

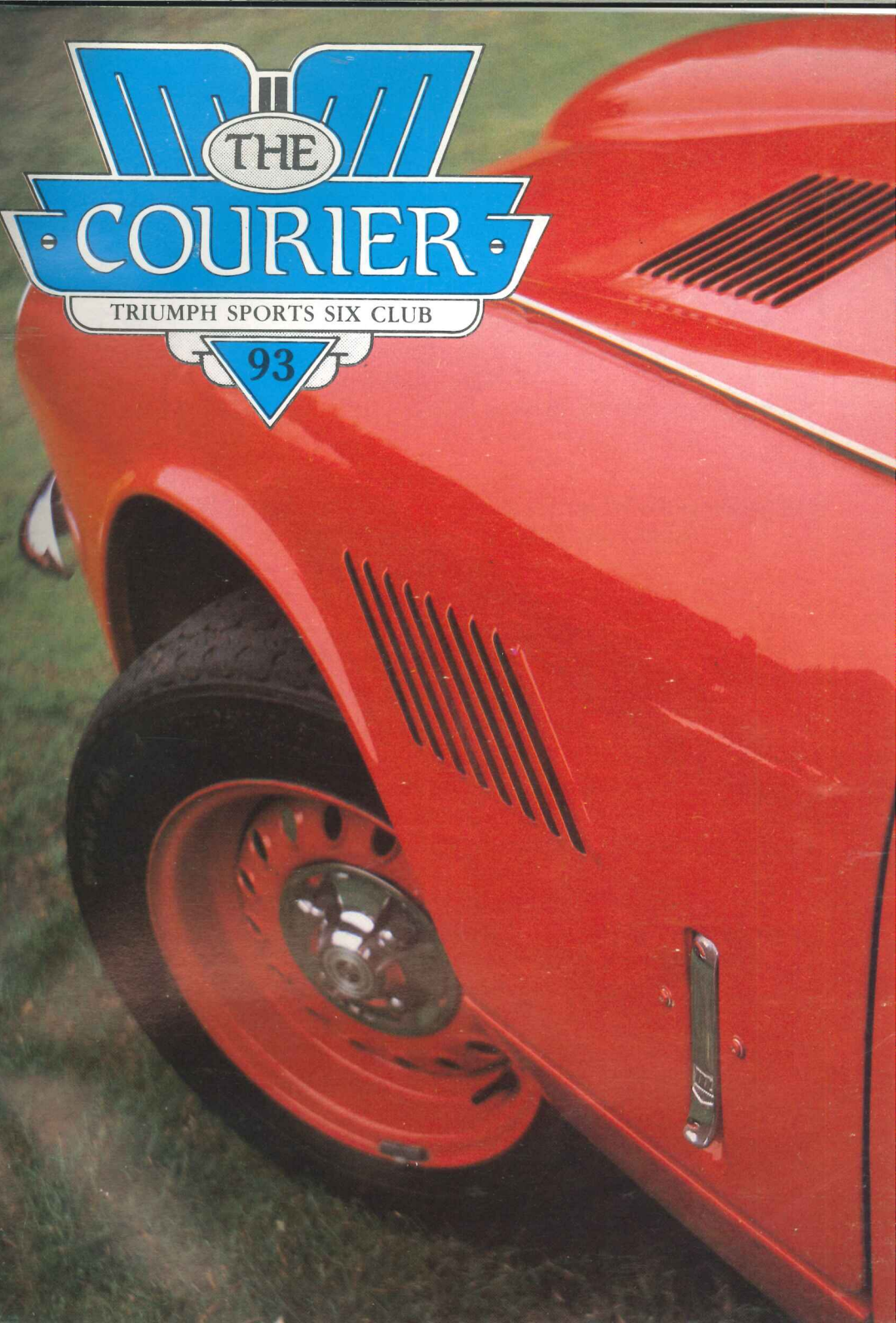
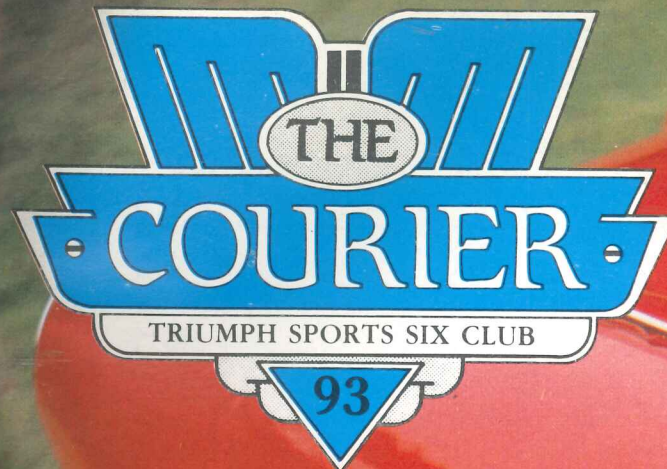
Spitfire, GT6, Herald, Vitesse
Spares Specialists



British Sports Car Centre

303 Goldhawk Road, London W12 8EZ Telephone 01-741 7075 01-748 7823

Magazine Typeset, Produced and Published by Bill & Jo Sunderland
Printed by Peak Print (A5 Specialist Magazine Printers to Clubs and Societies)
3 Isle Vale Avenue, Desborough, Kettering, Northants NN14 2PU



THE COURIER

The Official Monthly Magazine of The Triumph Sports Six Club

VOL. 8

No. 93

MARCH 1988

Price £1.00

Free to Club Members

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John Cudmore, Dave Bayliss, Peter Williams, Mike Cositigan,

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C o v e r P h o t o g r a p h

GT6 MkII taken at Arcen Holland September 1987

Whereas every care is taken to publish accurate information, the Editor and the Committee of the TSSC do not necessarily agree with all the views expressed within THE COURIER OR TURNING CIRCLE and cannot accept any liability for erroneous or misleading information found therein.

For a full list of TSSC Officials see page 66

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EDITORIAL

Bristol here we come

The Triumph Sports Six Club takes its annual trip to the Bristol Classic Car Show, known by many as the official start to the 'events season'. We hope to meet many of you there at this friendly show.

Once again, The Courier has grown in size. In this issue there are no less than 92 pages and the two main reasons for this is firstly, continued support from your good selves and secondly the ever increasing amount of Trade Advertisers who wish to be incorporated in the magazine - these cover every aspect of sales and service to keep our cars going. In addition to this you will also be receiving the new 1988 TSSC Members Handbook which includes the 1988 TSSC Self Help Scheme. This much improved publication has been made possible mainly due to the hard work of Jonty Wild and his lady, Irene Fussell. The service offered has, in the past, been the envy of many car clubs and now, in its present form, should become an invaluable guide for those in trouble, not to mention those of us who wish to know where to locate many parts and services.

Please also find enclosed a Top Traders Form. This questionnaire is fully explained inside but is your way of giving us the information to keep our Trade Suppliers up to the standards required by all.

Once again a comprehensive package, put together by a Club which knows the way forward.

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PRESIDENTS INTRO



As some of you will know, my wife, Pam has got her own 32,000 mile GT6 MkIII. Occasionally I'm allowed to drive it! What a pleasure it is.

Each of the Club cars are quite different in their own way, yet undeniably linked by some common 'feel', a common identity which probably is in the chassis, the suspension and ride. The GT6 has always been a good looker, but even more so today during an era of wedges and boxes!

Car and Driver, the American magazine, back in 1967 described the GT6 as faster, smoother and quieter than the TR4. Against the MGB GT, they identified the massive advantage of two more cylinders and a lot more horsepower.

When *Road and Track*, another American magazine looked at the GT6 MkI back in 1967, they recognised that the most charming kind of sports car is always the little 'un that really goes. They found that the GT6 did just that, but also in comfort and with reliability.

Yet another American magazine, *Sports Car Graphic* in March 1969 carried an interesting article on the GT6+. In their summing up, the four testers gave it three thumbs up versus one thumbs down. The thumbs down tester drove a Porsche.

Motor Trend in 1967 had this to say "You're in, and her shoulder rubs yours erotically, but you both know that it's going to be something more than purist claustrophobia or domestic agoraphobia, something more than grand touring on a small scale. It's class. It's, well, kinetic escape, and it's pizzazz for \$3000". Thank goodness for straightforward *Practical Classics*!

One particular quote from *Road and Track* back in 1967 sums up the spirit of our cars very nicely:

"When it was introduced in late 1962, the Triumph Spitfire impressed enthusiasts with its performance and ride, as both qualities were superior to those of the competitively priced cars. Many sports car aficionados were exposed to the delights of this type of motoring for the first time and then moved on to more sophisticated and more expensive cars. In today's world where many of us are going back to basics in our life style, the Spitfire serves as a reminder of why we became enthusiasts in the first place and driving one again after a several year interval is a refreshing experience. With present day sports cars becoming increasingly more expensive and the number of true convertible sports cars dwindling, the Spitfire offers an inexpensive alternative capable of delivering ample driving fun. And the GT6, in a different vein, can provide an equal amount of driving pleasure for the sports/GT car buyer. Where else can you get a 6-cylinder 100+mph coupe with a proper chassis, good finish and jazzy looks for \$3000? Nowhere we know of".

THE CLUB AGREED VALUATION SERVICE

As we mentioned a few months ago, we have installed a computer to record all Club valuations. Whilst in the long run this will keep the paper load down and stop our house turning into a fully fledged office, it will also enable us to provide an even better service to you the members. Once all existing 3,100 valuations are on the computer, we will have a very comprehensive record of Club cars. For example, if you buy a Club car and submit a valuation request to us, we will

know if the car in question has ever been in the Club before. In these instances, we will provide you with a copy of the previous valuation free of charge. Over a number of years, this will provide a wonderful data base and historical record of TSSC cars. Since the Valuation Service started we have processed over 3,000 valuations and continue to receive approx. 6 new ones every day 6 days a week. To process all this work and put the existing 3,100 valuations onto the computer is no small task, as you can imagine and will take many months to complete. It's not the most interesting of jobs either!

But we are committed to complete it as soon as possible as we believe it will be worth it in the long run for the Club and you the members. One day we hope that ALL Club members will have had their car valued and insured through the scheme. This is the only way that the register will be complete.

As there is a lot of work associated with processing the Valuations, we would ask you to make sure your applications are submitted as per the instructions. You may be surprised but nearly 50% of all Valuations received have to be returned to Club members for one of the following reasons:

1. No photograph (N.B. required for both Valuation and Re-Valuation).
2. No cheque.
3. No membership number.
4. Lack of detail (e.g. condition not stated etc.).

Please do ensure that everything is present and correct before sending your certificate to us it will save us both time and money.

Some of you may recall that

back in November 1987, I suggested that an increase in the cost of Valuations was called for, due to the need for a computer system and sizeable demands on staff time. We had expected to bring that increase in from January 1st but have managed to delay it until now. Please note that Valuations now cost £10 including VAT and Re-Valuations £6 including VAT. Whilst price increases are never welcomed, I am pleased that we have managed to keep the price fixed until now since we started this service three years ago. Whilst the increase may seem sizeable, it does reflect the above issues (computer, staff costs, printing

costs, no increase for 3 years etc.) and should enable us to hold the price steady for a further similar period.

Those of you who have had the unfortunate reason to claim, will no doubt feel that your Valuation fee was very well spent. New Valuation and Re-Valuation forms have been printed and are available from the Club Office. All members will receive a copy of the new form with the April Courier. We are also in the process of up dating the free insurance Guide booklet and this will have new adjusted values to reflect price rises over the last two years. I will let you know when this is available. ★

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DIRECT - SAVE £££s! 100% polypropylene with pad for drivers heel.
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ANY COLOUR - ANY CAR - Sports Cars from £15. per set; Range Rover £42 complete, Reliant Scimitar, All Lotus £45; All Jaguar £45. If they wear out WITHIN 5 YEARS another set will be sent FREE OF CHARGE. Car carpet on the roll, 36in. wide, £3.50 a yard; 72in. wide, £7 a yard.

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A NEW LOOK IS LIKE A NEW CAR.

VINYL ROOF
FROM ONLY
£15.00
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Available for ANY car in black, dark blue, white, cream, light/dark brown/grey vinyl with leather grain finish. Raised saddle stitch seams. ALL SALOONS £15. Estates and vans £17. 5 YEAR UNCONDITIONAL WRITTEN GUARANTEE - if it loses its appearance another will be sent FREE OF CHARGE. All kits include. CHROME LOOK EDGING, 4 SPREADERS, ADHESIVE AND INSTRUCTIONS. State type of car. SOUNDPROOFING MATERIAL 2.50 per yard, 54" wide. Add £1.95 p&p.

FOR SAME DAY DESPATCH, 24 HOUR



ANSAPHONE SERVICE, PHONE 0933 227166. Quote name, address, post code, car, year, colour, card number or CALL OUR DISPATCHER DIRECT on 0933 223602, 8 am to 5 pm Monday to Friday, 8 am to 1 pm

Saturdays/Sundays. Prices include VAT. Send cheque/POs. 100% satisfaction or your money back (Prop. P.G. & M.M. Hughes. Add £1.00 for COD (pay postman)

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227166

John Griffiths

NEWS REVIEW

Triumph Herald

Remember the Triumph Herald, one of the smart little dream cars of the 1960s?

One of the first of them has just been bought by the National Motor Museum at Beaulieu for its permanent collection. The museum says it is in a very reasonable condition and has done no more than 33,000 miles from new in the hands of one owner, a woman from Woodford London. (Sunday Times - January 1988)

Triumph Badges

Mr Richard Neale of the Austin Atlantic Club has written in with a small number of TRIUMPH SPORTS OWNERS ASSOCIATION BADGES, diecast and chrome plated - if any members would like one the cost is £7.00 and Mr Neale can be contacted on Hartlebury 250227 (Worcs)

Collectable Art for the Triumph Collector

Triumph - a proud marque which has carved an everlasting niche in automotive history and the hearts of British Sports Car fans everywhere! Now, Flashback Racing has at last preserved Triumph's exciting history in a museum-quality plaque of hand-cast, hand coloured cultured marble called "The History of Triumph Sports Cars, 1953-1981". Destined to become a collector's item, this limited-edition, 24" x 29½" work of art comes completely matted, framed, numbered and ready for hanging in your office, den or living room. For years, we at Flashback Racing have had a close association with British Sports Cars - particularly Triumphs. It's a relationship that goes beyond mere appreciation, it's a relationship (probably like yours!) based on admiration and a deep respect of what the Triumph marque meant for nearly three decades. As a result, in "The History of Triumph Sports Cars, 1953-1981", you'll find every model faithfully represented with the highest standards of detail and accuracy.

SOMETHING FOR EVERYONE

What's your favorite Triumph? You'll find it in "The History of Triumph Sports Cars, 1953-1981". We've covered the complete Triumph evolution, beginning with the very first TR1 prototype and continuing through the very last Triumph, the TR8. Along the way, you'll see the TR2, TR3, TR3A, TR3B, TR4, TR4A, TR5,

If you have any news of which may help and inform members or snippets of information send them in marked news review.

TR250, TR6 and TR7. But don't forget those other great Triumphs! The Spitfire Mk1, Mk2, Mk3, Mk4 and 1500 are part of "The History of Triumph Sports Cars, 1953-1981", as are the GT6 Mk1, Mk2/GT6+, and GT6 Mk3, all shown in standard factory trim. And, in keeping with Triumph's racing heritage, 13 competition cars are featured, including Ken Richardson's famous Jabekke TR2; the TR3S and TRS Le Mans cars; and Bob Tullius's SCCA trans-am TR8.

