all too soon complete and we were back in Belgium heading for the ferry in no time. Our five days were over and *no*, we didn't need the warning triangles! Any chance of a refund, Rod?

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AREA NEWS

REVIEW

**THE MEGA EVENT OF
THE YEAR!!!**
**West Kent Area's
Christmas Party 1986**

Last year our Christmas Party surpassed anything we could have imagined. If you want a fantastic night out to remember, come and join us.

DATE: Friday 12th December, VENUE: Bromley Football Club
Hayes Lane, Bromley, Kent

TIME: 7.30 p.m. - 11.30 p.m. PRICE: £1.50 per ticket

FANCY DRESS COMPETITION – DISCO – RAFFLE
LICENCED BAR – LUCKY TICKET DRAW

Tickets are obtainable from Richard and Sue Francis on 0689 36288 or at the West Kent Area Meetings every 1st and 3rd Wednesday at The White Horse, Sundridge.

We look forward to a great night and hope to see many of you there.



**SUMMERTIME AT BROMLEY WITH BRIAN JACKS
AND THE TYRED OUT WEST KENT AREA**

AREA NEWS REVIEW

Avon...Bridgend...Cleveland...Devon...Dorset...Gatwick...Hants & Surrey

Avon

Once again John had the last laugh when he produced a quiz sheet at the Keynsham meeting and made us all look idiots. We also had a very successful bonfire party. I hope you all had a good evening, but I also hope you appreciate the hard work that goes into setting up such an event. Congratulations to Sue for excelling herself in the food department (I thought substituting charcoal for baked potatoes added an interesting touch to the evening!).

I was very disappointed to find that only Les and myself bothered to turn up to build the bonfire. We only got the job half done and, consequently, John worked very hard on the Saturday to ensure all was ready. Once again, to those who complain that not enough events are organised, I must stress that without your help and co-operation, such events will not magically prepare themselves overnight.

Some come along and suggest events or have a go at me about this report if you want at: **The Travellers Rest, Filton on Monday 1st December and Monday 5th January. Also The Talbot, Keynsham on Wednesday 17th December.**

June Hyam

Bridgend South Wales

For the last two months we have held meetings at the Model 'T' Waterton, Bridgend. The meetings are every third Monday of the month. They have been very well attended with at least 30 at October's meet. We are hoping to make it an official Area for next year.

I would like to thank Richard and Marion for the local Area Newsletter that we are trying out.

Well, by the time this is published, it will be December, so Merry Christmas and Happy New Year to all.

Teresa Chard

Cleveland

The bonfire extravaganza was a huge success! There were around 80 people, mainly from the TR Register. The fireworks were set off very close to a certain Herald Estate. My thanks to the two Davids for a very enjoyable evening.

Our last Area meeting had a pathetic attendance. We can guarantee that the same faces are always there but I am beginning to wonder whether there are any more members in the Cleveland Area. **Please try to attend this months meeting at The Ladle, Middlesbrough on Wednesday 31st December. Happy New Year!**

Kathy

Devon

Firstly, I'd like to mention Bill Sunderland's superb job with the new Area news layout - a great format. Our big event in Devon in December is the Christmas Meal and Raffle, to be held on Sunday 14th December at The Dart Bridge Inn, Buckfastleigh. Don't forget it's good value for money.

January's meetings are as follows:
Sunday 11th - Evening Meeting at The Ley Arms, Kenn.

Sunday 25th - Evening Meeting at The Dart Bridge Inn, Buckfastleigh.

Weekend 16/17/18th - TSSC Winter Weekend in The Cotswolds.

I would like to issue a 'Diary of Events' for 1987 as part of another issue of The Devon Herald - all articles to me for publication by the end of December, please.

Garth Beeching

Dorset

It was nice to see some new faces at last months' meeting and I hope that you will all be able to come to the Christmas Meal. This is to be held at

The Queens Head, Milborne Port on 16th December, which is a Tuesday evening. We have the restaurant and the skittle alley booked. We also have some videos of recent club events to show. It promises to be a good evening, so if you want to come, please let me know by 10th December. This also takes the place of the December meeting, therefore, the next club evening will be held at The Antelope Hotel on January 28th at 8pm.

Andrew Topp

Gatwick

Well, I've been absent from these columns for a while but I'm back with important news for all those interested in maintaining their sagging waistlines.

A superb culinary delight awaits your tastebuds at our inaugural Christmas meal at The Fox Revived on the evening of Saturday 20th December. No, I won't get a freebie for saying that! Seriously though, the maximum cost of the Christmas fayre on offer will be £9. 50 (possibly less). Keen interest has already been shown, so if you and your other half are interested and would like details of the menu, I must have your name(s) by the **meeting night of 15th December**. I will also require a deposit of £3.00 by this date; the balance will be collected on the night. If you can't get to the meeting on 15th and are still interested, 'phone me on Reigate 48441.

Finally, it's good to see the regular nucleus of people always turning up on meeting nights. I hope to see you all at the meal but if I don't, I wish you a Happy Christmas in advance. Cheers!

Paul Vane

Hants & Berks

There are so many good ideas for club events being suggested that hardly a week seems to pass without something happening! We had our first Sunday lunchtime meeting on the 26th October, which I think we all

AREA NEWS REVIEW

North Herts/South Beds...South Herts...Ipswich

North Herts South Beds

all enjoyed. Certainly the line-up of club cars attracted some interest. On the 1st November the fireworks party and barbecue went very smoothly - special thanks to Claire for cooking all that lovely good. By the time this appears in print, we will have had another Sunday lunchtime convoy/meeting and skittles evening which, hopefully, will be well attended; the report will be in next months Courier.

Area 48 will be saying farewell to their founding Area Organiser on 18th December, as Norman Smith is leaving us to take up a new job in Anglia (watch out Area 01!). We all wish Norman and Claire the very best of luck - keep in touch. David Hearnden was voted in as the new A.O. at the November, Tuesday meeting with yours truly to support him as Area Secretary. David can be reached on Basingstoke 464428.

We are thinking of holding a Car Boot Sale on the very large field attached to The Round Oak sometime in April or May. To make it worthwhile would any other Areas like to join up with us for this one? Traders would also be welcome. Ring Dave Hearnden for details.

DATES FOR YOUR DIARY:

Tuesday 2nd December - Xmas Dinner. The decision to have a festive season dinner was left rather late, so regular attendees will have been advised of the venue by 'phone. Consequently there is **NO FIRST TUESDAY MEETING at The Round Oak this month.**

Thursday 15th January - A light-hearted, general motoring quiz of everyone, organised for us by Caroline. Normal venue (Round Oak, Padworth Common). 8.30 start.

Wadworth Brewery trip. I still haven't received a list of available dates so no more info. yet.

John is working on the details for a Treasure Hunt, but this will not be held until the bad weather is over.

Happy motoring!

Graham Sturgess

South Herts

A big HELLO to everyone in our Area. Firstly, results of the Night Event were as follows: Ken and Christine first, Duncan and Debbie second, Richard and Keith third, and Brian and Stevie fourth. All these will be receiving finishers awards. Secondly, the Area has bought the 'Practical Classics' magazine video on 'Home Restoration' which, apart from being an advert for Black and Decker, shows many restoration techniques. This is now available for weekly hire at £2.50 plus a returnable deposit. Thirdly, we hope to be having a pre-Christmas Dinner at a venue yet to be announced, so call me for details as I will need to know numbers. A couple of us went to the 'Benson and Hedges' Concours final at Syon Park, and had a very enjoyable, sunny day out.

Local news includes the fact that we have a Bond collector and restorer in our midst, so watch out, he's after *your* car! He seems to have bought another one each time we meet. Pat has changed Donna's clutch (he knows what we mean) and my own Spitfire restoration is still going strong (and slowly), two years after I started it! Sounds like a better story-line than 'Dallas'.

As winter moves in, I'll just point out to those that haven't met us yet, that we meet in a private, warm room and in the future we've got a quiz and guest speakers and we are all very friendly, so come and get to know us. Apart from that, I want to know what you want to do for the next year. As per usual, if you want any information or advice, don't hesitate to call me. **Next meeting 17th December.**

Sheridan Earl Russell

Ipswich

Earlier this year, in June to be precise, the search for the 'Holy Vitesse' began. Some comedian suggested to one of our number that, hidden away in a farm barn, there were four Viteses up for grabs.

FORTHCOMING EVENTS:

Wednesday 3rd December - Meeting at The Eagle & Child.

Saturday 6th December - Christmas Buffet and Disco at The Bird In Hand at Henlow. 8pm 'til midnight - tickets £4.00. Names to me.

Monday 15th December - Ten Pin Bowling at Hemel Hempstead Bowl with Triumph 2000 Register. 8.30 for a drink before this 'friendly' match.

Tuesday 16th December - Meeting at The Bird In Hand, Henlow.

Wednesday 7th January - Meeting at The Eagle & Child, Whitwell.

Steve Bedford

AREA NEWS REVIEW

East Kent...West Kent...Leicester

Search one took place and many barns were looked in, up many dirt tracks. Even the locals in the village pub were questioned. Failure "We need more details!" came the cry. Several weeks later, Bob, Jonathan and myself tried again.

Search two involved even more questions to puzzled locals and even more damage to exhaust systems up even more dirt tracks - still no luck. Bob suggested that a map was required and that he would see his contact for the necessary.

Fantastic treasure, Bob complete with map the the position marked with a X. This time we all went up in Steve's shaky estate (Shakin Steven?). Yes, that's the railway line lane on the left (exciting!) derelict garage. We almost felt like treasure hunters but then the map went wrong. Through a field of curious bulls, across and along the railway line. Another local farmer was interrogated by the TSSC (Triumph Secret Service Clan). A slow walk along the railway line back to the car was interrupted by the horn of an approaching train and this necessitated the rapid ditchward movement of all concerned. Failed again!

We still have not found the treasure and doubt that they really exist, so beware when offered help or you may also be made a fool of.

Well, enough of the problems of Treasure Hunting; at our last meeting, significant business took place with the result that the following official posts were proposed and members were elected: **Area Organiser, Treasurer, Parts Secretary and Entertainment Activity Secretary.**

All members thus elected will become fully active from the first of January and, hopefully, we shall see an active and entertaining year.

*Jonathan Thirkettle
and Brian Pinkerton*

East Kent

Our monthly meeting on 5th November was probably our best

attended meeting so far with forty people turning up throughout the evening - not bad considering it's Winter! We also had to contend with the pub's own Guy Fawkes celebrations, which consisted of a firework display in the car park (taking up most of the parking space!), a childrens' fun castle and a disco in the stables.

As you can imagine, it was just a little bit packed but everybody seemed to enjoy themselves, even though some people had to strip down to T-shirts due to the heat and 15 minute serving times at the bar. Still, **next months meeting on the 3rd December** should be back to normal.

The East Kent Area would also like to wish Nick Tippey a speedy recovery after his accident, where he drove his girlfriend's Dolomite into the back of a milk-float and was then driven into himself. We hope they let you out of the hospital soon and that Sarah will forgive you! (lucky it wasn't the GT6!).

The East Kent Area would also be interested to hear from any Areas around the newly completed M25 about a joint get-together/meeting in the New Year. If the relevant Area Organisers who are interested would like to give Leslie Wakeman on Gravesend (0474) 77207 a call, or the A.O., I'm sure we will be able to organise something.

M B Morrison

West Kent

Well, Christmas is nearly here and we would like to take this opportunity of wishing all our Area members a very happy and enjoyable Christmas and why not celebrate with us at our Christmas Party?

The West Kent Christmas Party is being held on **Friday 12th December at Bromley Football Club, Hayes Lane, Bromley**. As in the past we are holding a **Fancy Dress Competition** and there will be a **Disco, Licenced Bar** and we can promise that a **great time will be had by all**.

Those who came last year will know how great it was and for just £1.50 per

ticket, you can't go wrong. Tickets can be obtained from us on (0689) 36288 or at our Area Meetings every 1st and 3rd Wednesday at The White Horse, Sundridge, Kent.

Richard & Sue Francis

Leicester

For business and personal reasons, Tony Mee has relinquished the position of Area Organiser and I have agreed to take the job on for the next year. It gives me pleasure to convey thanks to Tony on your behalf for his leadership during the past year.

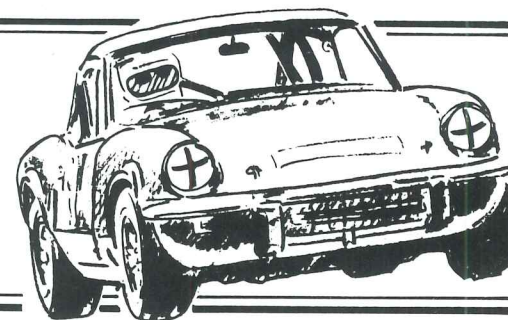
You may think that because no Area reports have appeared lately from Leicester, that not much has been happening you're dead right! However, that is about to change; we have rested after Stanford Hall for long enough!

I know quite a few Leicester members have been supporting other Areas and National events which I find highly commendable and in particular, I would like to congratulate Mike Maidment and Phil Hartley on their respective concours successes at the International Spitfire Weekend in Holland recently. Mick is an old hand at winning concours but I believe this was Phil's first success with his very nice GT6 MKIII, which he has worked hard on - well done Phil.

Turning now to the matter of our Area meetings, I would like to clarify that The Bath Hotel, Shearsby meeting is on the *last* Thursday of the month and is an *evening* meet and The Gate Hangs Well, Syston meeting on the second Sunday is a *lunchtime* 12.00 noon - 2.30 pm meet. During December, there will be no meeting at The Bath Hotel, Shearsby, as it falls on Xmas Day. The only meeting is on Sunday, December 14th, 12.00 noon - 2.30 pm at The Gate Hangs Well, Syston. There will be an Xmas Raffle, mince pies and reminiscences of 1986 events. Old members please bring photos and tales of 1986 events. New members - come and see what we've been up to this year. The new 'noticeboard' will also be making its



**Triumph
= Sports Six Club =**



SPRINT/HILL CLIMB CHAMPIONSHIP INTRODUCTION

Many TSSC cars had a distinguished competition career in their day. The Club encourages members to continue this sporting tradition and to this end, this leaflet has been produced to help members who may wish to take part in speed events.

There are currently steps being taken to get a full-blown circuit racing championship underway (more details from the Competition Secretary), but this publication is aimed squarely at hillclimbing and sprinting, as this remains the best entry into motor sport.

The events are run on closed courses, competitors racing against the clock to complete the course in the shortest possible time. The cars are run individually and the courses are short enough so that the cars are not put under undue stress through overheating. You only have to look at the priceless, vintage cars that take part at some events to appreciate that the events are essentially non-damaging. A lot, of course, depends on the driver!

Look in The Courier or the motor sport press for an event being held near you and go along as a spectator. You will be impressed by the friendly but competitive atmosphere, and there will be plenty of time to have a chat with the drivers. Once you are hooked, follow the procedures in this leaflet to ensure that you are on the start line for the next event!

HOW TO START HILLCLIMBING AND SPRINTING

To compete in hillclimbs and sprints you will need a *Restricted Speed Licence*. This is obtained from the RAC Motor Sports Association Limited.

31 Belgrave Square London SW1X 8QH

If you write to them at this address, they will send you the appropriate forms which, on completion, should be returned with the fee payable (1986 fee £8.00). In return you will receive your licence and an up-to-date copy of the *Motor Sports Yearbook* (otherwise known as the *Blue Book*). The regulations that govern *all* motor sport in the U.K. are detailed in this book, together with a lot of other interesting information. The main regulations that affect TSSC cars are listed below:

- a) Non-tilting seats (Jubilee clips around frame and runners).
- b) Safety harness (normal seat-belt O.K. but three-point harness recommended).
- c) Positive method of throttle closing in the event of linkage failure by means of an external spring to each carburettor throttle spindle (standard on Strombergs).
- d) All rubber grommets between engine and interior must be in good condition.
- e) Plastic surround to rear view mirror (standard on TSSC cars).
- f) Liquid-proof bulkhead between fuel tank and passenger compartment (replace hardboard or plywood sheet with aluminium and ensure a good seal - do not forget to blank off the gaps above the rear wheel-arches on Herald/Vitesse models).
- g) Fit jubilee clips to all fuel lines and do not use plastic fuel lines anywhere.
- h) Crankcase ventilation must be either to a catch-tank or direct into inlet manifold (standard on later TSSC cars).
- i) Earth lead on battery should be painted yellow or wrapped with yellow tape.
- j) A timing strut must be fitted to the front of the car at the event. Dimensions as in the 'Blue Book'.
- k) Crash helmet must conform with the standards detailed in the 'Blue Book'. An RAC MSA approval sticker may be obtained from the event Scrutineer, provided the helmet carries the other standard stickers and is obviously in good condition.
- l) A splinter-proof vizor or goggles will be required if competing in an open car.
- m) Remould/retread tyres are not allowed.
- n) Batteries: it is recommended that an attempt is made to reduce the possibility of acid burns. With this in mind, make a liquid-proof box or wrap in a heavy plastic bag.
- o) Ignition switch: it is recommended that the 'OFF' position is clearly marked. Use masking or DYMO tape to achieve this.
- p) The club insists that a roll-over bar is fitted, even though the RAC do not. These generally can be bolted to the floor, suitably plated, and can be removed for road use.
- q) All nave-plates and wheel embellishers must be removed.

The car must be presented at Scrutineering with all steering mechanism, suspension linkages and flexible brake lines in a clean condition. The car will be failed for excessive oil leaks and spongy brakes.

REMEMBER, A WELL PREPARED CAR IS FAST AND SAFE AND GETS YOU THROUGH SCRUTINEERING QUICKLY!

To take part in the TSSC Championship you will also need to register with the Competition Secretary or Championship Organiser. There is a small fee payable, which covers administrative costs including postage.

You then sit back and wait for the event entry forms to drop through your letter box. Certain events, especially Gurston Down hillclimbs, are always over-subscribed, so it is important that you complete the entry forms and return them to the Event Organiser together with the appropriate fee as soon as possible. Entry fees in 1986 averaged about £20.00 per event.

A majority of the TSSC Championship events are organised by the BARC (British Automobile Racing Club) and competitors may find it worthwhile joining this excellent club and registering for *their* hillclimb and sprint championship, so as to receive entry forms at the earliest possible opportunity. You also stand to collect more trophies by competing in two championships at the same time!

Finally, all that remains is to list the TSSC Hillclimb and Sprint Championship regulations. These have evolved over several years and largely follow the BARC regulations so as to ensure compatibility. Please note that the club insists that all members wishing to compete in the TSSC Championship must fit a roll-over bar to their car - whether it is a soft-top or not.

TSSC HILLCLIMB AND SPRINT CHAMPIONSHIP - REGULATIONS

1. Best eight events to count for points.
2. Points scoring as follows:
 - 1st position - 10 points
 - 2nd position - 7 points
 - 3rd position - 5 points
 - 4th position - 3 points
 - 5th position - 2 points
3. If less than three cars take part in one class, points will be halved.
4. Roll-over bars are compulsory in all classes.
5. Cars will be split into classes as follows:
 - e) Wheels: 5½" maximum width, standard diameter.
 - f) Electric fan and electronic ignition allowed.
 - g) Exhaust manifold standard, system free.
 - h) Suspension standard except dampers free.
 - i) Brakes standard except servo allowed.
 - j) Bodywork standard except for panels prone to rust.
 - k) Engine, gearbox and differential standard. Axle ratio must be standard.

Class (A4) Standard for Four-Cylinder Cars

- a) Cars must be standard except as listed below.
- b) Cars must have full trim.
- c) Cars may be trailered to and from the meetings.
- d) Tyres: 185 maximum width, 70 minimum profile as listed in RAC Blue Book for production sports car racing.

Class (A6) Standard Six-Cylinder cars - as Class A4

Class (B4) Modified Four-Cylinder cars

- a) Cars may be trailered to and from the meetings.
- b) Engine block/head, gearbox and differential casings must be recognised Club units, and be in original positions.
- c) Fuel: petrol only.

- d) Chassis must be standard.
- e) Tyres: as RAC MSA Blue Book for production sports car racing.
- f) Wheels/brakes/exhaust free.
- g) Limited slip differentials allowed.
- h) Trim may be removed.
- i) Bodywork free except basic floor scuttle must remain.
- j) Suspension must retain standard configuration, i.e. front: double wishbone, rear: transverse leaf spring, lower wishbone. Springs/dampers/anti-roll bars free.

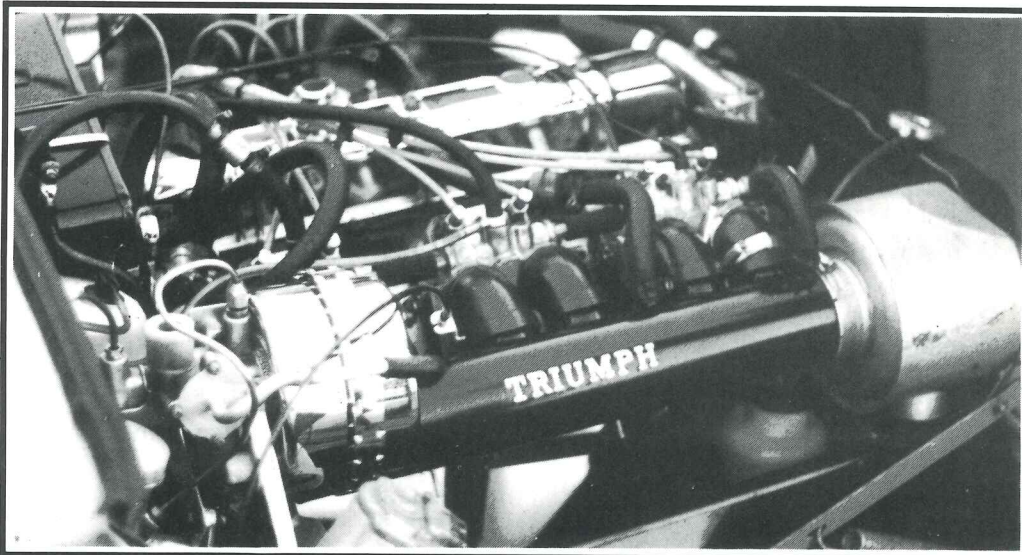
Class (B6) Modified Six-Cylinder Cars - As Class B4.

Class (C) Super Modified

- a) Cars must be registered with the TSSC.
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AREA NEWS REVIEW

Mersey...Norfolk...North East

Norfolk

second appearance, so if you have any item to pin on to it, please let me have it or, better still come and pin it on yourself.

To everyone MERRY CHRISTMAS AND A TRIUMPHANT NEW YEAR from Mary and myself.

Incidentally, I can now confirm that the Leicester National Event will take place on August 1st and 2nd, 1987. If there are any Voodoo Rain Dancers or Witch Doctors who are members of the club, would they kindly contact the writer.

John Thorpe

Mersey

The new Mersey Area has now been going for five months and has made a great start. Meetings are held at The Fiddler's Inn, Fiddler's Ferry, just outside Widness with a very friendly bunch of regulars.

The Manager now lets us park club cars in front of the pub and they look very impressive, lined up along the bank of the River Mersey at quite a picturesque spot.

We will eventually be changing venue, however, since The Fiddler's does not have a separate room for us and we need one if we are to start holding events on club nights. The proposed move to The Hillcrest is now not on. I think the choice of venue is vitally important or the future of the Area, so it will take some time to check out other possibilities. I would be grateful of any help with the pub-crawling research.

Well done to Gareth for getting his beautiful, white Vitesse on the road and looking so lovingly restored. This should be encouragement for all the other cars that, up until now, we've only heard about!

This month's Brass Monkey Award goes to Chris and Ben who turned up Novembers' meeting in a topless Herald and event went home the same way. We'll see if December defeats them.

Tony Whitty

Norfolk

On behalf of the Norfolk Area TSSC, I'm pleased to announce that many things are happening for us and our member attendance is growing at every meeting. At our October meet we actually ran out of sitting space. Therefore, we now have two meetings per month.

The main meeting is at The First public house, Cromer Road, Norwich and the social meeting is 13 days later (Sundays) at the Hungry Fox, Yarmouth Road, Thorpe, Norwich. Both meetings start at 8pm.

We are also producing a bi-monthly mag. with local views, opinions, competitions, events etc., which can be collected absolutely FREE from our meetings or events.

Finally: Christmas Dinner has been booked for 6th December at The Black Horse, Norwich with discount to Ricks Place night club. Any Sports Six members welcome. For further information, contact Steve: Matlaske 612 after working hours or Aylsham 732923 - work.

It would be nice to think that, with the growing interest in this Area, we could get every member along to at least one meeting a year, if not more.

Steve Battye

North East

Well, I must say sorry to everyone who expected a quiz at the November meeting, someone forgot it mentioning no names Anthony! We did draw the raffle though and the winner of that was Tony Lambert.

We now publish our own newsletter, which will be sent out to all North East members, telling you what is happening and when, cars and parts for sale, helpful hints etc. So, if you have anything that you want to let other members know about, let me know. If you haven't received your newsletter don't worry, it just means I haven't as yet got your address, which I will have after Christmas with any luck.

Our monthly attendances over the last year have improved by nearly 100%. Let's hope that it keeps going up. Well done to everyone who has made the effort.

EVENTS OVER CHRISTMAS:

Christmas Party - Saturday 20th December. Meet at The Green Dolphins (opposite Newcastle Central Station) between 8.00 - 8.30 pm. The evening is to end at Maddison's Night Club, so get your dancing shoes out and get yourself along for a good night out.

Christmas Lunch - to be held at The Bowes Incline, Eighton Banks on Sunday 21st December (this is so people who were at the party the night before don't have time to think about their hangovers and sore feet!). The meal starts at 1.15 pm (children welcome), price £3.25 per head. If you are interested in attending the lunch, please let me know as soon as possible, as I have to let The Bowes Incline know of the numbers at least two weeks in advance. We are hoping to have a lucky dip at the lunch, where everyone brings something costing £1 or under, everyone who puts something in will get something out - the dafter the better! Also at the lunch we will be holding a raffle for a Christmas cake and other gifts, so bring plenty of 10p's.

FROM JANUARY - CHANGE OF VENUE. Starting on Monday 5th January, the monthly meeting will be held at The Rose & Crown, Winlaton, where we will have the back room. Directions to The Rose & Crown: take A695 to Blaydon. At roundabout take turn off up the bank to Winlaton. Half-way up the bank you will see The Huntsman pub, turn right after it, follow the road up to the Give Way sign and The Rose & Crown is on your left. To get into the car park, turn left at the Give Way.

Have a Happy Christmas and not a too Merry New Year. Hope to see you at one of the events or at the next club meeting.

Judith Atkinson

AREA NEWS REVIEW

North London...North Midlands...Nottingham...Ribble...Scotland Grampian

North London

On the way to our meeting in Chingford in September, I made a slight detour en-route in order to visit a prospective new meeting venue - a pub called 'The Triumph', and although I wasn't too impressed with the parking facilities, I am considering using it in a possible four pub to two month meeting rota.

Over the past two months, our meetings have varied quite a lot in their size of turnouts, although they're generally healthier than a year ago. The hardcore of us have decided to form a committee and hope to get a schedule of events sorted out for 1987, which should give us plenty of time to plan things. So, if any of you North London Area members have any preferences or ideas, then get out and into your Triumphs, Bonds or Specials and come along to our meetings and suggest them to us. The meetings generally start at about 8.45 pm and, as we have some people coming along and not knowing who or where we are in the pub (we do try and leave something TSSC or Triumph on the table), any new members would be best off when coming for the first time, to either 'phone me up or arrive slightly early and wait in their cars in the pub car park until I turn up (white 2-litre MK1 convertible).

Our December meetings are on 8th at The Old Hall Tavern in Chingford and (subject to demand - so 'phone me first please) on the 29th at The Rising Sun in Arkley/Totteridge/Mill Hill. At present I'm not too sure whether I can attend the meeting on the 8th.

One last thought, as it's winter now, be careful with your rear windows on convertibles; push too hard when washing them when they're hard and frosty and your hand might go right through it - Eh Kevin!!!

Graham Mountford

North Midlands

Another exciting quiz was held at

the October meeting, being won by Paul Carrington, who will organise the next one in December.

Also in December, apart from the meeting on the 18th, the Area is having a Christmas Evening Meal at 'The Seven Stars', Sandon, on 9th December and if anyone would like to attend, please let me know as soon as possible and I will change the reservation booking number.

If any new members have joined the club and live within the Staffordshire area, please come to our monthly meetings and air your views and opinions, or just attend to see where other members live. It is really friendly, and we are not ignorant to the new member, so come on down you might be surprised!

Alan Mosedale

Nottingham

We had a quiet meeting this month with only 22 turning up. Various cars were in very good condition with a notably rare Coupé bought recently by Polly from a gentleman who had had it from new and stored it for the last 18 years.

Those of you at the meetings were aware that the pub was having problems and there was talk of closing for the Winter. Rumour is now fact - it has closed.

New Venue is The Dog & Duck at Shardlow. This is on the A6 near Derby, about 4 miles from Donington and nearer both Nottingham and Derby. The next meetings at our new location are on 17th December and 14th January. I look forward to seeing you all there.

Clive Roulston

Ribble

The Vitesse is alive and kicking again, after an engine transplant, so we're looking forward to the Treasure Hunt. This should have been and gone by the time this is printed and I hope it is a great success. Many thanks to

Pete for organising it.