A TOTAL PACKAGE

"The History of Triumph Sports Cars, 1953-1981" is a welcome addition to any decor. Each sequentially numbered plaque features the one-of-a-kind texture and colouring available only in hand-cast, hand-coloured cultured marble. The plaque itself measures approximately 20" x 14¾", a high-quality brown velour mat and rich walnut frame bring the work's total dimensions to 30" x 24¾". Included with each plaque is a 20" x 16" technical data sheet which provides background information on each car illustrated via a numbered key. The data sheet is a collector's item in itself, printed in dark brown ink on heavy-weight parchment stock. It's suitable for framing - hang it alongside your plaque for a truly professional display! As a bonus each plaque is accompanied by a certificate of authenticity bearing the owner's name and plaque number. This, too, is printed on heavy-weight parchment and is suitable for framing.

A SPECIAL SERVICE FOR SPECIAL PEOPLE

At Flashback Racing, we believe Triumph owners/enthusiasts are very

special people. That's why we're offering a way to personalize your copy of "The History of Triumph Sports Cars, 1953-1981". For a limited time, on a first-come, first served basis, you can custom order - from our limited-edition run of 5,000 plaques - the production number of your choice. This will allow you to match your car's commission number, model number or model year. For example: was your Triumph manufactured in 1961? Plaque number 1,961 is yours - if you order quickly! Further details are included in the ordering instructions.

JUST THE BEGINNING

Since Triumphs are special to us at Flashback Racing, it seemed only natural to showcase the Triumph marque in our first collector plaque. But there's more on the horizon - we're also planning to develop similar plaques depicting other great automotive marques of Europe, creating a collectors series! Prior to the release of subsequent plaques, owners of our initial limited-edition run of "The History of Triumph Sports Cars, 1953-1981" will be notified. Following notification, we'll hold the new plaque with your corresponding production number for 30 days before releasing it to general sales. Thus as an initial customer, you'll have the opportunity to collect a complete, identically numbered series, should you wish to do so.

TO ORDER

'If you're a Triumph collector or enthusiast "The History of Triumph Sports Cars, 1953-1981" is for you. They're bound to sell briskly and will no doubt appreciate in value - order yours before they're all gone!

For more detail and costs send to:

FLASHBACK RACING
116 WOODS MILL ROAD
MANCHESTER MO 63011 USA

Calling all Herald/Vitesse Owners

In the last three months of 1987 I have been looking into remaking front valances for the above cars. I have found a company that will remanufacture them but need 200 orders to make the project viable, at present I have 50 orders. If you are interested contact me £20.00 deposit required. Bob Rowland 22 Glenwood Drive Hayes Middx UB4 0AQ.



LE MANS - NORTH LONDON AREA

Yes, 1988 is the year to head for 'The Circuit'!. For my sins, the North London Area is putting together a package - Le Mans (June 16th)?

What you have to do is make your interest known to me and if you have been before, write and let me know your route, toll charges, how much you spent etc. All information will be gratefully received.

Peter Gould, 18 Strafford Gate Potters Bar Herts EN6 1PN
Tel: 0797-53136

CALLING ALL AREAS

Now's your chance to boost your Area funds. Organising the Triumph Sports Six Club International Weekend on the 9th and 10th July 1988 is now in full swing (see elsewhere in this Courier). Local Areas are invited to provide members with extra attractions in the form of slide shows. These might include things like 'Feel The Part', 'Timed Brake Pad Change Competition', 'Slot or Radio Control Car Test/Racing', or even 'Milk The Cow' - those at Arcen '86 will know what this is. No doubt you'd like to provide a suitable prize but all proceeds will go direct to YOUR Area funds. What better opportunity for subsidising some future local event etc.?

Whatever you'd like to do, please contact Peter Williams (address on inside Courier cover) as soon as possible. Hope to see you there.

Win a Herald for restoration - or Herald-AID! John Schofield - 86/13225

"There is no way all these cars are going with us!" - so quoth 'She Who Must Be Obeyed' and I was forced to agree. Moving house is the perfect time to clear away some of those parts which "will come in handy one day" and, in this case, a whole car whose restoration had been taking third place. Break it? Never! Sell it? A member of the family! "Then give it away!", said S.W.M.B.O. So just before Christmas I had a chat with my local Oxfam Area Office and the 'Great Herald Draw' was born. Now you can win 'Douglas', a partially restored Herald for yourself.

She is a 1965 Herald 12/50, mechanically sound and driveable.

The engine is in good condition having been overhauled a couple of thousand miles back and the gearbox and drivetrain is all sound and serviced. The main chassis is very solid though the outriggers are going in the usual places. The body too suffers the usual Herald 'Tin Worm' infestation. On the plus side, it comes complete with two refurbished and primed doors (for which I've been offered £100 alone!) and some brand new chromework - all original Stanpart - as well as a complete set of Cunifer brake pipes and some odds and ends.

To enter the draw, send your cheques/POs etc., made payable to 'OXFAM HERALD DRAW' to: Oxfam Herald Draw, 32 Well Road, Maidstone ME14 1XL. £1.00 buys you one number. Buy as many numbers as you can but they are limited to not more than 1,000 per household.

The money raised by this draw is earmarked for vehicle maintenance in the famine areas of Ethiopia, (a nice touch I hope you'll

agree), which means for every £1.00 sent in, £1.00 will be spent in Africa, all outside administration costs being met from general funds. To keep these costs down, please enclose a stamped addressed envelope if you require a formal receipt.

With the fund-raising for the British Heart Foundation recently, TSSC members have shown how generous they can be. I hope you can support this one too. If you don't want to win the Herald but still wish to support the Vehicle Maintenance work, then donations can be sent to the same address. The winner will be drawn by Peter Simpson of 'Practical Classics' fame at the end of this month in Rochester. The winner will be notified by post and the result will be published in The Courier.

Wedding Bells

Ivan Kirk Swindon AO Blue GT6 MkIII webered was married to Denise Comer on the 14th February 1988. Best wishes from all who know them.

RECRUITMENT DRIVE

Jonty Wild

I am afraid that I have several apologies to make. The main Recruitment prizes were delayed, the December monthly prize was delayed and no report appeared in the last Courier. To anyone affected, I do apologise. My excuse is quite a good one (I think); I have been so inundated with Self Help Forms that trying to prepare the Scheme for publication has taken virtually all my spare time (and a lot of my girlfriend's).

Anyway, to catch up, the monthly winner for January was: **Ian Wheeler - 83/5210**. And the prize is a portable black and white television.

As I didn't advertise what the prize would be for February, I've decided that it will also be a black and white television and the winner of this is: **Peter Read - 86/13419**.

This month's prize is a 111 piece socket/tool set from the current Club Tool Offers (you remember the colour offer you received some time ago). The RRP of this kit is £103.50 and is offered by the Club for £59.95. This month's winner is: **Marion Firman - 86/15758**.

Watch out for the new Recruitment Drive starting in the April Courier. Keep up the good work. More windscreen leaflets will be in the next Courier or will be available from me and if you have any ideas or suggestions for prizes or ways of improving the forthcoming Recruitment Drive, do drop me a line.

WHAT'S ON '88

If you have any event news it must be sent to Jonty Wild for future publication in The Courier

Before drawing your attention to the forthcoming events, I would like to ask that all Area Organisers and all Event Organisers make sure that they have a copy of the Triumph Sports Six Club Events Booklet, which was issued last year. It is full of guidance, help and advice on running all kinds of Club events. New Area Organisers should have received a copy from the previous Organiser, but of course, this may not have happened or copies may have got lost, so please contact me and I will send you a copy.

Jonty Wild, 13 Common Rise, Hitchin, Herts SG4 0HN - 0462-56315

There are only four forthcoming events which require mentioning, two are repeats of last month's Courier. The new ones are:-

THE 2ND SPORTS & KIT CAR SHOW: this takes place on the 12th and 13th of March at Bingley Hall, Stafford Show Ground and for further information contact Alan Mosedale on 0782-394301.

AND

THE COLLECTORS CAR SPECTACULAR: taking place on the 9th and 10th of April, at the same venue and with the same contact.

The events listed last month which need mentioning again are the two forthcoming major indoor shows. **THE 9TH BRISTOL CLASSIC CAR SHOW**, which takes place on Saturday and Sunday 19th and 20th March at the Bristol Exhibition Centre. Cheap entry tickets are as follows:-

| | Normal Price | Special Price |
|----------------------|--------------|-------------------------|
| Adults | £3.50 | £2.50 |
| Childrens (5-14 yrs) | £2.00 | £1.00 (with adult only) |
| O.A.P.s | £2.00 | £1.00 |

Send your cheques/Postal Orders made payable to TSSC Events, together with a stamped, addressed envelope (preferable first class) and with details of your order to: Jonty Wild, 13 Common Rise, Hitchin, Herts SG4 0HN, as soon as possible. Your order MUST reach me by 29th February.

The other is the brand new indoor event called **THE LONDON INTERNATIONAL CLASSIC CAR SHOW** and this takes place in Alexandra Palace on the Saturday and Sunday 9th and 10th April. The special price tickets details are as follows:-

| | Normal Price | Special Price |
|---------------------|--------------|-------------------------|
| Adults | £5.00 | £3.00 |
| Children (5-14 yrs) | £2.00 | £1.25 (with adult only) |
| O.A.P.s | £2.00 | £1.25 |
| Children (under 5) | | FREE |

Send your cheques/Postal Orders, made payable to TSSC Events, together with a stamped addressed envelope (preferable first class) and with details of your order to me, Jonty Wild, as soon as possible. Your order MUST reach me by 18th March - ORDER EARLY.

AGM 1988

May I remind members that admission to the AGM will be strictly by current individual membership cards only.

Disappointingly, very few members have confirmed their attendance as requested in both January's and February's Couriers. We can only hope that the numbers confirmed are correct.

Peter Williams - General Secretary

THAMES AREA PRESENTS

South of England Meet 1988

After a years break, we're back with a vengeance at,
SYON PARK BRENTWOOD

ON

Saturday 7th & Sunday 8th May 1988

Events include: CONCOURS — AUTOJUMBLE — COMPETITIONS — TRADE STANDS
CONTINUOUS VIDEO SHOW — GYMKHANA — BAR — CLUB SHOP

Also at Syon Park: - BRITISH HERITAGE MOTOR MUSEUM — LONDON BUTTERFLY HOUSE
— SYON HOUSE AND GARDENS — RESTAURANTS AND SHOPS

Traders wishing Trade Stand space or members wishing Auto jumble space should contact us now!!!

**This is the South of England's biggest meet
MISS IT IF YOU DARE!!!**

FURTHER DETAILS FROM MIKE CREWES, 24 OTTERBURN GARDENS, ISLEWORTH, MIDDLESEX TW7 5JJ

THE TRIUMPH SPORTS SIX CLUB INTERNATIONAL WEEKEND 1988

East of England Showground, Peterborough

9th & 10th July, 1988
(plus the evening of Friday 8th)

More details will follow in future Couriers but put this event in your diaries NOW - IT MUST NOT BE MISSED!

This Event will be:-

- the largest TSSC event ever
- the largest gathering of Club cars ever
- the most important TSSC event in the Club year
- the largest Autojumble for 'our' cars
- the most important Club Concours of the year
- a full TWO days of Triumph entertainment

PLUS

Full Camping Facilities
With purpose built toilet/shower blocks
Undercover Concours
Undercover Autojumble
Saturday Night Buffet & Disco

PLUS

Friday Night Get Together & Speedway Meeting
Separate Quiet/Family Camping Areas
Local Hotel Accommodation
Car Tuning - Raffle - Area Sideshows
TV Coverage of British Grand Prix
Technical and Register Information Stands
Club Regalia Stand - Video Shows - Members' Boot Sale
Competition Cars Display - Low Speed Trials - Gymkhana
Non car orientated entertainment and FREE trips out

AND MUCH, MUCH MORE

DETAILS JONTY WILD - 13 COMMON RISE, HITCHIN, HERTS
OVERSEAS MEMBERS LOOK OUT FOR DETAILS OF BOOKING ARRANGEMENTS



North
Yorkshire
Triumph
weekend
1988

Venue: Runswick Bay. Accommodation available at Runswick Bay caravan and camping park. There are numerous bed and breakfast facilities in the area.

Date: Friday 27 May to Monday 30 May 1988 inclusive.

Events: Friday evening: pub meeting at The Royal public house (bottom of Runswick Bay bank).
Saturday 11 am: leave for convoy run and pub lunch.
Route details will be given on the day.
Saturday evening: beach barbecue - sand castle competition.
Sunday 11 am: informal concours on the campsite.
Monday 11 am: trip to Whitby for lunch etc.

Campsite details: The campsite is well organised with metalled roads. We have been asked to give numbers in advance so please could you forward details along with £1.50p registration fee (to cover trophies, administration) to: Kathy Sleightholme, 12 Strait Lane, Stainton, Middlesbrough Cleveland TS8 9BB.

If further details are required contact David Ferguson (0642) 700107 (office hours)

✕-----

NORTH YORKSHIRE WEEKEND 1988

CLUB.....

AREA.....

TYPE OF CAR.....

TENT, CARAVAN OR MOBILE HOME.....

NUMBER OF ADULTS.....

NUMBER OF CHILDREN.....

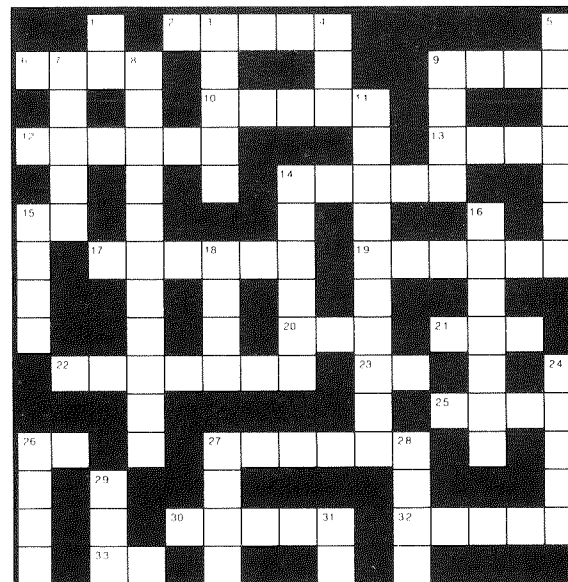
ARRIVAL TIME.....

I enclose £1.50p per car registration fee (to cover trophies and administration).

Signed.....

Address.....

Phone number.....



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Clues

ACROSS

2. & 10. MkII Vitesse made its first appearance here in 1968 (5,5).
- 6., 9. & 12. Recovery service organised by Jonty Wild (4,4,6)
9. See 6 Across
10. See 2 Across.
12. See 6 Across.
13. Cog (4).
14. Gear change effected with worn synchromesh (5).
15. Austin Rover Triumph (1,1).
17. See 30 Across.
19. Car found in Wild West (6)
- 20., 21. & 33. Vitesse 1600 featured in this BBC serial (3,2,3)
21. See 20 Across.
22. Dawn Storton's prize-winning Vitesse - see 20. Across (7).
23. Area Liaison Officer (1.).
25. Suspension joint (4).
26. The forty that lubricates and protects (1,1).
27. Vitesse 2-litre instrumentation (6).
30. & 17. North Midlands - 15 venue (5,6).
32. Eccentric fool (5).
33. See 20. Across.

DOWN

1. Avon Area Organiser (1,1)
3. Annual Spitfire event in Holland (5).
- 4., 24 & 27. One-time owner of Triumph company (3,4,5)
5. 'Speciality' courageous (7)
7. See 9. Down
8. Important sensory tool? (6,5).
9. & 7. National Concours '85 location (4,5).
11. Rear spring arrangement on our cars (10).
14. Important angle in front suspension geometry (6).
16. Cover up? (7).
18. Heads bend to do this when overheated (4).
24. See 4. Down.
26. & 15. This suspension definitely brings you good luck! (4,4)
27. See 4. Down.
28. Automotive component used for torture? (4).
29. Month letter suffix registration introduced (3).
31. Northants Area Organiser (1,1).

SEND ALL ANSWERS TO TSSC CROSSWORD

Welland House, 9 Acorn Close,
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Winner to receive SET OF SIX TSSC 10 YEAR MUGS

Entries must be received by 14th March 1988

Compiled by Kevin Bloor - Stoke on Trent

ANSWERS TO JANUARYS CROSSWORD:

DOWN: SUSPENSION, N.G.A. COVENTRY, RUST, MICHELOTTI, SCREAM, ROAD (TAX), LID, GO, SEAT, BREATH, GLEAM, GIN, SIX, FUR, R.P.

ACROSS: SYNCHROMESH, GO (GO), SLAVES, CAR, P.I., ED., N.B., HERALD, G.T., SPORTS (SIX), TIGER, O.D., G.A., SPITFIRE, ART, TAX, TRIUMPH

CROSSWORD WINNERS — DECEMBER Mr H. A. Lockwood - Kings Lyne
— JANUARY Mr Pat Burns - Northern Ireland

Both months we had record entries and most people with correct entries both winners were picked from a hat.

COMPETITION NEWS

Tony Lindsey-Dean

After some negotiations with Terry Hurrell of TRIUMPH TUNE, I am delighted to announce that Terry has agreed to support the Race Championship. There will be small, cash prizes at each round and a trophy for the overall winner. There will also be class awards to be won. The classes break down into two groups, dependent on the number of cylinders and whether the engine is modified or not, i.e. (A) Standard & Modified - 4-cylinder and (B) Standard & Modified - 6-cylinder.

This, in theory, gives four classes but as yet there are no confirmed entries for the standard 6-cylinder class. Because of the difficulty in accessing internal modifications of engines, I have adopted the ruling that a standard engine will have to have the original carburettors and exhaust manifold. Changing make of carbs is OK providing they are the same size, e.g. 1½" SU replacing 1½" Stromberg. Internal mods are free. Any engine with freeflow exhaust manifold will be deemed as modified. Use of modified springs/shockers and wider wheels will be allowed in standard classes. Tyres this year must conform to Blue Book roadgoing types only.

All cars must carry a 1.5kg fire extinguisher, plumbed-in systems are not mandatory. All cars must have roll-bars. Front roll-cages are not mandatory for Spitfires but I would strongly recommend that one is fitted. The regulations are otherwise the same as for sprinting.

The points scoring will be winner 5, 2nd. 4, 3rd. 3, 4th. 2, 5th. 1, +

Plus 1 point for fastest lap or equalling fastest lap

Plus 1 point for all grid starters

The scores will be the best eight rounds to count.

The overall winner to receive TRIUMPH TUNE TROPHY + £200.00 cash

Each of the Class winners Small Trophy + £100.00 cash (minimum 3 per class)

The TRIUMPH TUNE TROPHY will be a perpetual award. The winner will be given a replica to keep after 10 months.

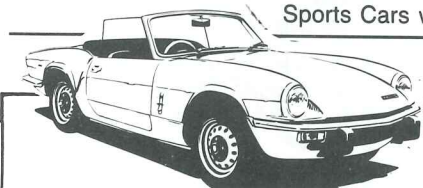
There will be further awards for the best novice driver.

Small cash prizes will be made at each of the ten rounds: 1st

in each class - £20.00. 2nd in each class - £10.00 (minimum 3 per class).

May I take this opportunity to thank Terry for his very generous support. Terry has also agreed to give special discounts to registered contenders requiring parts.

I have recently taken over the organisation of the racing for the TR Drivers Club and, as a result, we may have a further race to ourselves. If this can be arranged, I will drop one of the rounds where we would race with 750MG road sports. All registered contenders will be notified. I am also keen for members of the TR Drivers Club to race with us on three or four occasions when events coincide. This would make a historic event, for as far as I know, there has never been a full racing grid of all Triumph sports cars. This could happen at the Mallory event on 22nd May and should be well worth watching. If a number of joint races can be arranged, Kingston Sports Cars will sponsor a joint challenge trophy. Watch this space.



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SPECIAL OFFERS TSSC MEMBERS MARCH 1988

| | |
|---|--------|
| Spit I/II/III/GT6 I/II Original Rear Wings | £35.00 |
| Spit I/II/III/GT6 I/II Original Rear Valances | £37.50 |
| All Spit/GT6 Full Floors (per side) | £27.00 |
| Spit/GT6 Front Outer Arches (per side) B.L. | £35.00 |
| Spit/GT6 Boot Floors | £40.00 |
| Spit/GT6 Doors (steel reinforced) Fibreglass | £45.00 |
| Herald/Vitesse Doorskins Original Pressing | £19.00 |
| Herald/Vitesse Superior Quality Carpet Sets (bound) | £75.00 |
| All Models - Lower Steering Coupling (Rack to Column) ... | £12.50 |
| Spit IV/GT6 III Rear Light Assemblies Complete | £9.50 |
| All Models - Windscreen Seals | £18.00 |
| GT6 Tailgate Seals (glazing rubber) | £18.00 |
| Bright Trim for Windscreens/Tailgate | £6.50 |
| 4-Cylinder Engine Mountings | £3.50 |
| 6-Cylinder Engine Mountings | £4.50 |
| All Models - Overdrive Gearbox Mountings | £12.95 |
| Vitesse Top Radiator Hoses | £2.95 |
| Vitesse Bottom Hose | £2.95 |
| Herald/Vitesse Standard Petrol Cap | £2.90 |
| Herald/Vitesse Locking Petrol Cap | £3.50 |
| Triumph 'Logo' Mudflaps per pair | £2.00 |
| Handbrake Cables (state front/rear and model) | £2.95 |
| Spitfire MkIII Rear Light Lens | £4.25 |
| Herald/Vitesse Rear Light Lens | £3.50 |
| Herald/Spitfire 3-Piece Clutch Fully Guaranteed | £25.00 |
| GT6/Vitesse 2L 3-Piece Clutch Fully Guaranteed | £29.50 |
| GT6 Recondition Radiator (exchange) | £69.00 |
| Spitfire/Herald Radiator (exchange) | £49.00 |
| Brake Master Cylinder Most Models (5/8" single) | £18.00 |
| Vertical Links (King Pins) State Model | £32.00 |
| GT6/Spit Door to Door Glass Outer Weatherstrip | £5.75 |
| Herald/Vitesse Convertible Side Rail Seal (side) | £3.90 |
| All Models - Track Rod Ends (Stanpart) | £3.90 |

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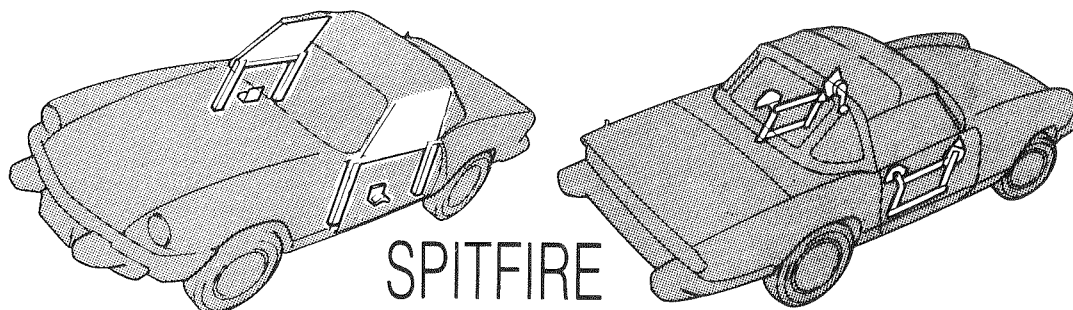
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SPITFIRE WINDOW WINDER MECHANISM

DAVID HERRIMAN - VENLO, HOLLAND

Many a Spitfire is driving around with loose and rattly side windows because the owner doesn't know how to rectify it. Admittedly, when you first remove the side panels you can't see a lot and what you see seems terribly complicated. There is really not a lot which can go wrong with the mechanism and I will try to describe it here.

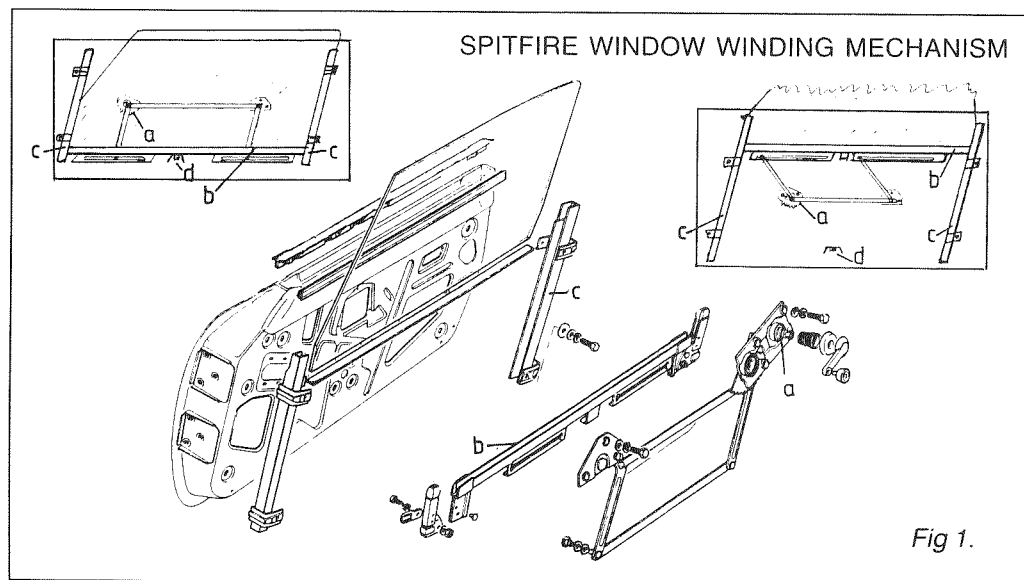


Fig 1.

Look at Fig. 1. When you turn the handle (a), the bar which actually holds the glass (b) gets pushed up in the two guides (c). It stops at the top because the guide rails get smaller and at the bottom there is a small bracket fixed to the door (d).

The bar holding the glass slides in the guides with the help of two plastic pieces which also

act as stops, preventing the window from being taken out (Fig. 2). Now look at Fig 2. The winder mechanism is fastened to this bar with two clips (e) and the sliding action here is made easier with the two leather washers (f).

Now let's consider what can go wrong:

If the whole window tips, it is normally one of the fasteners at Fig. 2 (g) which has come undone or is broken. If the window is floppy sideways, it is mostly the plastic pieces at Fig. 2 which are worn and allow the window to move. If the whole thing is just generally stiff, the guide rails are probably rusty and don't let the plastic pieces glide smoothly.

Also the arms of the winder mechanism can get bent by people using force. The guide rails are also adjustable, which might just get rid of a tight spot.

To remove the window, first wind the window down. Undo the plastic guides (Fig. 2) one

fasteners can't be bought separately.

The side guides can now be removed by undoing the bolts (two per side). This is only necessary if the guides are rusty. If this is the case, clean out the guides with the help of a

the clips.

Back to the winder mechanism: you should now be in a position to see exactly what was amiss. Refitting is easier if you don't tighten the guide bolts until last. This way you can adjust until running is at its

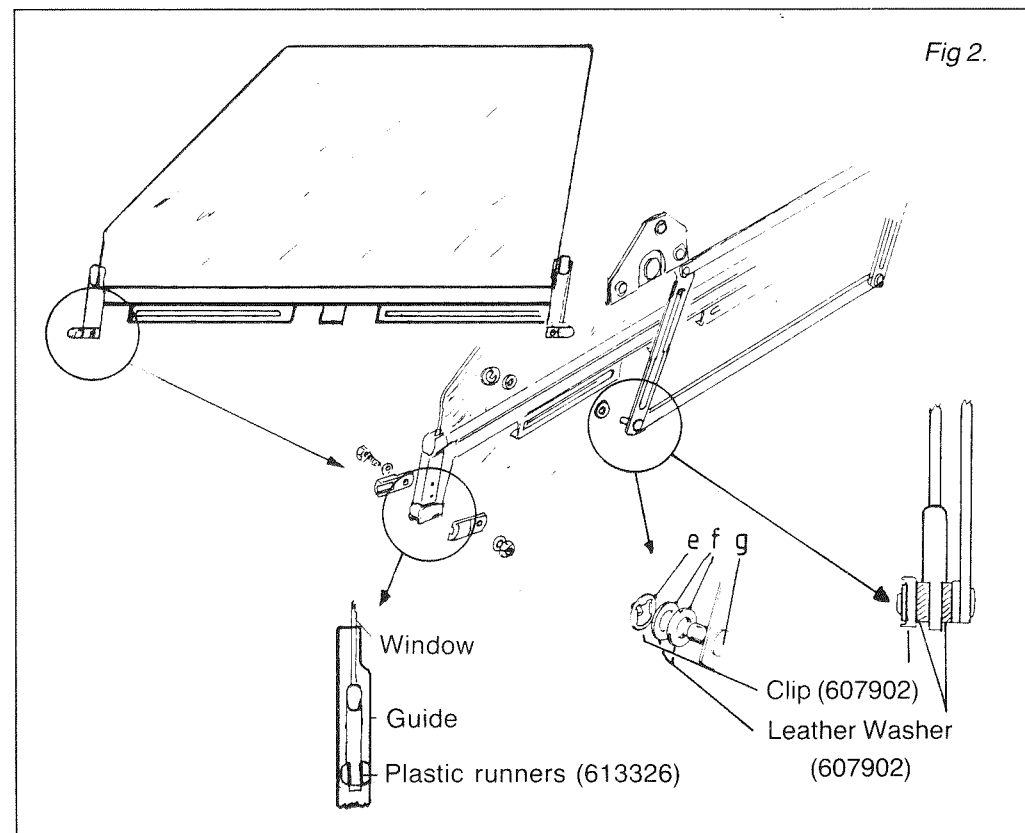


Fig 2.

bolt per side. You can now see if these are worn. They should be rounded as in Fig. 2. Next undo the two spring clips (e) in Fig. 2. Take off the washers. Now pull the window out from the top. If you want to take out the winder mechanism, undo the six bolts and pull it out.

The fasteners should be fixed as in Fig. 2 (g). If one should be missing, you will have to get someone to make a new one on a small lathe or get hold of a new mechanism. The

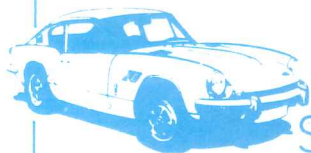
rotating wire brush on an electric drill. When they are clean, grease the part where the plastic guides run.

You might now take the opportunity to renew the side rubbers (or weather strips to give them their correct name). I have found when fitting the outer strip it is better to use a long piece of wood or metal to push the clips upwards from inside the door. The inner strips I found easier from the top with a bent piece of metal to pull up

easiest. I would suggest using new leather washers and spring clips as they don't cost much and apart from being easier to fit, will improve the general 'feel' of things.

The numbers in brackets are the Austin Rover part numbers.