Nice to see even more people at the meetings, especially Monday evenings. If you've never come along, then we'd be very pleased to see you. The meetings are held on the second Monday, at 8.30ish, in The Black Horse, Kirkham and on the fourth Sunday LUNCHTIME at The Bridge Inn, Walton-le-Dale, Preston.

Finally, my apologies to everyone who has been trying to ring me in the last few weeks. We have recently moved house but the 'phone hasn't been installed yet. When it gets done, it will be the same number as before. If you really need to contact me, our new address is: 16 The Doultons, Walton Park, Preston PR5 5UF.

Bill Coulshed

Scotland Grampian

Sunday, 26th October saw a turnout of around sixty people at The Brechin Railway Preservation Society for a very enjoyable barbecue and steam excursion. The weather was kind to us and the day was voted a great success. Thanks to Max for the loan of his station and train and to Katriena for cooking the barbecue, to Ron Turner for his organisation (especially the lollipops) and everyone else who helped out. We'd like to repeat this event next year an would hope for more support from TSSC members because the number that turned up at Brechin was, frankly, disappointing.

I'm pleased to report an increase in numbers at the November meeting, but must emphasise that unless the organising committee can count on your attendance, we cannot invite guest speakers, or go to the expense of a film show. So let's see even more faces at The Ferry Hill House on the second Monday of the month.

Contact me for local newsletter or other information (address on back cover of The Courier).

Ian Watt

AREA NEWS REVIEW

Scot West...Sussex...Swindon...Nth Wales...W. Midlands...Wolverhampton

Scotland West

Well, I'll take this opportunity to wish all a very Happy Xmas when it arrives and hope that you enjoyed a firey Guy Faulks night last month.

The monthly meetings have a steady turnout of six members per club, that is eighteen people plus spouse or friends, which is adequate but the pub is capable of taking a lot more, in fact 80, so come along and join us. Give me a 'phone if you live in Ayrshire and I'll be only too pleased to give you a lift up. There's enough room for five in my Trojan Bubble car! The next meeting will be held again in The Glasgow Airport Club, Abbotsinch Road, Paisley, just off the M8.

The Xmas Disco is being held in the Airport Club on the 11th December (Thursday) at 8.30 pm, 'till 1.00 am late license. Tickets are available at £1.50 at the next meeting on Monday 8th December, by S.A.E. enclosing money to the TSSC West Scotland, 4 Barbieston Courtyard, Dalrymple, KA6 6EA or at the door if there's any left. You're welcome to bring friends along.

In the coming months there will be video shows of car events taken during the summer, one of 'Cluzean' and, hopefully, one of 'Doune', both should be equally entertaining. See you all at the disco.

John Malcolm

Sussex

A reasonable turnout considering it was November 5th - was it the lure of the free sparklers? Nice to see two more new faces: Amanda from Heathfield and Mark from Brighton who would be glad to hear from anyone with a good GT6 MKIII/Spitfire MK4 front bumper (contact me if you have).

For anyone that has not attended a meeting at our new venue, we sit on the left as you enter - next to the fire.

It was decided at the November meeting to have a Sussex Area Christmas meal, which will be at The Five Bells on the evening of Sunday

14th December. If anyone in the Area would like to attend (that I haven't already contacted), please contact me as soon as you can so that I can confirm the number attending. The price for the set meal is £6.95 (two choices of each course).

The third Sunday in December, lunchtime get-together will be at The Jugs, Kingston Nr. Lewes.

DIARY DATES:

Wednesday 3rd December - Five Bells.

Sunday 14th December - Evening Christmas Meal at The Five Bells.

Sunday 21st December - lunchtime at The Jugs.

Nigel Wilce

Swindon

Well, where was everyone on the 3rd November? Eight of us and three of these new faces! Don't forget meetings are on the first Monday of the month at Blunsdon House Hotel near Swindon. The more who turn up, the more I can organise for the Area.

Sorry there was no Area News in November but I ran out of time: no clutch in the GT, thirty pupils to take on an Outward Bound course and an O.U. exam all in fourteen days!

Where was everyone on the 14th September for the Treasure Hunt? Many thanks to Ian and Lisa for turning up.

The trip to Gurston never made it either. My clutch was out, Paul's alternator went on the way and he came back guided by Ian and Lisa with the help of the A.A.

The Manoeuvrability Competition on 25th October enjoyed much better attendance with ten people having a go at the long course, testing slow-speed control and accuracy. The one that caught everyone out was driving to a post with a set steering lock. Well done to Shaun (162 points) for winning and getting his and my picture into a local paper. The wet sponge to Ian (508 points). Many thanks to all for turning up and helping out.

Future Programme:

1st December - Next meeting at Blunsdon featuring Christmas Raffle and Issue of Area Plaques £1.00 each.

Ivan Kirk

North Wales

Our heartfelt commiserations to James, or should I say to his rather bent GT6. Fortunately, he escaped uninjured, unlike former member Gareth Tyler who suffered permanent mental disability after crashing his GT6 into a wall near his home in Devon.

On a less sombre note, our Annual Christmas Buffet is to be held (as usual) at The Sun Trevor, on the Llangollen to Ruabon Road, on Tuesday 9th at 8.30 for 9.00. Price is £3.95 as last year (sweet extra). For those who haven't been, we return there every year by popular demand, so it can't be bad. If you wish to attend, please 'phone me. My daytime number is Ruthin 2096.

Patric Faleur

West Midlands

The Area Christmas Party is now well subscribed and promises to be the best ever, so if you have not booked please 'phone us as soon as possible.

To bring the year to a close, Janis and I wish everyone in the Area Happy Christmas and a Prosperous New Year.

Next meeting, Tuesday 9th December and lunchtime on Sunday 28th December.

Tony Spicer

Wolverhampton

Another well-attended meeting, with the usual, relaxed, hilarious atmosphere. New members were welcomed and immediately took part

AREA NEWS REVIEW

Nth yorks...Sth Yorks...West Yorks...Canterbury...Salisbury...Peterborough

in the 'For Sale' and 'Wanted' part of the meeting - did Vi ever get the hardtop she wanted? The quiz went well with Steve Shelley the clear winner. His prize? a drink on us and the chance to set next months' quiz. One of our members has arranged a discount for TSSC members at a local motor parts store on production of a TSSC card. Sorry, I can't remember who it was but thanks.

Finally, best wishes to Vi and John Cox in their new home.

DATES FOR YOUR DIARY:

13th December - Christmas Buffet and Disco. Merry Hill pub. Tickets £4.00 from Linda Cooper, tel: 897437. All welcome.

December 8th - Next meeting at The Merry Hill pub. See you there!

Sarah Whitley

North Yorks

Ten members left their bonfires to come to the meeting and discuss the state of their cars. Numbers are small for the Christmas Dinner but 'small is beautiful'. Looking forward to December 6th. See you all on 3rd December.

Sally Hurd

South Yorkshire

As those of you who attended the meeting on 23rd October will be aware, I have been re-elected as your Area Organiser (glorious leader?) for 1986/87. I don't know if this is a vote of confidence or a manifestation of the 'mass cop-out' syndrome! Whatever the reason, I hope that together we can make the next year even better than the last.

As a way of furthering this ambition, I floated the idea to a few members of froming an Area Committee, though you are all aware that this is a move I have resisted in the past for fear of 'formalizing' local meetings (a la Ian Bothams' views on Test Selectors!) and this received some support, so will be fully debated at the next meeting.

Any of you particularly interested in serving on such a body, please contact me.

One thing I would very much like to do before the new season is to conduct a postal ballot of all South Yorkshire members to ascertain what is wanted from the local Area and, most importantly, how we can attract the many members who don't attend meetings. If anyone wishes to ring and give me their views, they will be more than welcome.

Christmas Dinner: (this will replace our December meeting) has been confirmed for Saturday 20th December at The Lumley Arms. I have tentatively booked forty places but have only received confirmation from thirty-four of you. TIME IS RUNNING OUT! It would be very much appreciated if you could find Keith and give him your bookings as soon as possible.

Courtesy of Simon, a CROSSWORD will definitely take place at the next meeting.

A 10 PIN BOWLING MATCH will take place on 2nd December, 8pm at Firth Park, Sheffield. Yes, believe it or not, the evening with the T.R. Drivers Club is definitely on. See you all there!

I am still waiting to hear from the Stag Owners Club - watch this space.

A Very Merry Christmas to all our Readers!

Chris Stabler

West Yorkshire

With 30 at our last meeting, we were spilling out of our little room, so if numbers are the same next meeting, we have been promised the bigger room at the top, with carpet (luxury!).

It was nice to see new faces - Richard, Ian, Liz and Alan. Sorry if I did not have much time to chat but, as I'm sure you could see, meetings are getting rather hectic.

The Bonfire Bash was enjoyed by all who attended and also, I believe, by those who did not (who went to the

wrong pub, Kent).

We now have 20 names down for the Christmas Dinner. Anyone wishing to go who has not paid their deposits must ring me straight away as deposits are now overdue.

Thanks to all you who have submitted photos for our Area Album, which seems to create interest at meetings. Keep them coming as there are plenty of pages to fill yet.

Hope to see you all next meeting, where we are having a 'Feely Bag' night, with an unbelievable prize for the winner (you really won't believe it!) and will be taking names for the trip to Langley Farm.

Must get out to that cold garage now, back to my winter rebuild in case I get too warm and decide to stay inside (will I ever learn!).

D Driver

STOP PRESS!!!!!!!

Canterbury

The first meeting in December will be on Tuesday 9th and will feature a Treasure Trail in and around Canterbury with prizes. Meet at the Abbots Barton Hotel between 8 and 8.30 prompt!

The Abbots Barton Hotel is on the New Dover Road, the main road out of Canterbury to Dover (!).

Jim Hague

Salisbury

Thanks to all those who attended our skittles match against the MGOC - shame no MG owners turned up! Suggestions for future events gratefully received, 'phone me on 0722-742185.

Bill Morland

Peterborough

Meeting in December on Monday 8th at The Three Horseshoes, Yaxley. We'll be showing a PracticalClassics video on Herald Rebuild.

Sharon Espin

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TURN LEFT FOR CALAIS!!



Nick Wotherspoon - Blackburn

In July of this year we took two of 'our' cars on a touring trip abroad, for a two week holiday and we thought other members might be interested in how we got on. My name is Nick and I went with Janet in my 1967 Herald 1200 convertible known as 'Joe'. Martin went with Susan in his 1970 Herald 13/60 convertible, the name of which is unrepeatable! Both cars are fitted with twin SU carbs and remote brake servos acting on all wheels but otherwise are standard.

Having never driven abroad before, I have to admit that I was somewhat nervous as we waited to move off from the ferry at Calais at 2.30am on the Sunday morning. Once through customs, we set off towards Arras, our first destination. We decided to drive at night to get used to driving on the right with no other traffic around. In fact, we experienced little problem apart from the roundabouts, where you go around anti-clockwise, and the road signs.

The French road signs we encountered proved to be most confusing, especially at night. There were several forms of flashing strobe light, at hazards such as sharp bends and pedestrian crossings. Also, the traffic lights mostly seemed to

remain flashing on amber, which means proceed with caution. French drivers appear to drive at twice the legal speed limit with little consideration for other motorists!

We spent the day at Arras which is on the Somme battlefield and evidence of this is still visible on many buildings. The day after we set off for Melun near Paris. We soon discovered that the numbers of the roads on the maps did not correspond with the road signs, so we navigated by place names instead, which isn't difficult as there are plenty of signs if you can read them!

Throughout the holiday we managed to avoid the Autoroutes and the tolls that go with them; you see very little from Motorways anyway, which rather defeats

the object of a touring holiday. Tolls are usually indicated well in advance by the word "Peage" on the blue Autoroute signs.

The next day we spent in Paris, travelling from Melun by train. This proved to be the most practical and cheapest way. Parking in Paris is extremely expensive and difficult to find, also almost every car there bore scars of accidents and the driving had to be seen to be believed. We saw a French 13/60 convertible with left-hand drive as well as two Spitfires. The Eiffel Tower was everyone's favourite, despite the queue and the £4.00 admission charge.

We moved on to Mulhouse on Wednesday. There was light drizzle on the way, the only rain we encountered on the holiday. The rest of the

time, it was hoods down all the way! Mulhouse is the home of the French National Motor Museum: this houses the spectacular Schlumpf Brothers Collection of Bugattis but, alas, not a Triumph to be seen. The municipal campsite was the best so far, the previous ones having been somewhat basic.

On Friday we travelled to Interlaken in Switzerland and on the way we encountered our first technical problems, with sticking points on the 1200 and a puncture of the 13/60. At the Swiss Border we were asked our destination and if this was not local, we were advised that we would be obliged to purchase a temporary Motorway Tax Disc for about £15.00. We gave a local destination as we had no intention of using the Motorways anyway. The Swiss Bank staff at Bern were very helpful, we even got a free, large-scale road map of the country. Also in Bern we met an excited German gentleman whilst filling up with petrol; he turned out to be restoring a red Herald 1200 convertible at home. Unfortunately we did not get any further details. Filling up with petrol can also be quite interesting. 4-star is usually called 'super' and be prepared to pay for a full tank as this seems to be the only level to which you can get petrol put into your tank and self-service is unusual.

The scenery around Interlaken was breathtaking (as were the campsite charges!). The campsites were, however, very good. The next day we drove up to Grindlewald, where we went on the chair lift up to 'First'; this is an excellent way to enjoy the scenery, the ride taking about half an hour and costing about £12.00 each. At the top (2,200 meters), there is a restaurant where we had lunch, which was very good and surprisingly reasonable (about £4.00 a head), whilst enjoying the superb views from the balcony.

On Sunday we travelled to the German Border where we camped on the banks of the Rhine, very picturesque, but there were swarms of mosquitoes. On this route we travelled over a mountain pass close to the Titlis Mountain, which climbed up to 2,224 meters. Both cars managed the climb with little trouble, although on the descent we had to stop for a rest as the brakes were getting a bit hot. Swiss old car enthusiasts were out in force and we saw some superb cars. They were all very friendly with vigorous



Interlaken Switzerland



Grindlewald Switzerland

waving as we passed even from a 35 Bugatti we saw.

We spent Monday driving through the Black Forest to Friburg. Again the scenery was lovely and we stopped in a tavern in Waldshut where the food was very good and reasonable. We spent Tuesday sunbathing, as well as partaking of plenty of the local liquid refreshment! The heat was incredible, we hadn't really noticed how hot it was travelling with the hoods down all the time.

We travelled north to Saarbrucken on Wednesday, still going through the Black Forest, although we did use the Autobahns to save time as we wanted to visit Luxembourg on the Thrusday. We looked around this city for most of the day on Thursday and here we saw a very nice, local Herald 13/60 convertible. There was the usual flashing of headlamps and waving, as with most of the fairly frequent Spitfires we encountered. In the evening we headed back into France To Verdun and spent most of the Friday visiting the monuments on the battlefield. The girls were surprisingly patient, despite visiting three forts, the museum and the Ossuarie.