Now you will have windows that close properly and aren't as drafty. ★



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BRAKE PARTS

| | |
|--|-------------|
| Master cylinder Herald, Spitfire | £26.50 |
| Master cylinder Vitesse, GT6 | £26.50 |
| Master cylinder Tandem Spitfire 1500 | £82.00 |
| Master cylinder kit Herald, Spitfire | £2.99 |
| Master cylinder kit Vitesse, GT6 | £2.99 |
| Brand new Lockheed servo installation kit as advertised in Courier. Complete with all required fittings, plus piping, unions, non-return valve, bolts, washers etc. Now one kit fits all club cars | |
| 5" unit Herald, Spitfire, Vitesse, GT6 | £85.00 |
| New alloy cap for master cylinder | £2.50 |
| Rubber seal for master cylinder cap | 50p |
| Servo seal kit late GT6 MKIII | £37.50 |
| Caliper assy type 12sp Herald (exch) | £35.00 |
| Caliper assy type 12sp Spitfire (exch) | £35.00 |
| Caliper assy type 12sp Vitesse 6 | £35.00 |
| Caliper assy type 1411 Herald | £25.00 |
| Caliper assy type 1411 Spitfire | £25.00 |
| Caliper assy type 16p Vitesse, GT6 | £35.00 |
| Caliper assy type 16p Vitesse, GT6 | £35.00 |
| Caliper assy type M16p Late GT6 | £35.00 |
| Caliper seal kit all type 12sp | £6.99 pair |
| Caliper seal kit all type 1411 | £3.99 pair |
| Caliper seal kit all type 16p | £7.25 pair |
| Caliper seal kit all type 16pb | £6.99 pair |
| Caliper pistons all type 12sp | £7.99 each |
| Caliper pistons all type 1411 | £4.99 each |
| Caliper pistons all type 16p | £5.99 each |
| Caliper pistons all type 16pb | £5.50 each |
| Brake pad set front Herald, Spitfire | £4.50 |
| Brake pad set front Vitesse, GT6 | £6.25 |
| Brake discs new Herald, Spitfire | £10.50 each |
| Brake discs new Vitesse, GT6 | £11.50 each |
| Front wheel cylinders Herald | £5.50 each |
| Front brake shoe set front Herald | £7.49 |
| Front shoe return spring set Herald | £2.50 |
| Front flexible brake hose all | 5.25 each |
| Rear wheel cylinder Herald all | £6.99 |
| Rear wheel cylinder Spitfire all | £6.99 |
| Rear wheel cylinder Vitesse all | £6.99 |
| Rear wheel cylinder GT6 to 72 | £6.99 |
| Rear wheel cylinder GT6 72 on | £8.25 |
| Rear wheel cylinder attachment slide kit | £3.00 |
| Rear flexible brake hose Herald | £5.25 |
| Rear flexible brake hose Spitfire | £5.25 |
| Rear flexible brake hose Spitfire 1500 | £5.50 |
| Rear flexible brake hose Vitesse, GT6 | £5.50 |
| Rear brake drum new Herald, Spitfire | £15.00 |
| Rear brake shoe set Girling all | £7.49 |
| Rear shoe return spring set all | £2.00 |
| Rear shoe holding clip set all | £3.00 |
| Rear brake adjuster Herald, Spitfire | £6.25 |
| Rear brake adjuster Vitesse, GT6 -72 | £6.25 |
| Rear brake adjuster GT6 72 on | £2.65 |
| Anti squeal shim set all type 12sp | £2.50 |
| Anti squeal shim set all type 1411 | £2.50 |
| Anti squeal shim set all type 16p | £3.50 |
| Anti squeal shim set all type 16pb | £3.50 |
| Small satchel of anti squeal grease | 50p |

BRAKES CONTINUED

| | |
|--|----------|
| Pad retaining pins type 12sp & 1411 | 50p |
| Pad retaining pins type 16p | 50p |
| Pad retaining pins type 16pb | 50p |
| Pad retaining pin R clip all models | 10p |
| Pad anti rattle clips type 12sp & 1411 | 60p |
| Pad anti rattle clips type 16p & 16pb | 35p |
| Servo non return valve in line type | £6.99 |
| Bleed screw short Girling | 75p |
| Bleed screw long Girling | 95p |
| Three way brass union | £2.99 |
| Four way brass union | £3.99 |
| Five way brass union | £7.50 |
| Hydraulic brake light switch | £6.00 |
| Fluid reservoir extension small pot | £4.50 |
| Fluid reservoir extension large pot | £4.50 |
| Filter element for Girling type servo | £1.95 |
| Brass male brake pipe unions | 20p each |
| Brass female brake pipe unions | 20p each |
| Zinc plated male brake unions | 15p each |
| Zinc plated female brake unions | 15p each |
| Pure copper brake pipe 25 foot roll | £6.00 |
| Servo vacuum hose 3 foot length | £4.50 |
| Plastic brake pipe clips single | 15p each |
| Plastic brake pipe clips double | 18p each |
| Plastic fuel line clips | 20p each |
| Plastic brake/fuel line clips | 35p each |
| Fully made up copper brake pipe sets tailor made for every model with brass unions plus required chassis clips, all models | £17.50 |
| Hand brake cable front all | £2.00 |
| Hand brake cable rear | £2.00 |
| Hand brake cable rear Spitfire 1500 | £3.00 |
| Rubber gaiter for master cyl. linkage | £1.65 |
| ABV automatic bleed valve sets (4) | £5.50 |
| Special HT bolts for fixing disc to hub | 35p |
| Special HT bolts for fitting calipers | 50p |

STEERING & SUSPENSION

| | |
|--------------------------------------|-------------|
| Steering rack (exchange) Herald | £29.50 |
| Steering rack (exchange) Spitfire | £29.50 |
| Steering rack (exchange) Vitesse | £29.50 |
| Steering rack (exchange) GT6 | £29.50 |
| Steering rack gaiters all models | £4.50 pair |
| Steering column to rack U/J all | £11.50 |
| Steering rack mounting clamp all | £7.50 |
| Steering rack mounting bush all | £1.10 |
| Steering column inner bush all | £1.75 |
| Steering arm rack to upright | £8.50 |
| Track rod ends all models | £4.50 each |
| Top ball joints all models | £6.25 each |
| Lower brass trunnions all models | £10.50 each |
| Front trunnion seal kit | £1.50 each |
| Trunnion dust cover all models | 50p |
| Vertical link Herald drum brakes | £38.00 |
| Vertical link Herald, Spitfire discs | £36.00 |
| Vertical link Vitesse, GT6 | £36.00 |
| Stub axle Herald drum brakes | £18.00 |
| Stub axle Herald, Spitfire discs | £10.50 |
| D washer for front stub axle all | 25p |

STEERING & SUSPENSION CONTINUED

| | |
|---|--------|
| Castulated nut for front stub axle | 38p |
| Front hub dust cap Herald, Spitfire | £1.95 |
| Front hub dust cap Vitesse, GT6 | £1.95 |
| Round dust shield for vertical link | 50p |
| Front wheel bearings Herald, Spitfire | £6.99 |
| Front wheel bearings Vitesse, GT6 | £6.99 |
| Front hub felt oil seal and retainer | 98p |
| Rear wheel outer brg. kit Herald, Spit | £6.99 |
| Rear inner/outer brg. kit Herald, Spit | £8.00 |
| Rear outer brg. kit Vitesse, GT6 non roto | £6.99 |
| Rear inn/out brg. kit Vitesse, GT6 non roto | £8.00 |
| Rear wheel brg. kit Vitesse, GT6 rotoflex | £9.50 |
| Rear hub HT nyloc locking nut all | £1.50 |
| Rear trunnion seal kit Herald, Spitfire | £1.75 |
| Rear trunnion seal kit GT6 MkIII all | £1.75 |
| Propshaft UJ all models | £3.75 |
| Halfshaft UJ all models | £3.75 |
| Rotoflex coupling Vitesse, GT6 | £8.75 |
| Rotoflex coupling bolt (short) | 75p |
| Rotoflex coupling bolt (long) | £1.65 |
| Anti roll bar bush all | 95p |
| Anti roll bar clamp all | 95p |
| Anti roll bar U bolt with nuts | 95p |
| Anti roll bar end links | £8.50 |
| Front shock absorbers all models | £12.40 |
| Rear shock absorbers | £9.99 |
| Rear lever arms Vitesse (exch) | £12.50 |
| Front road spring Spitfire 1500 | £17.00 |
| Rear leaf spring Spitfire MK1,2,3 | £35.00 |
| Rear leaf spring Spitfire MK4 | £40.00 |
| Rear leaf spring GT6 MK2,3 KC50001 | £35.00 |
| Rear wishbone bushes all models | 50p |
| Front shocker bottom bush all | £1.50 |
| Front shocker top bushing kit all | £3.00 |
| Engine mounting Herald, Spitfire | £5.00 |
| Gearbox mounting Herald, Spitfire | £1.00 |
| Rear radius arm bush Herald, Spitfire | 50p |
| Rear radius arm bush late GT6 (back bush) | 50p |
| Radius arm bush Vitesse, GT6 rotoflex | £1.50 |
| Radius arm bush late GT6 MK3 (front) | £8.00 |

Complete front suspension special bolt kit. Suitable for all models this bolt kit contains all the high tensile bolts plus nylocs and washers etc. to completely rebuild all the front suspension, covers such items as wishbones, trunnions, top ball joints, vertical links, shock absorbers fixings plus anti roll bar, steering rack, stub axles, front discs, caliper mountings etc. Each kit has approx. 132 items all bright zinc plated, all items are clearly labelled in separate packs for easy identification and fitment. An absolute must, saves loads of time and hard work cleaning old rusty bolts etc. £9.50

CLUTCH PARTS

| | |
|---------------------------------------|--------|
| Master cylinder new all models | £26.50 |
| Master cylinder seal kit all | £2.99 |
| Slave cylinder Herald | £18.50 |
| Slave cylinder Spitfire MK1,2-67 | £18.50 |
| Slave cylinder Spitfire MK3.4 | £19.50 |
| Slave cylinder Spitfire 1500 | £21.00 |
| Slave cylinder Vitesse, GT6 | £24.50 |
| Slave cylinder seal kit Herald | £1.50 |
| Slave cylinder seal kit Spitfire | £1.50 |
| Slave cylinder seal kit Spitfire 1500 | £2.00 |
| Slave cylinder seal kit Vitesse, GT6 | £2.00 |

MECHANICAL CLUTCH PARTS

Please note we only supply brand new Borg&Beck or Laycock clutch parts, not any of the remanufactured units currently on the market. It's a lot of work to fit a clutch so make sure you only have to do it once - be sure and fit a new clutch.

| | |
|-------------------------------------|--------|
| Pressure plate (coil spring) Herald | £24.00 |
| Friction plate (coil spring) Herald | 12.00 |
| Release bearing Herald | £8.25 |

| | |
|-----------------------------------|--------|
| Pressure plate (diaphragm) Herald | £14.00 |
| Friction plate (diaphragm) Herald | £12.00 |
| Release bearing Herald | £8.25 |

Spitfire MK1 same as Herald coil spring
Spitfire MK2,3,4 same as Herald diaphragm

| | |
|-------------------------------|--------|
| Pressure plate Spitfire 1500 | £22.00 |
| Friction plate Spitfire 1500 | £16.00 |
| Release bearing Spitfire 1500 | £8.25 |

| | |
|---------------------------|--------|
| Pressure plate Vitesse 6 | £28.00 |
| Friction plate Vitesse 6 | £14.00 |
| Release bearing Vitesse 6 | £8.25 |

| | |
|------------------------------------|--------|
| Pressure plate Vitesse 2 ltr, GT6 | £28.50 |
| Friction plate Vitesse 2 ltr, GT6 | £16.00 |
| Release bearing Vitesse 2 ltr, GT6 | £8.25 |

COOLING PARTS

| | |
|--|--------|
| Water pump new Herald, Spitfire | £17.50 |
| Water pump new Spitfire 1500 fixed | £17.50 |
| Water pump new Spitfire 1500 viscous | 31.50 |
| Water pump new Vitesse, GT6 | £17.50 |
| Fan belt Herald, Spitfire | £1.50 |
| Fan belt Vitesse MK1, GT6 MK1 | £1.50 |
| Fan belt Vitesse MK2, GT6 MK2,3 | £2.50 |
| Radiator top hose all except Vitesse | £1.50 |
| Radiator bottom hose Herald | £2.00 |
| Radiator bottom hose Spitfire MK1-4 | £2.00 |
| Radiator bottom hose Spitfire 1500 | £2.50 |
| Radiator bottom hose GT6 | £2.50 |
| Radiator cap 7lbs | £1.50 |
| Radiator cap 13lbs | £1.50 |
| Thermostats summer 82° | £2.00 |
| Thermostats winter 88° | £2.00 |
| Pacet electric cooling fan kit thermostatically controlled sim fitting, fits onto radiator so no need for ugly mounting brackets | £50.00 |

IGNITION PARTS

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| Distributor cap Herald -68 | £2.88 |
| Distributor cap Herald 68 on | £2.15 |
| Distributor cap Spitfire all | £2.25 |
| Distributor cap Vitesse, GT6 | £2.55 |
| Rotor arm Herald all | 50p |
| Rotor arm Spitfire | 60p |
| Rotor arm Spitfire 1500 | 70p |
| Rotor arm Vitesse, GT6 | 60p |
| Contact set Herald II | £1.00 |
| Contact set Spitfire | 85p |
| Contact set Spitfire 1500 | £1.00 |
| Contact set Vitesse 6, GT6 | 85p |
| Contact set Vitesse 2 ltr. | £1.00 |
| Condenser all models except Spit 1500 | 90p |
| Condenser Spitfire 1500 | £1.10 |
| Ignition coil all models | £9.00 |
| Silicon ignition lead full set 4 cyl. | £5.85 |
| Silicon ignition lead full set 6 cyl. | £9.50 |
| Spark plugs Champion copper core all | 90p |
| Distributor low tension pig tail all | £1.20 |
| Battery isolator switch all | £6.50 |

FILTERS

| | |
|-----------------------------------|------------|
| Air filter Herald all | £3.15 |
| Air filter Spitfire MK1 single | £3.15 |
| Air filter Spitfire twin | £3.35 each |
| Air filter Spitfire 1500 | £3.00 each |
| Air filter Vitesse 6 | £2.00 |
| Air filter Vitesse, GT6 2 ltr. | £3.15 each |
| Oil filter Herald/Spitfire | £2.20 |
| Oil filter Vitesse | £1.75 |
| Oil filter GT6 without oil cooler | £2.70 |
| Oil filter GT6 with oil cooler | £1.75 |
| Fuel filter in line filter all | £1.50 |

ELECTRICAL PARTS

| | |
|--|-------------|
| Starter solenoid all models | £6.50 |
| Starter motor (exchange) all | £9.50 |
| Alternator (exchange) Spitfire, GT6 | £18.50 |
| Alternator (exchange) Spitfire delco | £26.50 |
| Dynamo C40 (exchange) all | £9.00 |
| Horn push contact pencil all | £3.50 |
| Halogen headlamp conversion kits, these kits contain two 7in reflector units, two Halogen H4 bulbs, two side light bulbs plus wires and fittings for the side lights | £17.75 pair |
| Chrome 7in outer bezel | £4.75 |
| Extra powerful halogen 100/80 bulbs | £4.35 |
| Hella 20 amp relay, use with above | £2.50 |
| Basic electric horn | £4.50 |
| Twin air horn kits | £9.50 |
| Combined Oil pressure/Water temp gauge | £24.50 |

CARBS

| | |
|--|-------|
| Carburettor repair kit Spitfire MK1-4 | £7.50 |
| Carburettor repair kit Spitfire 1500 | £7.75 |
| Carburettor repair kit Herald, Vitesse | £6.50 |
| Carburettor repair kit GT6 | £6.50 |
| Diaphragm for Stromberg carbs | £1.00 |
| Petrol pump Herald, Spitfire -74 | £9.00 |
| Petrol pump Spitfire 1500 | £9.00 |