On Friday evening, it was time to head north again, this time through Belgium to Ostend because we wanted to travel quickly and the Belgian Motorways are free from tolls. The Belgians seemed to like our cars as many people waved to us as we passed. We spent Saturday morning looking



Snherlaken - Koblenz 2200 metres up, parking a little crowded with two Helicopters

around Ostend and had lunch in one of the many restaurants on the seafront. In the late afternoon we headed back along the coast to Calais, buying our 'Duty Frees' at one of the 'Hypermarkets' along the route (this is a lot cheaper than buying them on the Ferry).

We sailed at 1.30 am on a French Ferry, as the facilities are much better.

We sent straight from Dover to the Vintage and Classic Car Rally at Woodvale near Southport, where we entered for the Longest Distance Trophy and won it! (301 miles from Dover).

Over all everybody agreed that this was a most enjoyable holiday and next years plans are already being considered. We covered approximately 2,500 miles and both cars averaged over 40 mpg. The 13/60 was, however, rather heavy on oil consumption; oil is quite expensive abroad so take some with you, especially if you have an old car. Finally, if you do take an old car abroad, make sure you have all the necessary documents including your MOT certificate, as not everyone is sympathetic towards older cars.



Snherlaken - Koblenz Village Climbing mountain pass

A SAGGING REAR END

Bernard Robinson - Northampton

It was during a rather vigorous convoy down to this years' Caldicot event, that convinced me I really must cure the spine-jarring banging, coupled with the whine of tyres rubbing in the arches (I was certainly whining as all the tyres were new!), that comes with a sagging rear end - no, no, no! the cars! Having fitted new, gas Spax earlier, it was obvious that a new, rear spring was now in order. A 'phone call and a quick trip to John Kippings produced an original, new item and so I awaited the advent of the next weekend of fine weather to fit it. A picture tells a thousand words so it is said, so Peter Williams offered to supply these (and the words with them!). In turn, I will relate my own procedure on refitting:

Firstly, the obvious, jack up the rear end and make secure with axle stands firmly in place. Remove both rear wheels. Next I stripped out the appropriate rear trim to gain access to the spring bolt access plate. Moving on, a rear spring lever was placed in position and bolted down (dimensions and instructions on how to make one can be found in the Leyland Workshop Manual, page 3.122 Rear Axle). Now, a handy little tip which works really well is to lift the lever and place one of your tyres securely underneath; this keeps the lever at the ideal height and also allows you to carry on unaided. Then, placing a suitable bottle or scissor jack under the rear drum, you can relieve the pressure on the



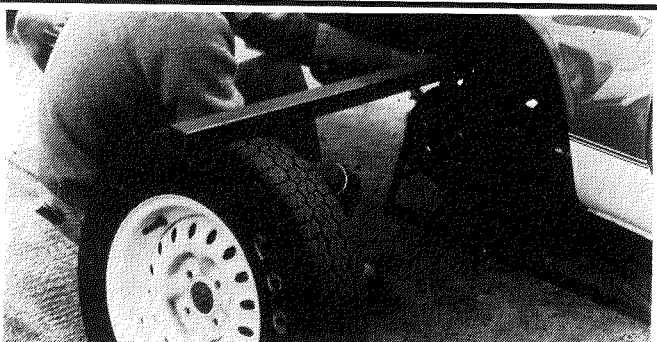
"Road Wheel Removed"



"Interior partially stripped out differential cover removed"



"Spring lifting tool placed in position"

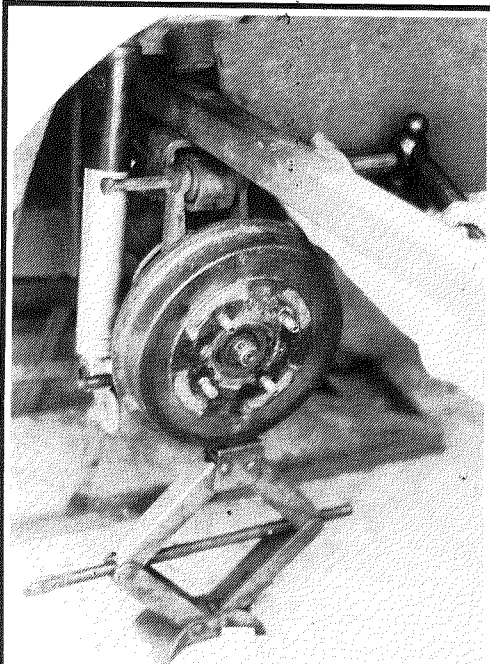


..... and conveniently held in place by the road wheel"

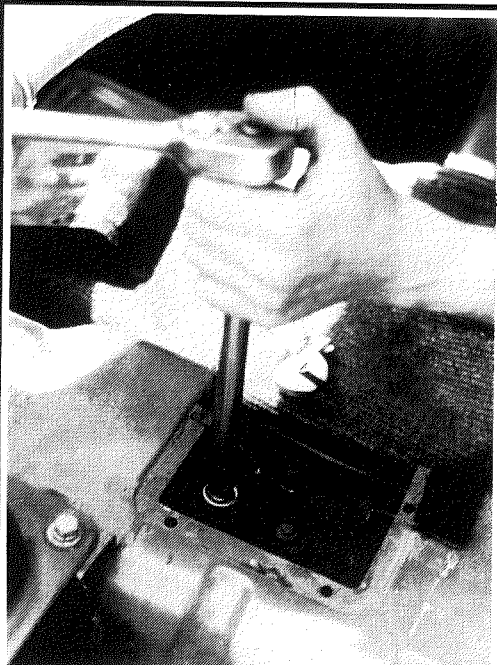
shock-absorber, undo the bottom nut and swing the shocker out of the way.

To proceed, the next step is to undo the nut and drift out the spring eye bolt. Remove the Lever and repeat the procedure on the other side. Having removed the access plate, I found it helps, spring removal, to take out the spring diff bolts completely. This is done by utilising the lock-nut method shown, to unscrew the studs. After a bit of juggling, it's then possible to slide the spring out one side.

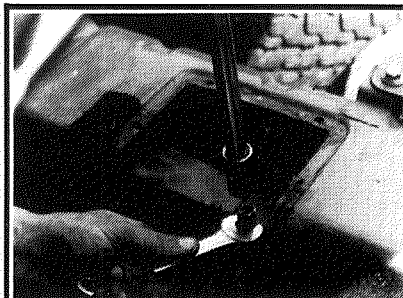
Well, that's how it was done and, as all the best manuals say "Replacement is a straight reversal of the above procedure". The comparison shot shows the obvious need to do the job and, I must say, the increase in comfort and handling too made the whole job worthwhile.



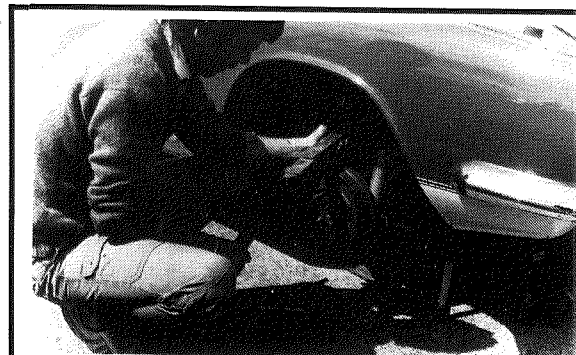
"Drifting out vertical link/spring bush bolt"



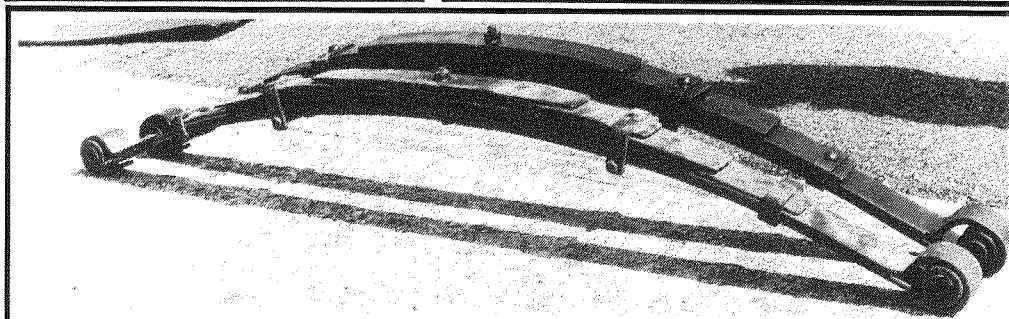
"Loosening spring/differential locating nuts"



"Removal of differential studs by double locking nut technique prior to"



.... final removal of transverse spring from the side"



"Old and New side by side. Note limp old spring (front) compared to new spring at rear."

GB SPORTS CARS

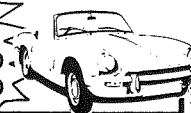
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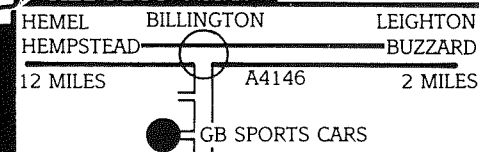
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R E A D E R S

As a result of our recent enquiry for "interesting" photographs, Mr Stephen Egford of Ringwood, Hants has sent in this picture of his Herald 13/60 convertible. He decided to park near a hedge during a snow storm and consequently the whole car was buried. The next day it took him and his friends over an hour just to find it, which they did by gently prodding with shovels. It then took two of them half a day to dig around it (as shown in the photograph). They did not have time to clear a path to drive it out and, unfortunately, during the night some b--t--ds broke into the car and stole the radio etc.

CARS



The Fourth International Spitfire Weekend at Arcen was the first overseas event that my wife and I have made since the purchase and rebuild of our GT6 MKIII.

We travelled in good company with Mick and Sue Maidment from Leicester in their GT6 MKII. Overall we clocked up some 960 faultless miles. The venue was at *Klein Vink*, which was situated a couple of miles from the town of Arcen. The accommodation at the park was very good, self-contained chalets; basic but clean

WHAT WAS WHAT AT ARCEN 1986

and set in lovely grounds, overlooking the lake. The event was well organised and represented by some very enthusiastic Dutch and German Triumph owners (we estimated that some 600-plus Triumph cars attended).

The weekend was rounded off by some good results for the Brits and to come home with a first prize really was the icing on the cake for me. I can only say it was a fabulous meeting and one that any true Triumph fan should make.

NICE ONE T.S.C., HOLLAND!

RESULTS

MEMBER	VEHICLE	AWARD
Bill Dixon	Spitfire MKIII	Best Car of Event
Bill Dixon	Spitfire MKIII	Fist Original Pre-1970
Carl Heinlein	Spitfire MKI	First Modified Pre-1970
Pillip Hartley	GT6 MKIII	First Original Post-1970
Mick Maidment	GT6 MKII	Thrid Modified Pre-1970

PHILL & PAM HARTLEY — OADBY, LEICESTER

Firstly, following Graham Sturgess' report in last months new Area Newspaper (what an excellent idea!), I feel that I ought to give a little information about club representation at shows and events *not* organised by the TSSC. From Graham's report, it is obvious that some misunderstanding still exists at Area level. I intend to make this information brief, as I hope that the long promised Events Booklet will be finished and be sent to Area Organisers (and any other interested parties) within the next couple of months.

The essential point that I need to stress is that in the vast majority of these shows and events, it is not up to the 'Club Manager', or any other particular Club Official to organise the club stand. Ths club will help in any way that it can, i.e. equipment, finance, regalia, advice, cars etc., etc. and in as many cases as possible, 'Club Officials' (what a horrible term that is!) will attend to help. I know that Bill Sunderland and Trudi Squibbs try to addend as many as possible and I personally have attened at least six such events this year. Most of these events end up as all weekend affairs, and quite simply

EVENTS + EVENTS + EVENTS

Jonty Wild, Event Co-ordinator

there are just too many to be able to attend all of them. Please don't be put off asking if attendance is possible but remember that an Area or even individual members are more than capable of representing the TSSC and that these shows are a very useful way of recruiting more members for the club and your local Area. If you need any help or advice contact me, Jonty Wild (details on inside front cover).

Secondly, I would like to apologise for not being able ot organise the normal, cheap tickets for members going to the Brighton Classic Car Show. Unfortunately, the new organisers of the show didn't send out the Information Pack until long after the Courier deadline for October; hopefully, this will be sorted out for next year. I'm sure the members who did attend this year weren't disappointed (even paying full price). The club stand position was much improved over previous years and the event was tremendously successful for the club.

Thirdly, I would like to thank all the stand helpers at Brighton for representing the TSSC so well and welcome all the new members who joined at Brighton, or as a reult of seeing us at the show.

And lastly, remember that if you are organising or thinking of organising a TSSC National event, or TSSC attendance at a show or event, now is the time to consider provisional dates and to contact me to check date availability etc. We must avoid event clashes and I must start compiling the TSSC Event Calendar for early inclusion in The Courier next year. So, get your information to me AT THE EARLIEST OPPORTUNITY.

Sports Car MONTHLY

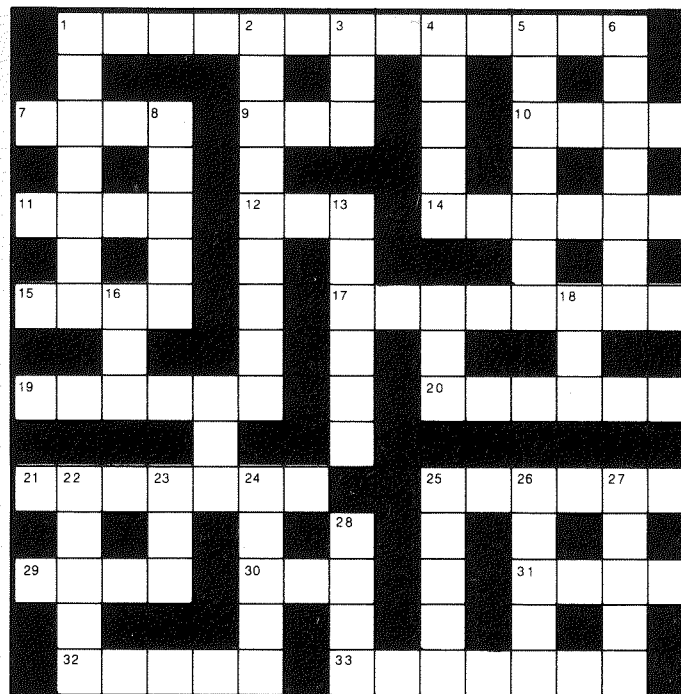
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- ★ **More Triumphs:** Spitfire restoration continues and we feature our Concours-winning TR6 plus an ingeniously injected Spit.
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CLUES

ACROSS

1. To turn, this could be dished. (8,5)
7. Could be hot, connects pistons (4)
9. Don't dazzle - (3)
10. Set a steady rate (4)
11. Sink and outer covering (4)
12. Re-designed guide (electrical) (3)
14. Place of worship (6)
15. To be mopped after work (4)
17. Final hope for campers (4,4)
19. What a give away - not nice (6)
20. Pump grease through (6)
21. Customs document you should have to be on the road (see 25 + 33 across) (7)
25. See 21 Across (6)
29. Male name - Uncle Bens? (4)
30. Doves cry (3)
31. Sign on the dotted! (4)
32. Place of accommodation (5)
33. See 21 Across (7)

DOWN

1. Take the bumps out of this horror! (7)
2. Tyre - not cross (6,3)
3. Pinch out on back (and tuck) (3)
4. Not always used to ply with! (5)
5. Has been drip(s) under pressure (7)
6. Secure - idiot! (4,3)
8. Tough fibre (to tie together) (5)
13. Issue instant fines now! (6)
16. Better than in? (3)
18. Little (Rootes) devil (3)
22. Mother, negative, to ground (5)
23. Included (ABBR) (3)
24. Off to the (-) for a pint! (5)
25. Is it a moral? Yes! (5)
26. Punctuation mark (5)
27. Common really (5)
28. Cost to road user (4)

- TWO HIDDEN WORDS 63,3)! TO BE RE-ARRANGED TO FIND I.C.E. (2,4)!

Compiled by M A Richardson - Ipswich

Winners of November Crossword

Gregor Graham - Glasgow, Runners up - Mr R S Neal - Upper Weedon, Northants

Timothy Howarth - Bournemouth, B Colquitt - Preston

ANSWERS TO NOVEMBERS CROSSWORD

ACROSS:- SUMP, WHEEL BEARINGS, HERALD, LADA, UJ, MANOR, OD, MAPS, SIX, CAB, CONVERTIBLES, TB, SPEED, THE OIL COOLER, KE, ROD, HONK, RS, WIGSTON, MUSEUMS, MOSS, YEOVIL, BOOT, LEAFSPRING, SLEEP, EVE.
DOWN:- SCHOOL, PEA, HE, BEAM, NSU, ST, RB, DAM, ABSORBER, FOSSE, JOINT, RAC, BOND, SI, VITESSE, BELLHOUSING, SHOCK, BARTS, LEAD, STREAMLINE, BN, NEED, RESTORED, WASH, DIFF, GY, SOLID, BALL, ALE, AA, PI.

WINNER WINS TSSC TEESHIRT. RUNNERS UP CLOTH TSSC BADGES

SEND ALL ENTRIES TO THE EDITOR



PEN TO PAPER



FAIR PLAY

I would like to point out to TSSC members, through your magazine, that an advert. by *Bits For Spits* of Chatham in the November, 1986 Courier, was not only misleading but their statement in the first paragraph of the advert. was completely untrue. My Company has been doing what Leslie Pickett of Bits For Spits claims, for years.

Traders like myself and John Kipping have been striving for a long time now to give a good service at a reasonable price to TSSC members and we are both becoming rather concerned about certain, misleading adverts in The Courier, for example, those prices with VAT *not clearly shown* when it needs to be added, 'jacked-up' recommended Retail prices when advertising special offers and advertising items that the Company does not possess.

I am not accusing Bits For Spits of any of these things but the statement in their advert. was a joke!

TONY BAIRD -
SPITFIRES UK, LEICESTER

WEDDING BELLS

Yes our own Bernard Robinson, married Joanne Russell on October 18th in Northampton. Bernard provides invaluable help with the design and paste-up of The Courier nowadays, and on behalf of the TSSC, we would like to wish them much luck and future happiness in their lives together.

Bill & Jo Sunderland



MY OWN LITTLE PIECE OF HISTORY?

Today, as I write this, is Monday 3rd November. Having just read John Griffith's *History of the Spitfire in the latest Turning Circle*, I noted his appreciation of the MKIII above the MKI and II and I began to reflect on my own little baby, "AMY". She is now sitting in the garage having made her last public appearance of the year on Sunday 2nd, at the Classic Car Show and Veteran Car Run at home in Brighton.

"AMY" is my Primrose Yellow MKIII, OYY 350F (one previous owner, 54,000 miles), which is in A1 condition. Whilst finding the article interesting, my eyes suddenly lit up even more when I noticed that the 100,000 Spitfire rolled off the assembly line in February 1968 and was also a Primrose Yellow car; was I excited or was I *excited*!

I raced to find the original, green logbook (stashed away in Amy's file) to find that my baby had also made her first appearance in February, 1968!! She had been bought by a Mr Leonard Casban of Mitcham, Surrey. I was also stunned to see her original hardtop price of £751 10s 3d, less than I paid for her - but she's worth it!

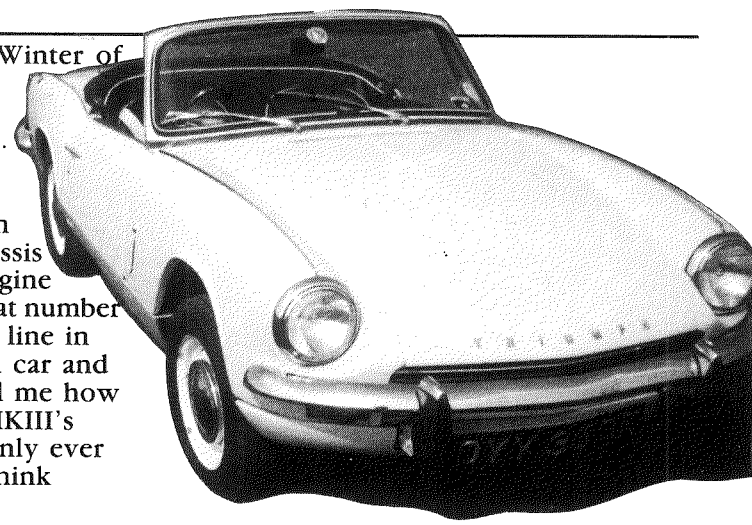
Having given Amy a complete rear and front suspension, steering, fuel, cooling and electrics overhaul to original

specification during the Winter of 1985/86, she has been a delight to drive during the Summer.

Now, two questions which members may be able to help me with: can you tell me from the chassis number FD12015 and engine number FD12544 HE, what number she was off the assembly line in relation to the 100,000th car and secondly, can anyone tell me how many Primrose Yellow MKIII's were made? As, having only ever seen one other, I don't think there were that many.

Drop me a line with your replies and I'll compile a little feature for the magazine to let other interested parties know the facts. My address is: 9 Baxter Street, Brighton BN2 2XP.

Chris Taylor



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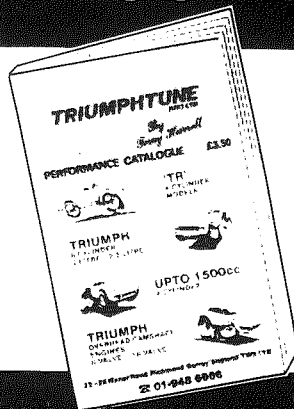
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BOOK REVIEW

There is nothing I like better, at the end of a busy day, than getting stuck in to a 'good read' and I have recently been very absorbed in the brand new 'International Car Collectors' Yearbook'.

This book was conceived by Ami Guichard, publisher for over three decades of Automobile Year, who sadly died this summer. The book is edited by J R Piccard, editor of Automobile Year.

The 'International Car Collectors' Yearbook' is published by Editions des Trois Continents of Lausanne, Switzerland and distributed to bookshops by Motor Racing Publications, price £29.95. It is also available by mail at £29.95 post free from International Car Collectors' Yearbook UK, 13a Bridgeland Street, Bideford, Devon EX39 2QE. Tel: 02372-79225.

Although the book barely mentions 'our cars' (and it is to be hoped that the great name of Triumph will feature more prominently in future publications), this 250 page book includes a wealth of information relating to classic cars of our age. The illustration is excellent, capturing enthusiasts and collectors' cars in various locations and poses. It would be nice to read more about some of the great British motoring events which take place in this country every year but, having said that, it's interesting to find out more about what the 'overseas' movement have been up to. An informative and entertaining read.

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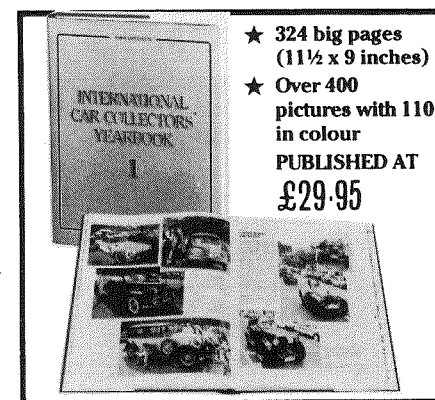
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CHRIS LONGHURST

EUROPEAN HERALDS



There are now over 100 European (non-U.K.!) Heralds on the Register. The European Register is dominated by 13/60's (40%) and the various 1200 marques (55%). In contrast to the U.K. Register, 13/60 convertibles are relatively rare with only 16% in Europe, compared with 32%.

I have representative cars from Belgium, Denmark, Eire, Finland, France, Holland, Hungary, Malta, Norway, Sweden, Switzerland, U.K. (re-imports) and West Germany. I also know of cars in Poland and Portugal, but I do not have the details yet.

The Courier vans are all Finnish examples, complete with side windows, "discovered" by Leon Guyot on his travels!

EUROPEAN (NON-U.K.) HERALDS ON TSSC REGISTER (1st November 1986)

	Saloon	Conv.	Estate	Coupè	Van	TOTAL
948	1	2	-	1	-	4
1200 MKI	1	1		1	6	9
1200 MKII	3	2	2	1	6	14
1200 Export *	24	14	-	1		39
12/50	2					2
13/60	24	18	3			45
	55	37	5	4	12	119**

* includes re-imports to U.K.

** 6 'marque unknown'

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21	22	23	24
25	26	27	28
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33	34	35	36

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

BILL SUNDERLAND — EDITOR **19 Prince Rupert Avenue,**
Desborough, Northants NN14 2PH.



CLASSIFIED

Spitfire 1500, Y reg: December 1982. O/D, soft top, tonneau, nearly new tyres. New exhaust. Taxed, MOT'd. £3,900. If you think it is too much, make me a sensible offer. Contact: Barry, tel: just north of Oxford (0608) 810933 - 83/5429.

Spitfire 1975: second car, 58,000 genuine miles. V.g.c. Garaged. Pimento red. MOT'd. Tonneau. £800 o.n.o. Contact: Alderman, tel: Yardley Gobion (0908) 542981 - non-member.

Spitfire 1500 W reg: v.g.c., British Racing Green. Stereo, tonneaus, tax, MOT, many extras. £2575 o.n.o. Contact: John, tel: Faringdon (0367) 20442 after 6pm and weekends. New family forces reluctant sale - non-member.

Vitesse MKII convertible, 1971: white, stereo, MOT May '87. Good running order. £1,300 o.n.o. Contact: Fuller, tel: W14 (01) 386 8127 - 85/11853.

Herald 13/60 convertible, 1969: full MOT, spare engine, carb., heater, door etc. Reliable transport, genuine sale. Condition 2. Little work for condition 1. £650. Contact: Bell, tel: Newton Abbot, Devon 51303 - 86/14789.

1971 13/60 estate: MOT expired Nov. £100 o.n.o. 1200cc engine, gearbox included. Contact: Bland, tel: Farnborough 547823 - 85/11142.

1966 Herald 12/50 saloon: mileage 41,000, some rust, chassis good. New sills, valances and radiator. Recently recond. gearbox and carb. Sunroof. Good runner. £275 o.n.o. Contact: Richard, tel: SW2 (01) 671 8247 - non-member.

Accident damaged Triumph GT6, 1973 for sale: damage to offside outer sill plus sub-frame. Rest in good condition. £300. Contact: Stephen, tel: Scunthorpe (0724) 847326 - non-member.

Spitfire MKIV 1972: Inca Yellow. Recent, body off rebuild. MOT May '87. GT6 purchase forces reluctant sale. £950. Good, responsible home please. Contact: Robert, tel: Wisbech (0945) 700020 eves - 85/11605.

Spitfire MKIII: MAG 403G. Accident damaged. Excellent mechanics. MOT. Replacement panels. Many s/hand spares inc. J-type gearbox, 2nd synchro weak, O/D good. Always interested, race tuned ancillaries; GT6 III running gear in exchange. £300 o.n.o. Contact: Daryl, tel: Cooden (0423) 5980 - 85/12992.

Spitfire MKIV: good cond. but needs minimal attention to pass MOT. K reg. Contact: Palamos Boatbuild and ask for

Nige daytime only, tel: Plymouth (0752) 822867 - 86/13637.

Spitfire MKIII, 1968: MOT'd, complete rebuild, Rosso Red coachwork. New parts inc. breaking system, hood, carpets, exhaust, re-upholstered etc. Extras include cassette player, alarm, half tonneau. Collectors car, must be seen. £1,150 o.n.o. Contact: Michael, tel: Bishops Stortford (03744) 4020 - 82/4577.

Triumph Vitesse 2L MKII, 1970: 62,000 miles, no MOT, needs attention. Offers wanted. Contact: Jeffs, tel: Surrey (01) 661 1646 - non-member.

Vitesse 2L saloon, E reg., 1967: Cactus Green. Near pristine cond. Undersealed. 80,000 miles. Regularly serviced. MOT 5/87. One lady owner. Sale for health reasons. £1,200 o.n.o. Contact: Rayns, tel: Avon (0275) 83 2532 - 86/14420.

Vitesse saloon, 1970: recon. gearbox, diff and str. rach. SS exhaust. Suspension rebuilt. Work needed on body to finish. £600. Contact: Creaser, tel: S Yorks (0405) 813468 - non-member.

Herald 13/60 convertible, 1969: good engine, tatty body. **Herald 13/60 saloon, 1970:** good body, engine reqs attention. Also the remains of Herald 13/60 estate, 1971 with good chassis and good floor. Must sell as moving. The lot £600 o.n.o. Contact: Walker, tel: Camberley (0344) 771749 - 84/8019.

Vitesse MKI 2L conv: 9 months MOT. Tyres, hood, exhaust etc. all in good cond. Used as second car last 5 years. £750 o.n.o. Contact: Mr Hull, tel: Harleston, Norfolk 852420 - non-member.

1970 Vitesse saloon 2L: red interior, O/D, bodywork as new inside and out, chassis and outriggers as new. Regularly serviced. New gearbox and clutch at 75,000 miles. Now 80,000 miles. One owner from new. Good home wanted for show room condition car. £2,500. Tel: Worthing 43732 - non-member.