TRIM FASTENERS

| | |
|------------------------------------|----------|
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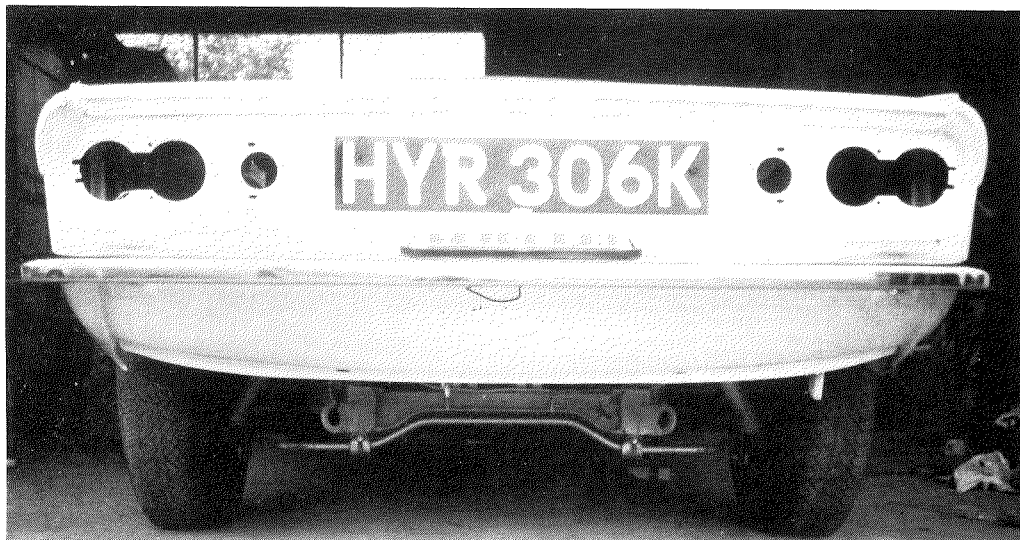
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THE TALE OF THREE SPITFIRES

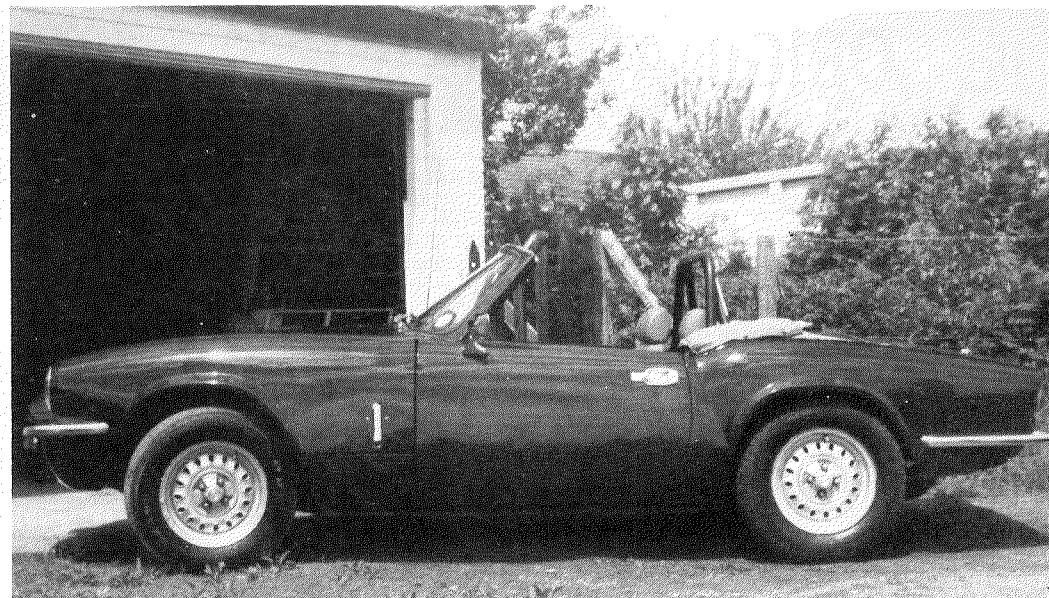
By Christopher Shortand
Samantha Blake
- Flitwick, Beds

Since going out with each other for nearly two years, my girlfriend and I have acquired a family of Spitfires.

It all began in June 1986. With nothing better to spend my hard earned cash on, I thought it was high time I started an interesting spare time hobby. Having already had a years experience working as a mechanic, I had a great interest in cars (preferably of the 'sporty type'). I mentioned this to my girlfriend's mother who, after only a day or so, came up with a friend's son wanting to sell his car. This, she informed us, was a 'Sprite'! Not knowing an awful lot about these things, at the time, we excitedly went to investigate. It turned out that the car was a 1971 MkIV Spitfire in white and rust and after two seconds of no thought at all and an exhilarating 'spin' up the road - the deal was done. £350 later and a huge Cheshire cat grin all over my face. I took the car home - upon which nobody believed it was mine.

Summer months followed and the car proved to be extremely reliable, travelling as far afield as two trips to Weymouth and one to Brighton.

Sadly Autumn was approaching and I had to admit to myself that it was high time this car had a complete overhaul. Firstly (to cut a long story short) new body panels were fitted where needed (virtually everywhere) and the body was subsequently removed from it's chassis. The chassis was completely stripped and painted and new suspension parts were fitted, along with up-rated springs, shox and anti-roll bars. The underside of the body was also painted and a copper brake pipe set completed the picture. Months later the body was re-fitted and rubbed down prior to spraying. Meanwhile, I decided that a new bonnet was essential and so I took an advert in a local paper requesting cheap Spitfires. This resulted in my buying two Spitfires in one week



(beat that!) one for myself and one for Samantha. So began restoration number two.

Week nights were spent in the 'great outdoors' under a tarpaulin tent!!! Sam's 1500 Spitfire was given a three month cosmetic face-lift, this included several new panels, re-spray and a complete re-trim throughout - all for just £1,200 (including the car) can't be bad!!

The second Spitfire of the week (our third baby) was the 'donor' car for the bonnet, Wolfrace wheels and a new, white hood (for Sam's car). My old bonnet was fitted to this car and I dumped it on my driveway (until a later date). A few panels had to be replaced on the 'new' bonnet and it was fitted to my car, to be re-sprayed Brilliant White.



On it's return home, I fitted a re-built 1300 engine with Stage 3 head, fast road camshaft, twin weber carbs, plus various other new parts - too numerous to mention. That really brings us up to date on HYR 306K, but Sam's car, HPW 861N, is still going strong - despite the cold weather - and has just received a hard top. Sadly TFM 639K will probably be sold by the time this goes to print but our love for Triumph Spitfires still grows stronger every day and if we had our own way, we'd be owning far more than three by now. If anyone reading this knows of, or has ever owned one of these cars, we'd be glad to hear from you. ★

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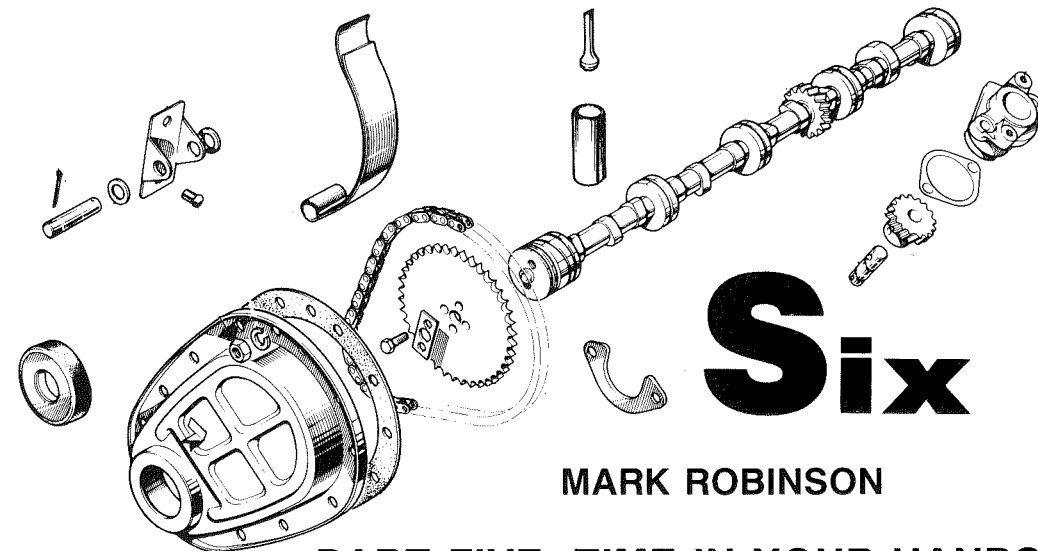
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The Purrfect



Six

MARK ROBINSON

PART FIVE: TIME IN YOUR HANDS

I hope I didn't frighten too many people with last month's article on cylinder heads but if you can find yourself a decent machine shop, they should be able to sort the major headaches out for you.

So here we go with the final stages of this engine build; firstly cam. fitting. Before fitting the cam., check it out for wear: shiny high spots and scoring on the cam. lobes and bearing faces will show up visually at this stage and it is as well to look for damage to the distributor drive gear at the same time. We fitted a new cam using the exchange scheme most spares dealers require.

With plenty of oil on the bearing surfaces, slide the cam home and please don't rattle it about too much - we don't want to put burrs on it do we? Next, fit the cam keeper plate and check the end float of the cam. If you have excessive end float, it could ultimately effect the

ignition timing, as you know this is driven off the cam.

This done, you can now refit your head studs and clean off the face of the block. With your oil can armed and ready, squirt oil all over the bore and don't be frightened, the oil will help prevent rust whilst the engine is standing. Fit the head gasket and check for the last time in the bores, as we don't want to leave anything in there before we fit the head. Lower the head slowly and carefully into place and with oil on the threads, fit the head nuts and tighten down in the sequence shown in the manual. Of course, to the right torque pressures. Don't forget to first fit the tappets; these should be fitted with again plenty of oil and also check to

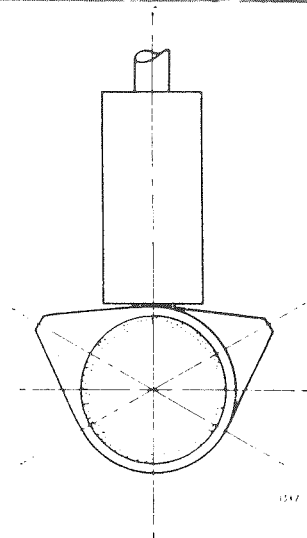
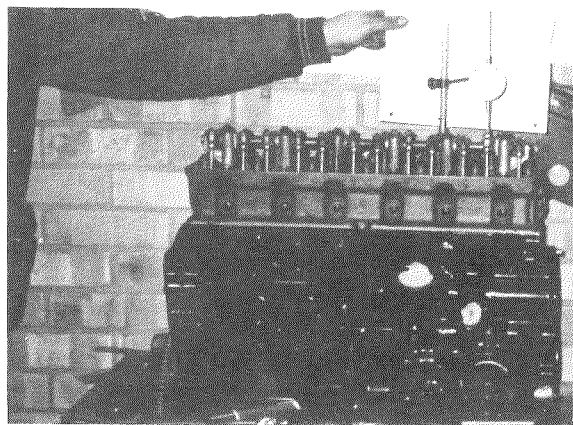
see that they turn and move freely. We, yet again, fitted new tappets (also known as cam followers) being careful to check for damage. Just because they are new, it does not automatically follow that they are perfect - you should always check the new items just as carefully as the old ones.

Before we fit the pushrods, check that they are not bent, this is easily done by rolling the rods on a flat surface, any irregularities are easily seen. Then check the ball and cups for wear. Using new rods (the case hardening was shot on our old ones) fit these again with plenty of oil, making sure they seat properly in the tappets. With the adjuster on

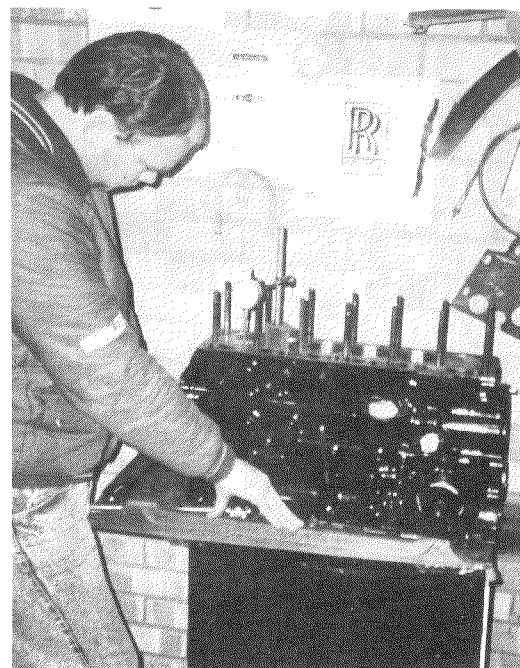
the rocker arm backed off fully to avoid bending the push rods, lower the rocker shaft assembly down the studs. Fit the washers and nuts and tighten down. Tighten each nut an equal amount at a time until they are fully home, this avoids bending the shaft. Whilst you are doing this, check that the rods are located on the adjusters as well (I sometimes wonder if having two hands is enough as you invariably need three!).

Now the fun begins - cam timing. Because we fitted new sprockets and chain, we had to start from scratch but if you are using the old timing gear, it's quite easy to re-assemble using the scored timing mark and your manual, so I won't explain this. First thing because they were new gears, we had to align them, which can easily be done with shims and a straight edge but for some reason our gear was longer than standard so I machined off the right amount to align the gears, being careful to use a mandrel to keep the gear bore square to the rear face and thus, do away with the shims which I don't like anyway. As I said, alignment is usually checked with a straight edge across the two gears but I used a depth micrometer and measured from the gears to the front engine bearer plate. With the camshaft and crankshaft end-floats taken into account, I worked out how much to remove from the crank gear. This took a long time and a lot of head-scratching to work out, so I suggest you stick to the straight edge and shims method. Gears aligned, we can now proceed with the cam timing.

Turn the camshaft and usually it's easier to fit the gear temporarily to do this. When No. 12 push-rod has reached its highest point, I established this using a clock, adjusting No. 1 rocker to .040" clearance. Then with No. 11 at this highest point, adjust No. 2 rocker clearance to .040". Then turn the camshaft until No. 1 and No. 2 valves are rocking, that is when one is about to open and the other is about to close. This time I used two clocks (PICTURE 2), then turned the engine to top dead centre with No. 1 and 6 pistons

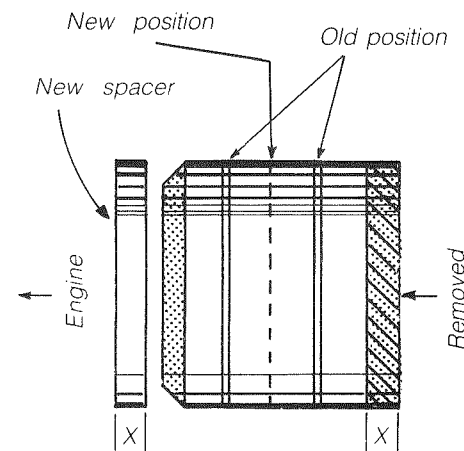


Position of cams at point of balance

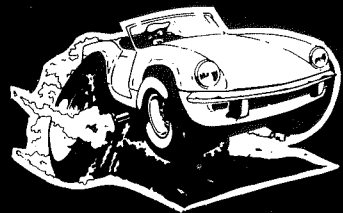


at top. I cheated and did this earlier with the head off (PICTURE 3), making sure that the timing marks on the pulley align with the pointer at T.D.C. (PICTURE 4). Now remove the camshaft gear being careful not to disturb the cam. itself. Fit the timing chain (yes, new!) and then offer the gear up to the camshaft. After lining up the gear, making sure you have the slack side of the chain on the same side as the chain tensioner will be, secure the gear. Then, to check the timing, the rocker clearance should not have altered. Finally, adjust the remaining rockers to their correct clearances.