Wanted caring home for 1200 convertible: 7,000 miles since engine and gearbox recon. Needs good chassis, otherwise sound. And for 12/50. Good for spares, no TAX or MOT. £220 o.n.o. Contact: Tom, tel: Cowden, Kent 708 - 86/13338.

Vitesse 2000 MKII, 1969: blue, sunroof, O/D, radio, MOT 'til June, 1987. Excellent cond. Reliable. £ 850. Contact: David, tel: Croydon (01) 688 4075 - 85/12007.

Spitfire 2L MKIII: Spit married to GT6 engine, gearbox, O/D, suspension.

Hardtop, soft top and frame available - not fitted. £400. Contact: Richard, tel: Tunbridge Wells 45584 6.30 - 8.00 pm - non-member.

GT6 MKIII 1972: Pimento Red, no rust, factory sunroof, numerous extras. Many hundreds spent on restoration, drives well, taxed, MOT'd, must be seen. O/D requires some attention but gearbox good. Forced sale. £1,700 o.n.o. Contact: Read, tel: High Wycombe (0494) 442862 - 86/14100.

Herald 1200 A1 condition: one previous owner, white saloon, only 35,000 miles from new. Valuable registration, long MOT. As new cond., v. near concours. Used summers only. V. reluctant sale - good reason. Contact AFTER 19TH DECEMBER Guy, tel: Beckenham (01) 658 7384 - 85/9996.

Vitesse 2L MKI O/D saloon: Damson, new halfshaft, clutch, dynamo, tyres, exhaust but gearbox bearings destroyed! Fairly tatty and no patience left to rebuild! £250 o.n.o. Contact: Roy, tel: Leamington Spa (0926) 311699 - ex-member.

1979 Triumph Spitfire 1500: 32,000 miles, yellow, h/top, Tax/MOT until Feb '87, immaculate cond. throughout, £2,200. Two owners only, present owner since 1981. Contact: Mary Appleby, tel: Pershore 554766 after 6pm - non-member.

Vitesse convertible MKII, 1970: Metallic Chocolate Brown with tan interior/hood. Recent MOT, taxed. £1,275. Contact: David Lebetkin, tel: (01) 954 7233 day or NW7 (01) 959 8429 eves - 86/06172.

GT6 MKIII: rototex, cloth seats, O/D, recent exhaust and tyres. Complete rear end overhaul and new high quality carpet set plus more. New parts with bills. Also spares required for MKIII Spitfire. Contact: Martyn, tel: Caerphilly (0222) 884396 after 5.30 pm - 85/10611.

Triumph Spitfire 1500, 1979: V reg., Carmine Red with beige hood and trim. V.g.c. Hardtop, tonneau and hood bag. V.g. tyres and exhaust. £1,825. Contact: Horrocks, tel: Blackburn (0254) 2398 - 85/11219.

Herald 1967 1147cc: grey saloon, 33,000 miles, MOT, taxed 'til end of April. Excellent cond. Reluctant sale. £475. Contact: Hulbert, tel: Sutton Coldfield (021 354) 7693 - non-member.

Triumph Spitfire 1500 convertible: long MOT, lovely cond. Job forces sale. Bargain £550. Contact: Tim, tel: Wareham, Dorset 3328 - non-member.

Equipe GT4s, 1965, white: stored 12 years. Restoration started, engine OK, new rear suspension/gearbox bushes,

copper brake pipes available. Chassis requires attention. Sale due to starting own business. £200 o.v.n.o. Contact: Keith, tel: Huntingdon 75973 anytime - non-member.

Spitfire 1500cc with O/D, 1978: S reg., 48,000 miles. Red with softop, sound working order, though body needs a little attention 8 months MOT, 6 months tax. £1,250 o.n.o. Contact: Reilly, tel: Northampton (0604) 30033 (work - daytime only) - non-member.

Herald convertible 13/60, 1969: red, black trim, new MOT, rebuilt engine, new hood, carpets, brakes, v.g.c. £950 - no offers. Contact: Cornwall, tel: Hereford (0432) 276514 - 86/13781.

Spitfire MKIV, 1974: 2000cc engine, box, excellent mechanics, 8 months MOT, good tyres, soft top, drives well, v. quick. £595. Contact: Cornwall, tel: Hereford (0432) 276514 - 86/13781.

Spitfire MKIV, 1972: red, abandoned restoration project. Many new parts inc. sills, 1/4 panels, carpets, hood and frame. Bodywork in excellent cond., requires respray and mechanical check to complete. Offers? Contact: Mayger, tel: Penn, Bucks 3463 eves/wends - non-member.

Herald 13/60: H reg., front end damage but with recon. engine which is barely run-in. Lots of good parts, interior v.g. £150 or split. also many Vitesse parts to clear. Contact: Allamby, tel: Sheffield (0742) 343190 - member.

Spitfire 1500, 1978: superb condition throughout. Inca Yellow, soft top, tonneau cover, immaculate, works. Cosmic alloys, radio/cassette. Long MOT, T&T, many new BL parts. £2,000. For more details, contact: Paul, tel: Sheffield (0742) 660935 - 85/12144.

1973 Triumph GT6 MkIII, O/D: 5 months MOT. Basically good condition, recently new differential. Ideal basis for restoration project. Lack of any money forces reluctant sale, hence £1,000 or sensible offers. Contact: Gardner, tel: Worcester (0905) 54258 - non-member.

GT6 MkIII, 1973: blue, long MOT/tax, wires, Kenlow. New: full engine, O/D box, sills, suspension etc. Chassis, Hammerited/undersealed. £1,800 on rebuild. Bodywork needs tidying to complete ultra-reliable car. Company car forces sale. £1,750 o.n.o. Contact: Baker, tel: Feltham (01) 751 5962 - non-member.

Vitesse MKI saloon, O/D: low mileage, good interior, body needs tidying. New rad., exhaust. £450. Also spare chassis and bonnet with car or sell separately - £12 each. Contact: Boulton, tel: Shrewbury (093928) 254 - 84/9020.

Spitfire 1500, 1981: W reg., MOT and tax, only 33,000 miles. Immac. condition throughout. O/D, radio/cassette, tonneau, TSSC Valuation. £3,000. House buying forces sale, hence £2,500. Contact: Malcolm, tel: Muswell Hill (01) 883 5164 - 85/12424.

13/60 estate, 1970: Damson, tax Feb., MOT Jan. Needs some attention. Good runner, recent tyres, exhaust, battery £250 o.n.o. Contact: Charles, tel: Halifax (0422) 45607/843380 eves/weekends - 79/01019.

GT6 MkII, 1967: Red, wire wheels, MOT Sept. '87. Good condition for year. Offers around £800. Contact: Aunger, tel: Hayle (0736) 752048 - 84/8128.

Vitesse 2L MkII saloon 1970 (H): condition 3, 99% complete, runner, good engine. Ideal project. £195 o.n.o. Contact: Ray, tel: Northampton (0604) 30344 - 81/2038.

Triumph Vitesse 2l Saloon white, Feb '69, one owner, genuine 66,726 miles, less than 1000 in last 3 years. Chassis HC51976DL, Engine HC52166HE. Surrey/Sussex border. Highest offer. Contact: Solomon tel: 029384 320.

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ENGINE PARTS

Inlet valve, Spitfire I & II	£2.00
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Inlet valve Spitfire IV & 1500	£3.35
Inlet valve GT6 MkI	£5.00
Inlet valve GT6 MkII & III	£3.50
Exhaust valve, Spitfire	£4.25
Exhaust valve GT6	£5.50
Valve guides	£0.80
Valve spring Spitfire I-IV (to comm FH25000)	£1.00
Valve spring Spitfire IV (from comm FH25001) & 1500	£0.85
Valve spring GT6	£1.50
Rockshaft, Spitfire I & II	£10.00
Rockshaft, Spitfire III, IV, & 1500	£27.60
Rock shaft GT6 MkI & III	£27.35
Cylinder head stud Spitfire I-IV	£1.44
Cylinder head stud Spitfire 1500	£1.44

Cylinder head stud GT6 MkI & II	£1.20
Cylinder head stud GT6 MkIII	£1.20
Cylinder head nut	£0.40
Manifold stud, outer, Spitfire	£0.12
Manifold stud, inner, Spitfire	£0.32
Manifold stud, exhaust, outer, GT6	£0.12
Manifold stud, inlet, short	£0.32
Manifold stud, inlet, long	£0.59
Manifold cleat, small	£1.85
Manifold cleat, large	£1.25
Manifold stud nut	£0.15
Manifold stud nut (exhaust C)	£0.05
Pushrod Spitfire IV (late) 1500	£1.30
Pushrod GT6 MkI,II,III (to comm KE100000)	£1.30
Pushrod GT6 MkIII (from comm KE100000)	£0.78
Cam follower	£4.77
Chain wheel crankshaft	£22.88
Chainwheel camshaft	£24.50
Timing chain	£4.75
Timing chain tensioner	£1.00
Timing chain replacement kit	£11.00
Camshafts	£30.50
Oil pump, Spitfire	£35.00
Oil pump GT6	£35.00
Oil pump drive bush, Spitfire	£1.10
Oil pump drive bush, GT6	£2.50
Oil pump drive shaft, Spitfire	£2.50
Oil pump drive shaft	£7.00
Oil pump drive shaft and gear GT6	£7.00
Oil pump drain plug	£0.60
Oil filter, Spitfire	£3.50
Oil filter, GT6	£3.50

ENGINE ANCLILLARIES

Starter motor (exch)*	£12.00
Dynamo Spitfire (exch)	£12.00
Dynamo GT6 (exch)	£14.00
Alternator (exch)*	£23.50
Water pump, Spitfire I & II	£22.25
Water pump, Spitfire IV & 1500 viscous	£35.00
Water pump, Spitfire IV & 1500 non-visc	£24.00
Water pump GT6	£22.25
Fuel pump*	£15.00
Top radiator hose*	£1.50
Bottom radiator hose Spitfire	£2.25
Bottom radiator hose GT6	£4.50
Radiator, Spitfire (exch)	£53.00
Radiator, GT6 (exch)	£60.00
Engine mounts, Spitfire	£3.50
Engine mounts GT6	£7.00
Gearbox mounts, non-overdrive	£1.80
Gearbox mounts, overdrive	£13.60
Speedo cable, Spitfire I,II,III	£5.00
Speedo cable GT6 MkI,II	£5.00
Speedo cable Spitfire IV, 1500 & GT6 III non-overdrive	£5.00
Speedo cable Spitfire IV, 1500 & GT6 overdrive	£8.50
Tacho cable Spitfire I,II,III	£7.75
Tacho cable Spitfire IV & GT6	£9.50

CLUTCHES

Clutch cover Spitfire I,II,III,IV	£16.00
Clutch cover Spitfire 1500	£24.00
Clutch cover GT6	£22.00
Clutch plate*	£10.00
Clutch kit comprising cover, plate & bearing Spitfire I,II,III,IV	£26.00
Clutch kit Spitfire 1500	£32.00
Clutch kit GT6	£33.50
Clutch master cylinder repair kit	£3.50
Clutch slave cylinder repair kit	£3.00

FRONT SUSPENSION

Trunnion bushes* (per side)	£2.00
Trunnion & bushes* (left or right)	£15.00
Trunnion bushes, wishbone bushes & bolts* Please state L/R	£20.00
Trunnion, bushes, wishbone bushes & bolts* both sides	£37.00
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Trunnion, bushes, bolts & upper balljoints* (both sides)	£50.00
Wishbone bushes, each	£0.50
Wishbone bushes, set of 8	£3.00
Upper ball joint, each	£8.50
Fr. lower wishbones* (state L/R)	£21.62
Top wishbones*, each	£16.00
Vertical link, Spit (left or right)	£43.00
Vertical link, GT6 (left or right)	£45.00

FRONT SUSPENSION

Anti-roll bar*	£25.75
Anti-roll bar bushes, Spit I-III & GT6 I-III to comm KE20000	£0.40
Anti-roll bar bushes, Spit IV, 1500 & GT6 from comm KE20001	£0.65
U bolt & nuts Spit I-III, GT6 I-III to comm KE20000 (2 nuts 2 bolts)	£4.25
U bolts & nuts Spitfire IV 1500 & GT6 from comm KE20001 (2 nuts, 2 bolts)	£1.80
Anti-roll bar link* (Left or right)	£10.00
Front wheel bearing kit*	£8.75
Front wheel bearing kit incl. nut & thrust washer*	£11.00
Grease cup*	£1.75
Fr spring Spit I & IV	£18.00
Fr spring Spit 1500	£18.80
Fr spring GT6*	£ TBA
Fr shock absorber*	£20.00

REAR SUSPENSION - NOT ROTOFLEX

R Trunnion bushes (R/L)	£2.50
Bolt & nut for R Trunnion or spring eye bush*	£1.50
Spring eye bush*	£3.22
Radius arm bush (not GT6 front)	£0.50
Radius arm bush GT6 front	£8.50
Radius arm assembly (not GT6)	£9.20
Radius arm assembly GT6	£10.00
Vertical link* (left or right)	£15.50
R Spring Spitfire I-III	£55.00
R Spring Spitfire IV & 1500	£76.00
R Spring GT6 I & III rotoflex	£70.00
R Spring retensioning & resetting*	P.O.A.
R Shock absorber*	£17.50
Wheel bearing kit	£10.00

REAR SUSPENSION - ROTOFLEX

Lower wishbone bushes, seals & shields* (left and right)	£7.90
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Lower wishbone bolt, nut & washer*	£6.00
Lower wishbone inner bush*	£3.75
Spring eye bush*	£3.50
Radius Arm bush*	£0.50
Radius Arm Assembly*	£10.95
Vertical Link* (left & right)	£59.80
Rear Spring	P.O.A.
Rear Shock absorber	£17.50
Wheel bearing kit	£20.00

Vitesse 1600, 1963: v.g.c., cherished number-plate. Factory fitted sunshine roof, original colour. Tax and MOT. £750 o.n.o. Contact: Rees, tel: Talywain, Gwent (0495) 774438 - N/A.

GT6 MKI: MOT March '87, 5 good Michelin tyres, brakes O/hauled, chassis welded, recent recon steering rack. Tatty body, noisy gearbox, no interior trim, basis for restoration. £300 o.n.o. Contact: Chris Hunt, tel: Oxford 862166 ext 133 - 86/14597.

GT6 MKIII, 1973 O/D: Emerald Green, £2,000+ spent in past 2 1/2 years including: sills, rear wings, O/D gearbox, clutch etc. 5 1/2 J's, s/steel exhaust, Taxed and Tested. £1,800 o.n.o. Contact: Lee, tel: Burton-on-Trent (0283) 45651 - 85/10336.

GT6 MKI abandoned restoration: new parts - Spax suspension, rear/front springs, UJ, halfshafts, bushes, trunnions. Brakes: copper brake-pipes, Aeroquip, rear cylinders, shoes. Steering rack. Body: interior needs rest. MKIII bonnet. Pay only for new parts. £550. Contact: Alan, tel: Wembley (01) 904 7373 - non-member.