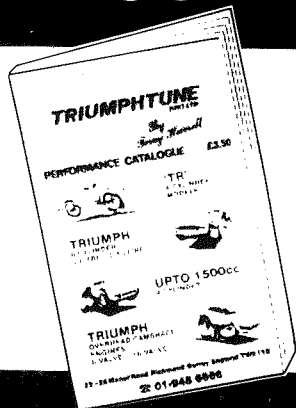
With the engine back at top dead centre, the rocker clearance on Nos. 1 and 2 should still be .040" and that means your timing is correct. Remember to only turn the engine in the direction of rotation. Then adjust the rocker clearance to standard and check over again. After fitting a new timing chain cover seal and chain tensioner, refit the cover using a piece of wire wrapped around the tensioner to pull it back - this enables you to slide the tensioner over the chain. Don't forget the gasket or the oil thrower, which fits on the crank with its dished side towards the oil seal. In our case the seal track was badly worn, so I thought to turn it around but someone had beaten me to it, so I had an oil seal spacer with two worn tracks. I decided to machine off enough material to



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move the seal spacer away from the engine, which moves the seal position in between the two worn tracks. Next I made up an extension piece spacer of my own, so I did not alter the overall length which would mess up the pulley position. The seal spacer is hardened, so it is easier to make up a seal extension spacer which does not need hardening than a complete new seal spacer.

The next thing to deal with is the distributor. Firstly, the drive gear end-float. Determining the amount of packing under the pedestal as shown in the manual, which I thought was was not too accurate, I decided to use a depth micrometer instead. I measured first from the flange of the pedestal to the end of the pedestal. Then from the block surface where the pedestal mounts, down to the drive gear, which I made sure was properly located, in mesh with the cam and locked onto the oil pump. With these two figures, it was easy to calculate the amount needed in packing under the pedestal. I did try the manual's method several times but never really got two answers the same and also the example of dimensions in my manual is hog-wash - I think there must have been a printing error. So, don't take for granted that what you read is true, keep your wits about you (this includes me) - doing it is one thing, getting it down on paper is another!

Now to time the drive gear and distributor. The engine with No. 1 piston at the top of its compression stroke. Fit the drive gear into position so that the off-set distributor drive is at the top and if you imagine the hands of a clock set at one o'clock, the off-set drive is the small hand. The tooth of the drive gear is under the small hand and is engaged in the cam. gear and just to the right (SEE PICTURE FIG. 63). When you are sure of this position, fit the distributor pedestal. Please don't forget when you lower the drive gear into the bush, it needs to locate in the oil pump as well, also it will turn as it meshes with the cam. gear. A bit of a juggling act but not too bad. Fit the clamp plate to the pedestal and set the points, making sure that the vernier adjuster is at its mid-position. Lower the distributor making sure the driving dogs engage. Turning the engine in the direction

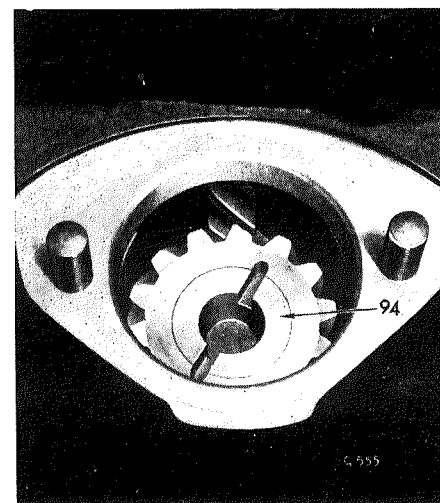


Fig 63. Position of slot in distributor drive gear with No. 1 piston at T.D.C. on compression stroke

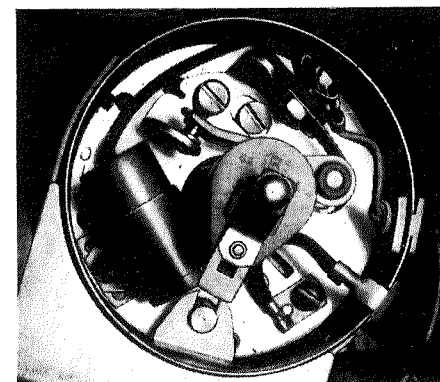


Fig 66. Distributor rotor arm position at T.D.C. firing on No. 1 cylinder

of rotation until it reaches 13 degrees before T.D.C., firing on No. 1 with the mark showing on the crankshaft pulley. Now the rotor arm should be fitted as shown (FIG 66), using a 'test lamp' to tell you when the points are opening and closing. The rest is simple: turn the body of the distributor until the points are just opening, then clamp up the distributor body. Turn the engine over (remember rotation) until No. 6 cylinder fires and the lamp goes out. At this point the crank pulley marker should be reading 13° B.T.D.C. continue turning until No. 1 fires with the points open and the pulley marker should again be at 13° B.T.D.C. The distributor is now timed and you can also now fit your distributor cap. Obviously the timing figure will change from model to model, but the principle will be the same. This method is static timing and I shall use a timing light and dwell meter when the

engine is running to get it spot-on. Alternatively you could try one of those home-tune guys to do it for you and he could set up your carbs with a C.O. meter at the same time.

Well, that's about it and all that's left to refit are the ancillaries (water/fuel pumps, manifolds etc.) but I'm sure you don't need me to tell you how to handle this. I would be interested in hearing from anyone who could explain the mysteries of carburettor overhauling and setting up (we only use injection at work). We had our carb completely overhauled by a professional carb centre for around fifty pounds, this included machining the faces, fitting new spindles, bushes, needles etc. Expensive? Not if you consider that the finished carb. was as good as the new one we

managed to acquire (if not better) and that worn carbs. waste fuel/money, not to mention that all your previous work will be wasted with duff carbs., then I consider this option worth every penny. So, all you have to do now is plonk everything back in the car and fire it up. Providing you have everything set right, you should have no problems. Don't forget to fill up with oil! Sounds silly but I've seen it done during the excitement of wanting to see and hear all your hard work burst into life Ahhh! what a sweet feeling! On finishing, I hope I haven't frightened or misled anybody with wrong information but, as I said before, doing it is one thing writing and getting it right is another. In general though I hope I've been some help, so happy engine building and

remember - take it easy.

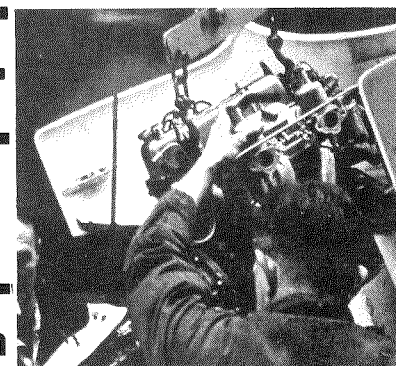
MARK

Footnote: Well, with Mark's contribution over the next job is to prepare the engine bay to receive his hard work. More on this at a later date Working on these cars must be infectious as Mark is now the proud owner of a GT6 MkII himself (DFX powered maybe?! - time will tell). Anyway, thanks Mark for clueing us in on some of the behind the scenes side of engine building, and some of the tricks of the trade.

BEGGING LETTER: I am at present trying to build up a new bonnet for the MkII GT6 and, of course, am finding it impossible to locate any wings (due to the side louvres). Can anyone help? A phone call would be greatly appreciated (0604) 767965 cheers! - Bernard. ★

BOND EQUIPE REGISTER

Peter Jacklin



Whilst working through the International Vehicle Register Forms, it occurred to me that some information on the numbering system used by Bonds on the Equipes might be of interest to newer members.

Your Equipe should have a plate fitted to the left hand side of the bulkhead (just above the bonnet catch), which displays two sets of figures (see picture).

The first alpha/numeric sequence starts with a 'B' - for Bond - clever eh! This is followed by two more letters denoting the source of the engine fitted, e.g. FC/FD for Spitfire and HC for Vitesse; the following numerals being the original engine number.

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If this does not match your engine, you haven't got the original one - just like me!

The second sequence is more interesting. From these you can tell the date of manufacture, the car number and from that, the model type. The first letter is the year identification, which as far as we are concerned, starts at 'O' for 1963 through to 'V' for 1970. The first numbers, 1 to 12, represent the month of production. The second set of numbers are the Bond car number, starting at 101 for the first 2 + 2 and finishing at 5431 for the final 2-litre. There are some gaps in this sequence to tie up with the total production of 4480 vehicles.

Now, wasn't that interesting!? Seriously, please supply the Bond number on your I.V.R.s as this is more useful to me in compiling a record system.

I have had a number of owners contact me regarding spares and I am starting a list of parts available or wanted. If you have any information/requirements, please get in touch - you might be lucky! Badges appear to be in demand and I am looking into the reproduction of these. Please let me know if you are interested, as numbers may influence price.

Now some advance notice of a date for your diaries: the Bond Weekend (The Friendly One!) is being held again this year on 11th/12th June. So come on you Equipe owners, get them out and show them off!! You don't need a concours car, as long as it will get you there, it's good enough. Let's celebrate the Equipe's twenty-fifth anniversary in style.

Incidentally, despite the rumours, the person featured with the 2 + 2s in the photograph at the head of the February Register News was not me - I don't have that much hair!

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| Spitfire MKIV | £5.00 £5.50 |
| Spitfire 1500 | £5.00 £5.50 |
| Spitfire 1500 U.S.A. | £5.00 £5.50 |
| Spitfire 1500 Canada | £5.00 £5.50 |

| BROOKLANDS BOOKS | Price |
|--|-------|
| Triumph Vitesse & Herald 1959/71 | £6.50 |
| Triumph GT6 1966/1974 | £6.50 |
| Triumph Spitfire 1962/1980 | £6.50 |
| Spitfire Collection No. 1 1962/1982 | £6.50 |
| Road & Track Triumph Sports Cars 58/67 | £6.50 |
| Road & Track Triumph Sports Cars 67/74 | £6.50 |
| Road & Track Triumph Sports Cars 74/82 | £6.50 |

| GRAHAM ROBSON | Price |
|------------------------------------|---------------|
| THE COMPLETE HISTORY'S | |
| SPITFIRE/GT6 | £11.25 £12.00 |
| HERALD/VITESSE | £13.50 £14.50 |
| NEW PRACTICAL CLASSICS RESTORATION | |
| GUIDE OF HERALD/VITESSE | £5.50 |
| GUIDE OF SPITFIRE/GT6 | £5.50 |
| GUIDE TO METALWORKING | £5.50 |

TOP QUALITY MAGAZINE BINDERS FOR COURIER & TURNING CIRCLE MAGAZINES £5.25 each
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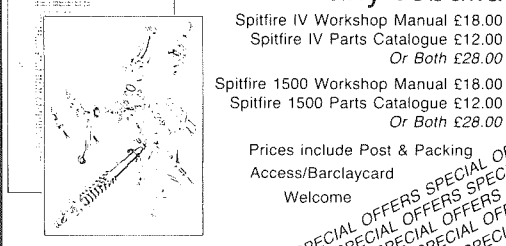
New book launch Introductory offers



OFFICIAL FACTORY REPRINTS

That show the right way to work on your car

The essential guide to tackling any rebuild



SPECIALS REGISTER

Dennis Graves



Have you ever thought of building a kit car?

Then you will be well aware of the vast choice available. There are some 50 manufacturers producing in the region of 90 different kits. It is now possible to have parked in your driveway anything from a small, inexpensive kit to build, say a 1930's replica, to a copy of a Lamborghini Countach which is certainly not small and is definitely expensive. Having said all this, the choice of kits available for our cars is slightly more restricted and a lot less exotic.

Before you hand over your hard-earned cash to a manufacturer, you must decide two things: firstly if you will be using a plywood, aluminium or fibreglass (GRP) body and secondly, if the car will be of classic or modern styling.

A kit with GRP structure is, in theory, easier to build than one where marine ply and thin gauge aluminium have to be used to construct the body. As most GRP bodies come in a gelcoat colour of your choice, great care must be taken to avoid damaging the external surface. A face-mask must be worn when working with GRP and accuracy is of the utmost importance when cutting any openings. Remember the old engineering adage: "Measure twice, cut once". The advantage of using marine ply and aluminium is its relative cheapness. If a panel is incorrectly cut or damaged, just remove it, throw it away and start again. The penalty you pay is in build time and in some cases, style. There is no doubt that constructing a kit of this nature takes a long time and build times of up to two years are not uncommon with kits produced from a set of plans - so beware!

Styling is a matter of individual choice and really what you choose is up to you. However, I would suggest some consideration is given to practicality. An open-top car that does not have wet weather gear is not very useful during our wet and miserable winters. Of course, if you live in Southern California or somewhere similar, this will not be a problem (I should be so lucky!). Now on to the kits that are available.

I recently contacted all manufacturers known to produce kits for which 'our cars' would make suitable donors (please note that in many cases the Spitfire chassis is too short, so a replacement will have to be found. This is not really a problem and the manufacturer will be glad to advise you). Those that replied I have listed below, with a few comments. Those that didn't, well you will just have to form your own opinions. I will say, however, that SPARTAN and AUTO FORGE AUTOMOBILES are missing because they no longer produce a Triumph option and BURLINGTON MOTOR COMPANY, suppliers of the Baretta and Arrow, recently had a fire and their whereabouts at the moment are a bit vague.

THE RMB MOTOR CO. LTD. - MILL STREET, BARWELL, LEICESTERSHIRE. TEL: (0455) 46302

RMB produce the Gentry, a traditional roadster based on, probably, the most popular MG of all times. Similar to the Dorian in construction, the Gentry has been in production for twelve years. The kit can be purchased at various stages of build and I would estimate an on the road price to be in the region of £3000. A truly traditional shape and probably the type of car that most people associate with the 'classic' British sports car.

STANTONBURY DESIGN SERVICES - 35 OAKFIELD ROAD, FROME, SOMERSET BA11 4JE. TEL: (0373) 72425

The only company that produce plans, as opposed to a kit, to reply to my request for information were Stantonbury. Their vehicle, when built, is known as the TT Prototype Replica. Plans cost £9.50 and a completed car could be on the road for well under £1000. As with any vehicle of this nature, what you make of it is up to you. Money can be spent heavily or not - the choice is yours. (see picture start of report)

CSA CHARACTER CARS - UNITS 40,41,43, HAYDON INDUSTRIAL ESTATE, HAYDON, RADSTOCK, BATH BA3 3RD. TEL: (0761) 37480

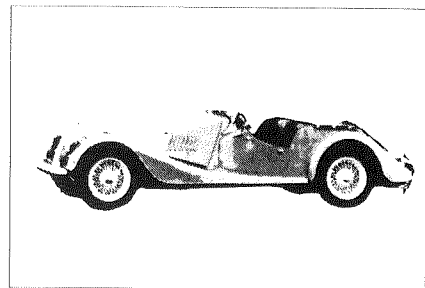
CSA produce the Mamba Phoenix (formerly the Moss Mamba), a sixties-style, two-seater sports car. A hardtop is available as an optional extra, as is the choice of finish, either grey primer or gelcoat self-colour. CSA estimate the total build cost being between £2750 and £3000.

In addition to the Mamba Phoenix, they deal with the Moss Malvern/Roadster kits and stock over £50,000 of Triumph spares. Most important of all, they will give a 10% discount to all Club members.