Two Vitesse convertibles £500 o.n.o.: one MKII with 6 months MOT. Also MKI with poor chassis, rough bonnet, engine runs. Both G reg. Sell both together for £500. MKI good for spares or major restoration. Contact: Mark, tel: Brighton (0273) 721116 - 86/13327.

GT6 MKIII: 1972, Mimosa, sunroof, tints, cloth interior, stainless exhaust, recent MOT/Tax, Agreed Value £1,600. **Also GT6 MKIII, 1971:** expensive rebuild, then heavy body damage, repairable? Break? Offers? Contact: Graham, tel: W7 (01) 567 4289 before 9pm - 84/8020.

Vitesse 2L convertible, 1967: all white, good all round cond., MOT, genuine reason for reluctant sale. £1,595 o.n.o. Contact: Paul, tel: Huddersfield (0484) 548782 - 86/15107.

1972 Spitfire MKIV: rebuilt gearbox, suspension, brakes. Alloy wheels, new 175.70 tyres, Spax shocks, exhaust. Much money spent. MOT July '87. £600 (car in Wakefield). Contact: Jeremy, tel: (021) 384 3273 or (0924) 254318 - 84/8524.

Spitfire MKIV 1300: Magenta, HT/ST, tonneau, one (lady) owner, genuine provable 27,000 miles since 1973. MOT 12 months, mechanically sound, new tyres, some rust in wings. £900. Contact: Borton, tel: Nazeing, Essex (099289) 3163 - non-member.

Triumph Spitfire 1500, 1978 model: stereo cassette/radio. Good condition. Service History. Taxed and Tested. Pimento Red colour. Eye-catcher. £1375.

Contact: Chris, tel: E17 (01) 531 8593 - 83/5401.

Herald 13/60 convertible 1966: originally 1200, rebuilt with 13/60 engine. Spitfire twin carbs with Vitesse bonnet, BRG, excellent black hood, new shock absorbers and tracking, garaged for 3 years. Chassis needs attention. MUST SELL due to moving house. ANY OFFERS. Contact: Richard, tel: Redhill (07374) 4538 - non-member.

MKIII GT6: white, O/D, 327:1 diff. Good, original cond. Long MOT and Taxed. This is a good one. £1,500 o.n.o. Take good 2000 saloon in part exchange. Contact: Clive, tel: Evesham (0386) 832899 after 8pm - 85/11213.

Spitfire 1500: red, T reg., H/S tops, 8 months MOT, recent engine rebuild, GRP bonnet. £800 offers. Contact: McCrae, tel: Preston (0772) 24826 work or 862171 home - 85/12120.

Vitesse 2L MKI, 1967: MOT Sept '87. Runs well but body needs attention. Original cond., would make good restoration project but have no time to complete myself. £175. Contact: Richard, tel: Didcot 814990 after 6.30pm - 84/7305.

Vitesse 6 saloon, 1964: recent recon. engine, clutch and gearbox. New distributor, Stromberg carbs. Sound mechanics but body v. tatty. £550 o.n.o. Contact: Epton, tel: Byfleet 52988 - non-member.

GT6 MKIII, 1974: 21st off last, v. solid, new exhaust, halfshafts, carpets. O/D and head reconditioned, 69,000 miles. Same owner 6 years, summer use. Always garaged, v. clean, unemployment reluctantly forces sale, hence first £1,600 o.v.n.o. Contact: Jim, tel: Durham 731353 - 81/01910.

Herald 1200 saloon, 1966: one owner 17 years, car is in exceptional cond., body, chassis and mechanically. 55,080 miles to date. Tax and tested. £650. Contact: Tony, tel: Grimsby (0472) 822725/750440 - 85/12746.

GT6 MKIII: M reg., 6 months Tax, Jan '87 MOT. Red. A1/2 cond. Overdraft forces sale (and unemployment). Honestly, this is a cracking car with few faults. Suspension, UJ's renewed and receipts for other work. Pioneer rad/cass. Contact: Pete, tel: W6 (01) 741 1471 - non-member.

Spitfire MKIII, 1971: Racing Red, needs attention and work estimated at £250. Can be yours for only £250 - any offers considered. Must go. Many extras inc. steel hard top and full tonneau. Contact: Jeremy, tel: Colchester 383480 6pm+ - 85/12163.

1969 Triumph 13/60 convertible bodysell, c/w hood frame, glass, window winders and trim. 1969 13/60 engine and gearbox plus all accessories. Requires reconditioning. Contact: M E Burns, tel: Aldridge 58706 - non-member.

Herald 13/60 J reg saloon: with Vit 2L engine, gearbox, diff. Excellent chassis, good bodywork, req s/gators, horn. MOT. Bargain at £270 o.n.o. **Vitesse bonnet wanted:** must be in excellent cond. Good price paid. Contact: David, tel: B'ham (021) 449 1586 - 86/14956.

Herald 13/60 convertible 1971: white, MOT Oct '87, good engine, recon. gearbox. Owned 4 years. Needs tidying. Selling as need a larger car. £350. Contact: Nicholas, tel: SW6 (01) 736 5569 - 85/12694.

Herald 1200 saloon 1968: 24,000 miles from new, one previous owner for 18 years. V.g. original cond. Finished in Sky Blue. £1,000. Contact: Roger, tel: Dewsbury (0924) 466176 - 85/10156.

Herald 1200 saloon: H reg., white, lovely original interior, overall in good cond. 4 new tyres, recently replaced diff, 4 outriggers, rear wheel bearing, prop, UJ's. Reluctant sale. 64,000 miles. MOT. £375 o.n.o. Contact: Christison, tel: Conway 6635 - 86/14560.

1972 GT6 MKIII: reluctant sale of fine example, 83,000 miles, used daily, reliable engine. Many new parts, new tyres, recent complete service, Tax November '86. MOT May '87. £1,350. Contact: Byrne, tel: Mottram (0457) 64119 after 6pm and w/ends - non-member.

Bond equipe 2L, 1969: white, black interior, wire wheels, radio, new fitted carpets, 66,000 miles. MOT, tax, titled lady previous owner. Excellent body, chassis and mechanics. Waxoyled. £950. Contact: Mr Steven, tel: Malvern (0886) 32850 - non-member.

Triumph Herald 1200 estate: MOT, used daily, v. reliable, usual Herald bodywork needs attention. Reasonable offers. Contact: Birkinshaw, tel: Pontypridd (0443) 207122 - non-member.

CARS WANTED

Vitesse 2 Litre convertible wanted by new member in Manchester Area. Must be nice. Realistic price paid. Contact: Steve, tel: Cheshire (0457) 62682 eves - 86/15910.

Triumph 13/60 estate wanted. Must be in v.g.c. Contact: Crampton, tel: Alton, Hampshire (0420) 86960 eves - 78/00370.

Wanted Spitfire MKIV or 1500: MOT failure needing attention or damaged. Anything considered. Contact: Jasper, tel: Plymouth 227789 - 85/9893.

PRICES QUOTED INCLUDE VAT THE PRICE YOU SEE IS THE PRICE YOU PAY ORDER OVER THE PHONE USING ACCESS VISA OR C.O.D. POSTAGE EXTRA. SECOND HAND PARTS AVAILABLE. CALLERS BY APPOINTMENT 6 LUTON ROAD CHATHAM KENT ME4 5AA (0634) 42968

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Herald 13/60 convertible breaking: v. sweet running engine, £50. All other parts incl. tonneau cover available. Contact: David, tel: Leatherhead, Surrey (0372) 52765 - 86/15440.

Vitesse 1600 convertible spares: all mechanics and trim, some body spares. Also 948 spares: I need any excellent 948 Alpine Mauve interior trim. Contact: Gerald the Herald, tel: East Grinstead 315897 - 82/4499.

Herald/Vitesse: 2 seats, red, £40. Offside door, white, £20. Contact: Hull, tel: Petersfield (073087) 385 eves - 86/15912.

Spitfire MKIV new offside door, £50. Nearside new £50. Hardtop £95. Many other MKIV parts. Cheap to clear from broken MKIV. Contact: Robert, tel: Bishops Stortford (0279) 870350 - 86/13337.

Vitesse 1600 engine complete £30.
Also many other parts inc. doors, steering, rear spring, heater, dashboard complete. Offers? Contact: Ted, tel: Oakley (02302) 3906 - non-member.

MKII Spitfire parts: h/top Signal Red £30. H/frame £15. Valentine Spraglass paint, primer and thinners (Signal Red no. 32) enough for half car P.O.A. Perfect drivers door trim £5. distributor, carbs. New suspension bushes. Mint Parts Catalogue and factory manual £10 each. Contact: Fergus, tel: W12 (01) 743 7123 home or (01) 636 1515 work - non-member.

Set of 4 Alley Cat alloy wheels 5½ x 13" brand new, still boxed. Contact: Weir, tel: nr. Dover (0304) 369049 - 85/11756.

Spitfire MKIII breaking: excellent engine £65, complete. Good h/top £40. s/top £35, diff £20, complete dash £10. Spitfire 1500 diff £35, g/box £35, soft tops £25. MKIV driveshaft £10, complete. Most MKIV 1500 parts. Contact: Paul, tel: Burton-on-Trent (0283) 224213 - 84/8659.

GT6 MKIII, 1974 breaking: O/D, g/box £80 complete, diff £45, front suspension £50 pair, servo £15, tinted glass full set HRW £20, complete dash £20, engine £50, bonnet £75, vinyl seats, h/rests £40. Contact: Paul, tel: Burton-on-Trent (0283) 224213 - 84/8659.

Breaking Herald 1200 1970: most parts incl. good engine/gearbox available. Contact: Robert, tel: Wisbech (0945) 700020 eves please - 85/11605.

Breaking Spitfires, GT6's, Vitesse's, Heralds, Dolomites: all parts removed. Postal service arranged. Triumphs and spares purchased. Contact: Terry, tel: Chelmsford 57739 or 71883 - 86/13828.

Gaskets - head sets, Spitfire, Heralds.
De-coke kits - Spitfire Herald. Conversion
sets - Vitesse, GT6, Herald, Spitfire £6.20
each. Head gaskets - Spitfire III, Herald
13/60, £3.50 each. Postage included.
Contact: Jon Brown, 5 York Road,
Shenfield, Brentwood, Essex CM15 8JT.

Radiators, radiators, radiators: Spitfire £49, GT6 £56 including VAT (exchange) old unit collected free. Securicor or postal

delivery, callers welcome. Same day repair service. St Ives Radiators, 60 Ramsey Road, St. Ives, Huntingdon, Cambs PE17 6XL Contact: Bates, tel: (0480) 301671 8 am to 8 pm - 86/15898.

GT6 MKII still at bargain prices: chassis, diff (3.27:1), rotoflex rear end and front suspension, all still available. Bags of various bits still lying about plus two doors (both require patching). Contact: Steve, tel: Caterham 44636 after 6.30pm - non-member.

Breaking Vitesse: poor chassis, body good, reskinned doors, new diff, carpets, green/green trim. Spares: brand new chassis, O/D gearbox, st/column, engine, dashboard, light units, steering racks, GT6 rotoflex, rear axle spring, new UJs, herald axle. Contact: Savage, tel: Lancs. (0524) 822889 after 5.30 pm.

Overdrive and gearbox unit complete
for GT6, Vitesse £60, plus spare O/D unit
£50. Contact: John, tel: Locks Heath,
Hants 6677 - non-member.

Spitfire MKIII four-spoked wheels, hubs and caps included. £100. Contact: Robert, tel: Harrow (01) 428 6075 - 86/16038.

Spitfire MKIV seats, v.g.c. £20, MKIII Le Mans hardtop, tatty £40 o.n.o., 2 MKIV Spit speedo cables and bonnet stay £2 each, 3 Herald wheels and tyres 360 x 13 v.g.c. £10. Contact: Gargiulo, tel: N17 (01) 889 8619 - 86/15927

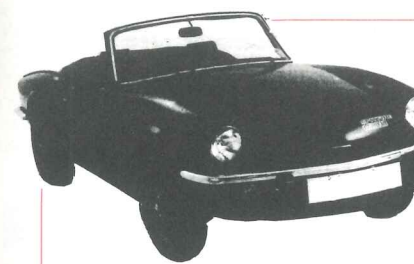
Brand new Triumph 1500cc short engine (block, pistons, crank bearings), unfinished restoration £115. Also SAH Stage 1 Head for MKIV Spitfire, used but OK. Contact: Lockwood, tel: Worcester (0905) 22660 or (061) 445 4100 - 80/01713.

Hard top Spitfire MKIV, steel lined, red, v.g.c. £100 o.n.o. Also S/T cover and tonneau. Contact: Mark, tel: Ascot Area, Winkfield Row 886736 (eves) - non-member.

Stanpart herald rear n/s wing, £40. Spitfire chassis good £75. MKI hood, nearly new £25. MKIII engine complete £35. 13/60 front o/riders, chrome, new, boxed £17.50. Contact: Steve, tel: Worcs (0386) 68620 - 86/3776.

GT6 MKII engine complete, been stood, £25. Non-O/D Vit MKII gearbox, good cond., £15. Plus 2 scabby GT6 MKII doors free. Contact: Jason, tel: W10 (01) 968 9381 - ,84/8296.

Spit 1500 MK4: brand new Leyland gearbox, not recon., part no. UKC5643, one only. **Spitfire 1500 bodysell with doors:** bonnet, chassis, boot lid and main body. Also other body panels in stock. **Breaking 3 Herald 1200s:** everything must go cheap, and one 13/60 estate. Contact: Keith, tel: Auto Spares, (0302) 844526 - 83/06917.



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GT6 MKIII and Spitfire MKIV: all parts available, good prices. Also GT6 II and III, Spitfire IV and 1500: all parts wanted inc. complete cars, running, non-running, crash damaged etc. Contact: Jason, tel: Kettering (0536) 726842 - 83/6564.

Spitfire MKIV bootlid good condition and in primer, £30. Contact: Cornwall (0432) 276514 - 86/13781.

Bonnet Herald 13/60, v.g.c., £55. Contact: Keating, tel: Hampton-in-Arden, Solihull (06755) 2351 eves - non-member.

Spitfire MKIV/1500 steel works hard top, top condition £150. Bond 2L windscreen £35, Bond 2L coupe rear side glass £10 each. Also tan non-reclining Spitfire MKIV seats £30 each. Contact: S E Russell, tel: NW9 (01) 205 6397 - 82/4538.

FREE two Herald estate bodies. S.A.E. for details to Chas Medlen, 72 St. James Street, Shaftesbury, Dorset - non-member.

Cobra Superslots 5½J 13 with good tyres with centres and nuts, £130. 4 alloys 5½J 13, £75. 7 GT6 5½J 13 wheels, 6 with 175/70/13 with v.g. tread £100. Contact: Clive, tel: SOT (0782) 335944 eves - 85/11188.