DORIAN MOTORS LTD. - WATTONS LANE, SOUTHAM, WARWICKSHIRE CV33 0XX. TEL: (092681) 7372

If you have ever fancied a Morgan replica, the Dorian SS is the car to go for. The kit is constructed from plywood and aluminium (body tub) and fibreglass (wings). The tub is supplied ready-constructed and the cost of a good quality paint job has to be allowed for in your final calculation. However, you should be able to build a nice example for about £2500. One point to remember is that the Dorian SS is available with a 2 + 2 option, which will give you a bit of extra room in the back. A 5% discount is offered to all Club members.



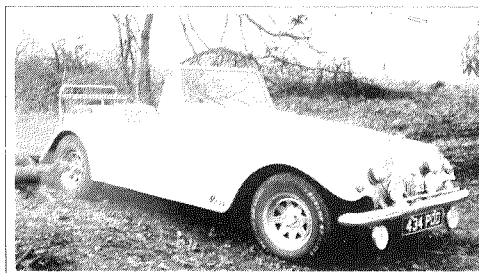
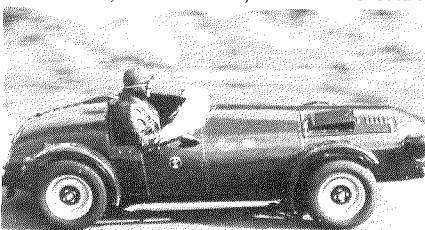
MARLIN ENGINEERING - UNIT 5, HAXTER CLOSE, BELLIVER INDUSTRIAL ESTATE, PLYMOUTH PL6 7DD. TEL: (0752) 781302

Marlin produce the Roadster and Berlinetta (2 + 2) but, unfortunately, neither are wholly Triumph-based. The Berlinetta using the Cortina III, IV or V as a donor and the Roadster is now based around the Marina. However, it will accept Triumph 4 or 6-cylinder engines. They are both really out of the scope of this article but I included the Roadster purely because of the engine options. Build costs are difficult to define precisely because of the long list of options but I would estimate £2500 for the Roadster and £3500 for the Berlinetta.

MOSS CARS (BATH) LTD. - UNIT 43, HAYDON INDUSTRIAL ESTATE, RADSTOCK, BATH BA3 3RD. TEL: (0225) 331509 or (0761) 36862.

Moss cars have three kits in their range: Malvern, Roadster and Monaco. All three are supplied in gelcoat finish and all three are well established kits with sales in large numbers proving their popularity.

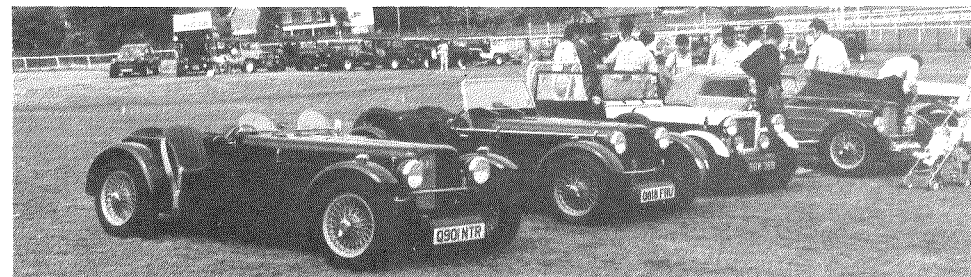
From a cost point of view, the cheapest to get on the road must be the Monaco. The basic kit costs £795 and the very nature of the vehicle demands the finish to be as spartan as possible. I would suggest £1400 should see you mobile.



The Malvern is a 2 + 2 version of the Roadster and kit prices are £1295 and £1195 respectively. Another £1000 to £1500 should see you on the road with a nice example of one of these cars.

All of these kits have their good and bad points and you should always DRIVE BEFORE YOU BUY. It is a good idea to contact the relevant Owners Club and talk to people who have built or are building an example of the car that you would like. Gather as much information as you can and remember, build times are not as quick as you would like to think.

Building a kit can be great fun and I seem to remember my two years in the garage being reasonably divided between periods of great elation and spanner throwing frustration. Good luck and don't say I didn't warn you!



INTERIOR RETRIMMING SERVICE

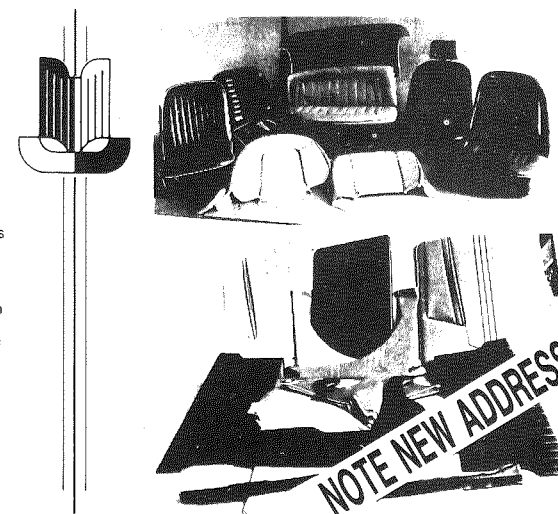
FOR SPITFIRE-GT6-HERALD-VITESSE

We are the biggest suppliers of remanufactured interior trim for Triumph cars. Our reputation for quality is world-wide and cannot be matched by any other supplier.

Our trim range covers Triumph Models
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All trim is made to original specification. We can refurbish your original seats or supply seat covers only. Door panel - Q/panel - wheel arch covers - tank assembly trim - B-post trim - door waist rail trims - crash pads - sun visors - door pockets - cubby box pockets - carpet sets - boot trim sets - hoods - tonneau covers - hoodstick covers - Surrey tops - headlinings - door and draught excluders and rubbers - fastenings and fixings. All trim can be supplied as complete kits or separate units in leather or vinyl. We can make up trim to any colour or specification. If you do not wish to trim your car we can do it for you. Our workshop is fully equipped to take on any size of job. For the DIY enthusiast we can supply you with all the raw materials; Vinyl - carpet - hooding - felt - hession - piping etc, by the yard - zips - adhesive - foam - cottons - leather - etc.

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**JIM HAWKINS (TRIMMING) PHONE (0993) 78207
32a Bridge Street Mills Industrial Estate Witney Oxon OX8 6YH**

HERALD REGISTER

Chris Longhurst



13/60 ENGINES:

Two main engine types are found in 13/60 Heralds. Early cars were fitted with 'small crank' engines with a prefix GE. Later cars had 'large crank' engines prefixed GK. Many of the items are common between GE and GK engines e.g. mounting plates, flywheel, sump, cylinder head (a number of head types are fitted but they do not coincide with the change from GE to GK), rocker shaft, rocker cover, camshaft, timing chain and tensioner, pistons, oil pump etc. The main differences between GE and GK engines are listed in Table 1.

The fan belt fitted to the engine is longer, the Unipart number is GFB 11026. The GK engine is also found, under a different prefix in Toledos and 1300cc Dolomites. If an alternator is fitted, the fan belt will not be the same as on dynamo cars.

The existence of the GK engined 13/60s is not acknowledged in many Leyland Parts Manuals and microfiches or in catalogues in High Street stores, so be prepared for a few arguments with "they never made them, sir" storepersons! (see also 13/60 Turning Circle p. 32 for information on other differences between 'early' and 'late' 13/60s).

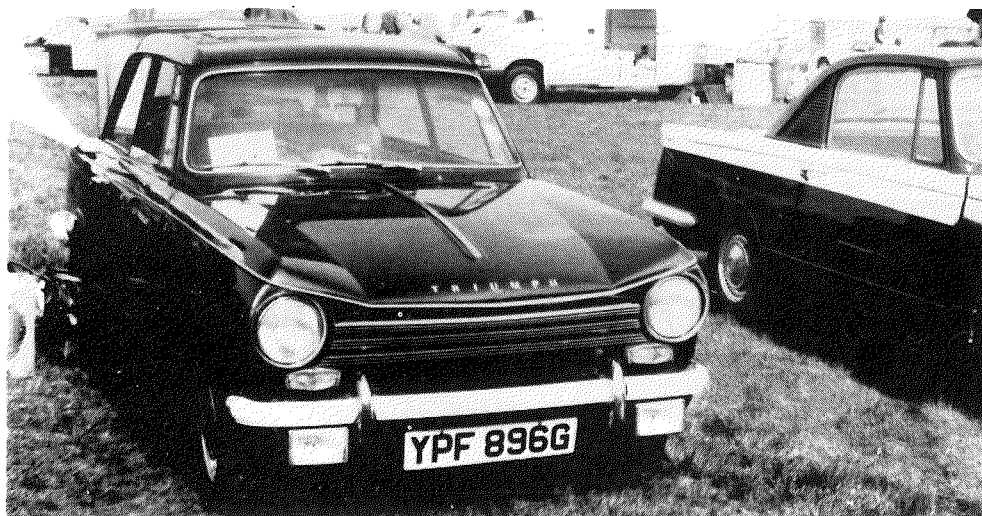


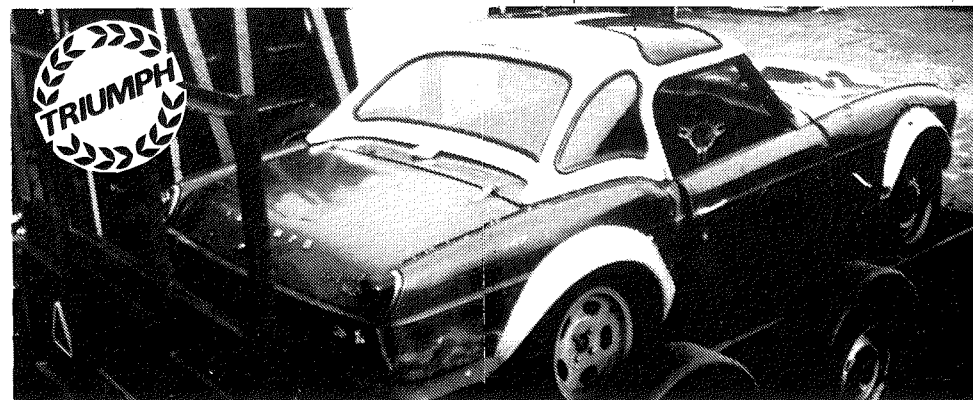
TABLE 1
GE AND GK PREFIXED 13/60 ENGINES

| PART | PART NUMBER* | |
|---------------------------|----------------|------------------------------|
| | GE PREFIXED | GK PREFIXED |
| Engine (8.5:1 CR) | 516388, 517717 | 519219, 519220 (UKC 8632) |
| Decoke set (gaskets) | (GEC 182) | (GEC 116) |
| Full gasket set | 516389 | 514898 |
| Crankshaft | 307422 | 308737 |
| Main bearing | 140111 | 149082 |
| Thrust washer | 144781 | 144192 |
| Thrust washer shim (.006) | 27138 | 145276 |
| Thrust washer shim (.004) | 27110 | 145275 |
| Con rod and bearing cap | 146543 | 146454 |
| Big end bearing | 138211 | 149081 |
| Crankshaft chain wheel | 100431 | 119389 |
| Crank end oil deflector | 100447 | 119390 |
| Pulley wheel | 202465 | 217108 |
| Crank nut | 128058 | 155357 |
| Timing cover | 201311 | 217308 |
| Oil seal | 100499 | 155695 |

*supercession numbers in brackets

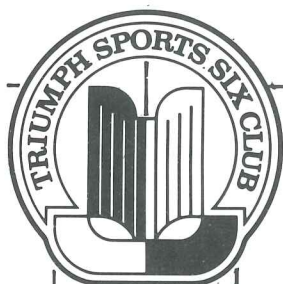
STAFF WANTED

Mechanic who can live and breathe Triumphs, ideally with some tuning knowledge!! Must be of a friendly disposition and able to converse with members' technical problems when necessary.



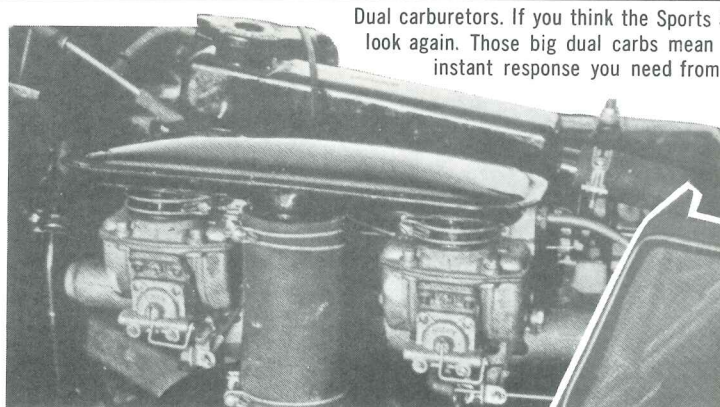
Position offers immense scope for the right person.

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FOOTFILE

THE TRIUMPH SPORTS SIX

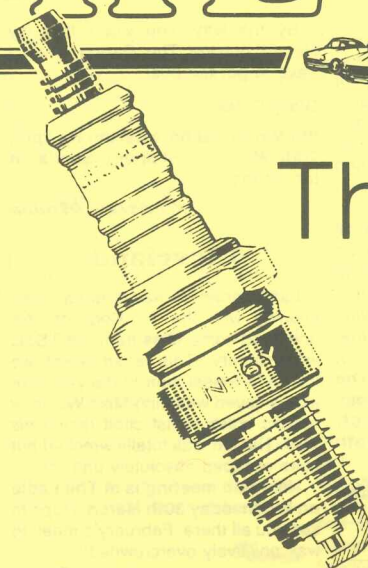


Dual carburetors. If you think the Sports Six is just look again. Those big dual carbs mean business instant response you need from a standstill.

Independent suspension on all four wheels. No rock...no roll. This car stays level on any road...Corners flat at any speed Just like a competition car.



AREA NEWS REVIEW



This...
...is a plug

for the

M40 MEET

Wycombe Air Park Booker Sunday 22nd May 12 Noon

EAST BERKS AREA — Welcomes all comers and offers

- ★ Hospitality - Bar, Restaurant, Snacks
- ★ Entertainment - Helicopter rides & Gliding lessons
- ★ Competition - Distance award & Best of breed

How to get there...

M40 Junction 4 (High Wycombe)
A4010 to Booker/Sands
3rd Roundabout turn left
Air Park approx. 1 Mile/right



TO THE AREA IT CONCERNS: the following Areas have failed to elect an Area Organiser and, unless they do as soon as possible, they will be excluded at the A.G.M. on March 6th. The Areas are:

10 Gloucester and Hereford - 18 Milton Keynes -19 Norfolk -27 Rugby
36 Trent - 44 West Yorkshire - 51 Dorset - 53 City & East London

DAVE BAYLISS - AREA LIAISON OFFICER

AREA NEWS REVIEW

ANGLIA...AVON...AYLESBURY...CANTERBURY...CLEVELAND...CORNWALL...COVENTRY

Anglia

Right, we have no time for the usual flippancy, so if everyone is sitting comfortably, I'll begin.

The good news is that the ANGLIA EVENT, this years' version of our Annual Barbecue, will be held at The Shelford Rugby Club sports ground from Friday 3rd June at 7 o'clock 'till Sunday 5th June at 2 o'clock - yes that's right, all weekend!

Ticket prices are £2.50 in advance or £3.00 on the day per person over sixteen. Camping charges are £3.00 extra per person for both nights. As a brief idea of what is in store, we expect several major traders to appear; there is a free boot sale so clear your garage out; the usual games and competitions including a driving test and Haul A Herald etc. The only big difference from previous years is that no food is included in the ticket price, although a large, hot food vendor will be on site both Saturday and Sunday (I hope). Remember, a licensed bar is on site as well as plenty of parking and resting areas. We are aiming at three hundred people attending, so if you want to be sure of tickets, please send your money as soon as possible by cheques to me at: **78 Victoria Avenue, Saffron Walden, Essex CB11 3AE**, made payable to the TSSC Anglia Area. Five advance tickets purchasers will receive their tickets FREE!