Wire wheels: set of 5, 14", v.g.c., offers. CD 175 carbs: one pair, new, offers. Contact: Baker, tel: Wantage 65968 - 82/5019.

Spitfire MKIV, Spitfire MKIII breaking complete cars: all parts available, bonnet, doors etc. Good engine, can be driven, complete £100. Gearbox £30. Diff £40. Halfshafts complete £20. Excellent chassis £40 or parts of chassis. Front suspension £25. All interior trim. Reclining seats mint, £70 pair. Wooden dash £20. Many more parts, postal service, 7 days. Contact: Sharp, tel: Blackheath (01) 534 1981 - 82/5004.

Herald 13/60 estate: all parts available due to recent breaking. Allo good to v.g. quality. Also towable chassis/body to be taken away. Contact: Paul, tel: Southampton 585120 weekdays or (08677) 3256 weekends - 86/14075.

Herald 1200 convertible breaking for spares: all parts available. Also garage full of Herald, Vitesse spares to clear - too numerous to list. Please 'phone me as I may be able to help. Space needed. Contact: Rob, tel: Kineton, Warwick (0926) 640869 - 81/2929.

Dismantling for spares GT6 MKIII 2.5-litre engine to sell complete. Recent metering unit, 6 injectors, fuel pump, PRV modified cyl. head, cam., competition clutch, modified g/box and O/D competition 3.63 diff., bonnet and many other parts. Contact: Robert, tel: Amersham (0494) 783184 - N/A.

Spitfire 1500 works steel H/top: mid Paegan Blue with white headlining, ¼-lights. Excellent cond. £75. Contact: Kevin, tel: Cardiff 627128 - non-member.

Herald 13/60 spares: seats, door trim panels, rear suspension, engine (ran well but burnt oil), also wanted extractor manifold to fit 13/60 and oil cooler kit. Contact: Pete, tel: Leicester (0533) 356069 - 85/12556.

Spitfire MKII spares for sale: rebuilt diff, £65. Drivers door shell reskinned £25. Passengers £10 for reskinning. Chrome hub caps £3.50. 1147cc engine with carbs and manifold complete £75. Door glasses etc. Post/carriage available. Contact: Mike, tel: Plymouth (0752) 227789/268130 - 85/9893.

Vitesse/Herald spares final clearout: valances, aluminium bumper trim. Spit twin carbs, lights, chrome trim, badges and lots more. All cheap. Contact: Frank, tel: (01) 272 6907 - 82/03489.

Spitfire I/II/III: valance £10, gearbox £10, propshaft £5, leaf spring £5, hood frame £5 MKII, overriders £5 pair, rad £10, LH seat £10, good covers, chrome beadings large and small £2, wire wheel hub LH £10, new wing nut £6, tunnel £4, newish GT6 shock absorbers £10 pair. Contact: Lawrence, tel: Hemel Hempstead (0442) 45511 - 83/5212.

Herald chassis: all outriggers renewed (new boot extensions supplied, to be fitted when body in position), £30. Perfect Herald doors £20 each. 4 Dolomite Sprint alloys £20 each. Most parts in Oxfordshire. Contact: Paul, tel: Cornwall (0579) 82051 eves - 83/5216.

Spitfire MKIV parts: brown recliners, headrests £40. Engine/gearbox v.g.c. £80. 5 Cosmic alloys, good 175/70 tyres £80. Chassis, front extensions damaged, full suspension etc., prop, diff, steering column, rack etc., £50. Contact: Steve, tel: Sutton (01) 643 6352 - 83/6923.

Herald 12/50 breaking: all mechanical parts and bodyshell in v.g.c. Plus brand new passenger doorskin and new drivers door repair section. Some Spitfire MKIII spares available. Contact: Chris, tel: Woodford Green (01) 504 6015 - 86/14248.

PARTS WANTED

Help! I require a complete L/hand front drum brake and hub on vertical link for my 'A' level Engineering project. I can't afford much but have twin SU carbs from a TR2 on manifold plus two 13/60 carbs on manifolds for P/ex or sell to pay for drum. Contact: Matthew, tel: Danbury, Essex (024541) 2293 - 85/11330.

Wanted two Dolomite Sprint wheels, roll over bar to fit MKII Vitesse conv. Contact: Gary, tel: Rickmansworth 773081 - 85/11914.

GT6/Vitesse gearbox wanted, non-O/D plus information on 2000cc Spitfire conversion (Triumph 2000 engine). Please write to Miles Hockliffe, 1 The Fleet, Applton Roebuck, York YO5 7DS - 86/15716.

Extractor exhaust manifold suitable for Vitesse MKII. Any make. Also any other tuning parts for the 2L engine needed. New R/H rear overrider also desperately required. Contact: Alan, tel: Stoke (0782) 394301 - 85/10836.

Wanted wires plus adaptors for 1976 Spitfire 1500. Contact: Potter, tel: SE3 (01) 318 9865 eves/wends - 86/16077.

Wanted for Spitfire MKIII: good soft-top, seats, doorn hinges, valance, trim. Contact: Mr Coates, 22 Broadwater Road, Worthing, Sussex - 86/16174.

Wanted Revolution four-spokes 6 or 6½J 13. Cash waiting. Also Vitesse conv. passenger door wanted in good cond. and genuine BL rear valance. Any tuning parts or information on tuning Vitesse MKII. Contact: Clive, tel: (0782) 335944 - 85/11188.

Wanted New Spit III bonnet, front bumper, Vitesse bonnet panels, headlamp surround, bumper trim, tan carpet. Contact: Lawrence, tel: Hemel Hempstead (0442) 45511 - 83/5212.

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AREA	AREA ORGANISERS	TEL. NO.	VENUE	TOWN	MEETING DAY
01 ANGLIA	Jonathan Ball John Uplatt	0223-248203 0272-857594	The Coach & Horses Travellers Rest/The Talbot	TRUMPINGTON, CAMBS.	1st Thursday 1st Mon/3rd Wed
02 AVON	Teresa Chard	TBA	The Cow Roast The Model 'T'	FILTON / KEYNSHAM BERKHAMPTSTEAD (A41)	4th Tuesday 3rd Mon 8pm
03 AYLESBURY VALE	William Hall David Buxton	0726-824083	Abbotts Barton Hotel The Ladle	CANTERBURY LUDGATE LANE, M BORO	2nd Tuesday - 8pm Last Thurs 7.45pm
04 BRIDGEND	Mike Atkinson	0626-890214	The Farley Hotel King's Head Hotel	TRURO CIRENCESTER	3rd Tuesday 1st Wednesday
05 CANTERBURY	Andrew Elliot	0734-412666	Ye Old Queens Head Ley Inn Arms / Dart Bridge Inn	TRURO KESWICK	2nd Sun / Last Sun 8pm 2nd Wednesday 8pm
06 CLEVELAND	Chris Childs	0873-77654	The Antelope The New Inn	TRURO KESWICK	1st Sun. Lunch 2nd Tuesday 8pm
07 CORNWALL	Mark South	0873-77048	The Black Bear The White Horse Inn	TRURO KESWICK	1st 1st & 3rd Mon 8pm 2nd Tuesday 8pm
08 COLSWOLD	Norman Smith	07356-4629	The Red Oak The Royal Oak	TRURO KESWICK	1st 1st & 3rd Mon 8pm 2nd Tuesday 8pm
09 COWWOLD	Maxine Watts	0463-22450	The Wheatsheaf Eagle & Child / Bird In Hand	TRURO KESWICK	1st 1st & 3rd Mon 8pm 2nd Tuesday 8pm
10 COWWOLD	Steve Bedford	0923-23549	The Wheatsheaf Eagle & Child / Bird In Hand	TRURO KESWICK	1st 1st & 3rd Mon 8pm 2nd Tuesday 8pm
11 COWWOLD	Sheridan Earl Russell	01-205 6397	The Wheatsheaf Eagle & Child / Bird In Hand	TRURO KESWICK	1st 1st & 3rd Mon 8pm 2nd Tuesday 8pm
12 COWWOLD	G Curtis / D Birmingham	0469-73074	The Wheatsheaf Eagle & Child / Bird In Hand	TRURO KESWICK	1st 1st & 3rd Mon 8pm 2nd Tuesday 8pm
13 COWWOLD	B. Brownlee-Pinkerton	0473-759231	The Wheatsheaf Eagle & Child / Bird In Hand	TRURO KESWICK	1st 1st & 3rd Mon 8pm 2nd Tuesday 8pm
14 COWWOLD	Clive Cowdell	0474-359974	The Wheatsheaf Eagle & Child / Bird In Hand	TRURO KESWICK	1st 1st & 3rd Mon 8pm 2nd Tuesday 8pm
15 COWWOLD	Richard Francis	TBA	The Wheatsheaf Eagle & Child / Bird In Hand	TRURO KESWICK	1st 1st & 3rd Mon 8pm 2nd Tuesday 8pm
16 COWWOLD	John Thorpe	0533-28374	The Wheatsheaf Eagle & Child / Bird In Hand	TRURO KESWICK	1st 1st & 3rd Mon 8pm 2nd Tuesday 8pm
17 COWWOLD	Tony Whitby	051-425-2287	The Wheatsheaf Eagle & Child / Bird In Hand	TRURO KESWICK	1st 1st & 3rd Mon 8pm 2nd Tuesday 8pm
18 COWWOLD	Steve Battye	026377-612	The Wheatsheaf Eagle & Child / Bird In Hand	TRURO KESWICK	1st 1st & 3rd Mon 8pm 2nd Tuesday 8pm
19 COWWOLD	Jason Barnes	0536-726842	The Wheatsheaf Eagle & Child / Bird In Hand	TRURO KESWICK	1st 1st & 3rd Mon 8pm 2nd Tuesday 8pm
20 COWWOLD	John Atkinson	091-4142870	The Wheatsheaf Eagle & Child / Bird In Hand	TRURO KESWICK	1st 1st & 3rd Mon 8pm 2nd Tuesday 8pm
21 COWWOLD	Graham Mountford	01-952 1755	The Wheatsheaf Eagle & Child / Bird In Hand	TRURO KESWICK	1st 1st & 3rd Mon 8pm 2nd Tuesday 8pm
22 COWWOLD	Alan Moseedale	0782-394301	The Wheatsheaf Eagle & Child / Bird In Hand	TRURO KESWICK	1st 1st & 3rd Mon 8pm 2nd Tuesday 8pm
23 COWWOLD	John Cudmore	099-389555	The Wheatsheaf Eagle & Child / Bird In Hand	TRURO KESWICK	1st 1st & 3rd Mon 8pm 2nd Tuesday 8pm
24 COWWOLD	Sharon Espar	0775-98335	The Wheatsheaf Eagle & Child / Bird In Hand	TRURO KESWICK	1st 1st & 3rd Mon 8pm 2nd Tuesday 8pm
25 COWWOLD	Bill Coulshed	0772-323271	The Wheatsheaf Eagle & Child / Bird In Hand	TRURO KESWICK	1st 1st & 3rd Mon 8pm 2nd Tuesday 8pm
26 COWWOLD	Clive Humphreys	0203-542059	The Wheatsheaf Eagle & Child / Bird In Hand	TRURO KESWICK	1st 1st & 3rd Mon 8pm 2nd Tuesday 8pm
27 COWWOLD	Bill Morland	0722-27185	The Wheatsheaf Eagle & Child / Bird In Hand	TRURO KESWICK	1st 1st & 3rd Mon 8pm 2nd Tuesday 8pm
28 COWWOLD	David Bouchard	031-666-2747	The Wheatsheaf Eagle & Child / Bird In Hand	TRURO KESWICK	1st 1st & 3rd Mon 8pm 2nd Tuesday 8pm
29 COWWOLD	Ian Watt	0224-899551	The Wheatsheaf Eagle & Child / Bird In Hand	TRURO KESWICK	1st 1st & 3rd Mon 8pm 2nd Tuesday 8pm
30 COWWOLD	John Malcolm	0292-56624	The Wheatsheaf Eagle & Child / Bird In Hand	TRURO KESWICK	1st 1st & 3rd Mon 8pm 2nd Tuesday 8pm
31 COWWOLD	Ian Ward	0705-262049	The Wheatsheaf Eagle & Child / Bird In Hand	TRURO KESWICK	1st 1st & 3rd Mon 8pm 2nd Tuesday 8pm
32 COWWOLD	Nigel Wilce	0273-674248	The Wheatsheaf Eagle & Child / Bird In Hand	TRURO KESWICK	1st 1st & 3rd Mon 8pm 2nd Tuesday 8pm
33 COWWOLD	Ivan Kirk	0793-29948	The Wheatsheaf Eagle & Child / Bird In Hand	TRURO KESWICK	1st 1st & 3rd Mon 8pm 2nd Tuesday 8pm
34 COWWOLD	Tracey Ludmon	0753-684212	The Wheatsheaf Eagle & Child / Bird In Hand	TRURO KESWICK	1st 1st & 3rd Mon 8pm 2nd Tuesday 8pm
35 COWWOLD	Patrick Faure	0842-4136	The Wheatsheaf Eagle & Child / Bird In Hand	TRURO KESWICK	1st 1st & 3rd Mon 8pm 2nd Tuesday 8pm
36 COWWOLD	Jeremy Woodward	0202-602651	The Wheatsheaf Eagle & Child / Bird In Hand	TRURO KESWICK	1st 1st & 3rd Mon 8pm 2nd Tuesday 8pm
37 COWWOLD	T & J Spicer	01-561 0671	The Wheatsheaf Eagle & Child / Bird In Hand	TRURO KESWICK	1st 1st & 3rd Mon 8pm 2nd Tuesday 8pm
38 COWWOLD	John Coe	021-3539951	The Wheatsheaf Eagle & Child / Bird In Hand	TRURO KESWICK	1st 1st & 3rd Mon 8pm 2nd Tuesday 8pm
39 COWWOLD	John Coe	0902-330940	The Wheatsheaf Eagle & Child / Bird In Hand	TRURO KESWICK	1st 1st & 3rd Mon 8pm 2nd Tuesday 8pm
40 COWWOLD	John Coe	0789-772480	The Wheatsheaf Eagle & Child / Bird In Hand	TRURO KESWICK	1st 1st & 3rd Mon 8pm 2nd Tuesday 8pm
41 COWWOLD	Bill & Bev Dixon	0905-358781	The Wheatsheaf Eagle & Child / Bird In Hand	TRURO KESWICK	1st 1st & 3rd Mon 8pm 2nd Tuesday 8pm
42 COWWOLD	Chris Stabler	0302-743579	The Wheatsheaf Eagle & Child / Bird In Hand	TRURO KESWICK	1st 1st & 3rd Mon 8pm 2nd Tuesday 8pm
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