Back to normal Club meetings and the monthly meetings continue to grow with new members appearing all the time, my apologies if I didn't get to you all. Our thanks to Neil who arranged a fabulous Triumph Trivia Quiz which kept most people quiet for ages. The highest score was 72 from 100 from Keith Bennett, the lowest 26 from John Gladman. I came third from last and lost most points on the Parts Recognition section and I own a GT6!

Finally, before I absorb all the yellow pages, please, please, please remember to bring a copy of your local free newspaper to the next meeting. Also bring your most photogenic photo of your car so I can do some PR.

Gary Morton

Avon

First, I must thank John for organising the Film Show in February and for taking the time and trouble to do the Quiz as well. It was a great evening and well worth driving through the wind and rain for. Our first event of the year is the Bristol Classic Car Show on 19th and 20th March. We will need volunteers to man the stand as it is an ideal opportunity to inform local Triumph owners about the Club. From past experience, the more people who help out for just a few hours at a time, the better it is. So come and find out more at your local meetings: **The Travellers Rest, Filton on Monday 7th March and The Talbot, Keynsham on Wednesday 16th March.**

June Wroughton

Aylesbury Vale

A.V.A. persists with their small and friendly meetings every fourth Tuesday in the month.

Garage Spring Cleaning starts soon with perhaps many spares going cheap. Ladies from Oving do join us soon - in fact all are welcome.

Bill Gregory

Canterbury

The last meeting was a classic Noggin n' Natter session. The predominant topics being potential events for the forthcoming year and in what sort of activities would members in this Area wish to participate.

Some ideas forthcoming were Brands Hatch, meeting other Areas, Skid Pan visit, The Summer Treasure Hunt/BBQ (in fancy dress!!) and a convoy to Bromley Pageant. Of course, anything is possible and I can get the thing organised but only if I have a list of people. Unfortunately my membership list is incomplete, so if you wish to join in, you had better contact me and I will get straight back to you and then, like the rest of the TSSC, we can be the Club that's going places.

By the way, you won't find my Herald outside The Barton since I have to get the bus!

Diary Dates:

**8th March - Abbots Barton for 8pm.
20th March - Slippery Sam's at lunchtime.**

Andrew Mason

Cleveland

Last month we had a great video evening with the TR Register. We borrowed some films from the TSSC video library. This is an event we intend to repeat later in the year. We also enjoyed watching Mike Walker's horrific crash whilst circuit racing his TR4. The car was totally wrecked but Mike escaped absolutely unharmed!

Next pub meeting is at The Ladle on Wednesday 30th March. Hope to see you all there. February's meeting was positively overcrowded!

Kathy

Cornwall

The meeting held at The Sportsman's Arms at Launceston went well. My apologies for not being able to be there and my grateful thanks to Jack and Jean Hart for presiding in my absence. There was a good show of new Cornish faces and a large contingent of Devon members attending - thanks.

The next monthly meet will be held at The Fox & Hounds at Comford on Friday 25th March, to which everyone is welcome and the calendar of events of the rest of 1988 will be discussed at that time.

David Burton

Coventry

The launch of our Area News Sheet went down well, all reactions were favourable. Thanks to Mike for putting it together - with all our support it should thrive.

The quiz kindly presented by Kipping's, caused some head scratching but congratulations to Andy Winterton for winning (your turn to do

AREA NEWS REVIEW

DEVON...ESSEX...GATWICK...HANTS & BERKS

the next one!).

Ken Mulhall has, on behalf of Worcester West, challenged us to a game of skittles, so if we can't beat them on skill alone, let's swamp them with numbers (more details next month).

In the face of stiff competition, I am now officially the Area Organiser (again). Mrs N/A who is listed in the Area Directory was narrowly defeated. No new faces this month, so let's get out recruiting and see what we can do.

This years National Kitcars and Specials Show at the Royal Showground National Agricultural Centre, Kenilworth, is on the 1st and 2nd May. Arrangements are still to be made but the TSSC stand will require display cars and inter-Club competition cars, so if you would like to enter your car, please get in touch with me.

Karen

Devon

I'll start by thanking those who turned up to the Devon AGM on 31st January at the Dart Bridge Inn - 16 at one point. The Area Committee for this year was elected as follows: Area Organiser - Richard Bruford, tel: Christow (0647) 52363; Chairman - Graham Hill, tel: weekends Torquay (0803) 64088; Secretary - Gareth Beeching, tel: Ottery St. Mary (040481) 4875; Treasurer - Mike Atkinson, tel: Newton Abbot (0626) 55931; Asst. Area Organisers - Paul Johns & Nigel Whittaker, tel: Kingskerswell (08047) 2384. A big thank you was given to Julian Clutterbuck who retired as Area Organiser.

Two new people were appointed to act as contacts so that all of Devon can be covered. These people are: Plymouth Area Rep. - Steven Ash, tel: Plymouth 403948; North Devon Rep. - Ron Dark, tel: Hartland (02374) 573. Julian will still lend a hand by updating the membership lists for a forthcoming mail shot and Elaine Gammon will be providing secretarial support.

Don't forget our March meetings which are as follows:

Sunday March 13th - Evening meeting at The Stable Club.

Sunday March 27th - Evening meeting at The Dart Bridge Inn.

Gareth Beeching

Essex

Sorry there was no Area News for the last two months. Unfortunately, they both missed the deadline and I have now brought forward my posting date to the 8th, to be sure that you will all be able to read this report.

The December, January and February meetings were well attended as usual with some new members: Stuart, Sue and Bernie as well as the return of some old ones. Eddie's Spitfire is receiving a new 'rear end' after a rather nasty poke in the back.

On Saturday the 9th January, Sylvia and I, dressed in our fancy dress costumes, set off for the Bell for the fabulous Dinner and Disco. We joined the other 38 members, which included John and Pam Griffiths, in the restaurant, where we enjoyed an excellent meal. All the costumes were very good and I noticed that there were no German Officers this year; perhaps they have gone out of fashion. I sometimes wonder if the costume reflects some aspect of the wearer's personality which is not normally seen - this is only a thought so don't take it seriously Ian. During the disco, which judging by the number of people dancing and comments afterwards, was enjoyed by everyone. Kevin and Jackie were presented with the Treasure Hunt trophy and Stuart won the prize for the best fancy dress.

On behalf of all who attended, I would like to thank Ian and Jerry for organising the Dinner and Disco, which was not without its problems and to also thank everyone who attended for their support. See you at the next meeting.

David

Gatwick

Firstly, I must apologise for missing the last two Couriers with our usual

monthly report. This was entirely my fault.

It was nice to see a few new faces at our meeting on 1st February. One member who attended, currently lives in Oxtan, Wirral, although I understand he will be moving down south shortly. This must surely rank as our furthest travelled visitor!

Events which will be attended by Gatwick Area members are as follows:-

The London Classic Car Show 9/10 April - 10am - 6pm held at Alexandra Palace, Wood Green, London N22 2AY. Cost £5 (£4 for advance booking). If you wish to travel as a group, please contact Chris Childs or myself at one of our local meetings.

24th April - 10 Pin Bowling has been provisionally arranged at the Crawley Bowl. More details will be provided nearer the time.

South of England Meet, Syon Park 7/8th May - Gatwick Area members are arranging an Autotest so if you are interested in helping, please contact Chris Childs or myself.

Now the weather is starting to get better (?), let's see a few more faces at our bi-monthly meetings on 1st and 3rd Monday. The venue is advertised in the local Area Directory.

Incidentally, a list of local suppliers who are prepared to offer discounts to Club members is currently being prepared and will be made available at our meetings. To obtain a discount, you will be required to show a current Club membership card.

Dave Loveridge

Hants & Berks

Don't forget that the Tuesday 1st March meeting is being held at The Hatch (on the A30 about 2 miles east of Basingstoke), not at The Round Oak. The meeting on Thursday 17th March will be at The Round Oak as usual.

Future Events:

Tuesday 15th March - Skittles against Hants & Surrey, at The Jolly Miller,

AREA NEWS REVIEW

HANTS & SURREY...SOUTH HERTS...HULL...MERSEY...NORTHANTS

North Warnborough (near Odiham). Let Dave know as soon as possible if you want to come. Cost will be about £3.75 each including food. 7.30 start. Ring Dave (0256) 464428 or me (0256) 780100 if you need directions.

Thursday 31st March - another Skittles Match, this time against The Invaders Motor Club. Venue etc. to be announced at the meeting.

Hants & Berks have yet to be beaten at a proper skittles match so let's have a good turnout for both of the above.

Sunday 18th September (provisional date). Hants & Berks Auto Jumble.

Graham Sturgess

Hants & Surrey

Two months of '88 have already slipped by with very little happening in the Area, so it's time to bring all those Triumphs out of hibernation for an action-packed March (well, perhaps a bit more exciting!). Dates to note are:

Tuesday 15th March: the long-awaited return Skittles March against Hants & Berks, 7.30 pm at The Jolly Miller, North Warnborough near Odiham, just off junction 5 on the M3. Cost will be £3.75 per person, to cover hire of the alley and a slap-up bar meal. Anybody interested who didn't get caught at the February meeting, should phone myself (or Martin) on (0252) 874283 before the 12th. If all our new members turn up as well as those who took part last year, we're bound to end H & B's 'unbeaten' claim.

Monday 28th March: an extra Area meeting at The Fox in Bisley, next to Fox's garage on the A322. We are considering ideas for an alternative venue, either instead of The Royal Oak or for a second meeting towards the end of the month. So, here's your chance to comment on the current venue.

Well, I hope to see more of everyone in the coming months, starting at the London Orbital Meeting, which should have been as successful as last year.

Mark

South Herts

By the time you read this, our highly successful Dinner will have vanished into the distance, and the cold will be upon us. However, don't let that get you down, as we've still got lots of cheer at The Coach & Horses, just waiting for you to talk about your latest rebuild, or how your treasured possession is being kept warm in it's garage, (not, that's not the way to talk about your boyfriend, April). So, come on down and talk to us. If your car doesn't start first thing in the morning, or, when it does, doesn't want to go anywhere, we have the ideal answer. WALK! No, seriously, talk to any one of us, and you'll still have the same problem. Of course, this isn't true. Come and find out what a friendly bunch we all are, and what we're beginning to cook up for the rest of the year. We're sorry to have lost Dave Ridge to the West Kent Area, but wish him all the best in his new job and in getting his Bond back together. If you have any ideas for events, please come and see us soon. See you at the next meet!

Sheridan Earl Russell

Hull

A surprisingly good turn out this month, considering the hurricane force winds and rain - although most Club cars it appears are still in hibernation. The conversation flowed easily and the topics were wide and varied. The Humber Bridge Hotel has certainly proved to be a first class venue in the six months we have been using it. Things to look forward to in the coming, hopefully, warmer months are our display of cars at the popular Kirmington Air Display, a drive in the Lincolnshire Wolds stopping at a pub for Sunday lunch and further events with our friends from the Stag Club, which proved popular last year.

John Binnington

Mersey

OK, so I'll admit it - me and my Herald have been through a bad

patch. First the Herald fails the MOT and then I miss the Club night, thanks to a honey of a cold, kindly passed on to me by my 2 year old son.

All change for March though! Both car and driver have valid MOTs and we are back to blow your minds with a new conception in TSSC Quiz Nights, the like of which has never been seen in any local Area before.

Don't miss this new experience Quiz in March and don't forget to keep the ideas flowing for our Mersey Area Top Traders list. We've had an offer to computerise the lot but we still need more recommendations of any services that you have used and been pleased with, so that your experience can become a valuable reference source for other members.

Finally, thanks to Graeme for organising February's meeting.

Tony Whitby

Northants

Cue: Theme Music (Fleetwood Mac Rumours)

Roll: Film

Cue: Commentary

"Well Murray, here we are at the end of the Maidwell Grand Prix, an exciting programme of racing with some spectacular times and even more spectacular crashes."

"Agreed Raymond and wasn't it telling the way the first timed session was one of the fastest of the evening and clocked by the eventual Grand Prix champion. Will you just run through the high points of the evening, Raymond."

"Ok Murray, but first I would like to run over the course again. It started with a tight turn left immediately followed by a tight right. A lethal combination which caused accidents as the drivers accelerated rapidly away from the grid and were unable to make the corner. This was followed by a high banking turn to the right."

"At this point, I must say the surface on that bank was not the best and this was another of those places where drivers lost control."

"Agreed Murray, then the straight and into a sharp right, left zig-zag".

AREA NEWS REVIEW

NORTH EAST...NORTH LONDON...NORTH MIDLANDS...NORTHERN IRELAND

"Some almost uncontrollable side-on skids at this point and a truly spectacular 360° spin whilst retaining enough control to continue driving. This was also where most of the accidents were, with drivers swopping lanes and cart-wheeling off the barriers".

"Thank you Murray, down the back straight then into a tight banking right-hand curve and along the home straight to the flag. Well, that was the course and the highlights so here are the results".

Cue: Banner Page of Results
Grand Prix Champion -

Bill Sunderland

2nd Place - Bernie Robinson

3rd Place - Alan Window

The 4th to 8th places were taken by Frank Teeboom, Mark Teeboom, Dave Crozier, Paul Jennings and Trudi Squibbs. The prizes were:-

Grand Prix Champion - Pontiac Firebird and a bottle of bubbly (shared amongst all)
Fastest Woman's Time - Nissan 300ZX Turbo won by Trudi Squibbs
Slowest Time of the Night - Skoda 130 LR won by Bernie Robinson

As seen above, the Grand Prix Night was a great success and enjoyed by all. Now to the future, the March (16th) meeting will include a Quiz to pick your knowledge of our cars - so be there.

Alan Window

North East

We had a good turn out at the February meeting, with 8 new members turning up and David from Edinburgh Area coming down to meet us.

We had a very roudy meeting with lots of important issues being raised, the most important to be discussed at the AGM. I will inform you all of how it went at our next meeting on

Monday 7th March. As promised, I have been in touch with all A.O.s - again I will tell you what happened at the next meeting. I am happy to know that whatever happens, I have the full backing of the North East Area.

Unfortunately, Brian and Julie handed in their resignation as Treasurers at last months meeting as with most members, their feelings on what is happening within the Club are very strong.

Don't forget your 20p's for the quiz.

Judith Atkinson

North London

Firstly, our Xmas Meal was a great success even though the 'Black Forest Gateau' reached my backside before anticipated, thanks to Steve Phillips putting the plate on my chair.

The January 11th meet had a mega big turnout which was just as well as we held our Area Agenda for the year to come. We will be producing a list of all Area meets and events for the year when all the dates are confirmed and this will be available to all who come to our meetings.

A few of the highlights 'Coming Your Way Soon' are, 1) a Treasure Hunt for Easter Monday (4.4.88 1pm), 2) we hope as an Area to help and display at the Ally Pally Car Show 9+ 10.4.88, 3) a Barbecue at Pete's Gaff on 2.5.88, 4) a display at the Enfield Pageant 28-30.5.88 and 5) a display at the Radio Forest Car Show, Epping 5.6.88 (both subject to confirmation) and a National Convoy from England to Le Mans for the 24 Hour Race, held this year 11-12.6.88.

Quite a lot eh! Well the reason for this is quite simple: at long last we have kept up a steady turnout of members through the vital winter months, which is when we can complete events, knowing that we have support. Organisation of things can initially be delegated to individual members, which will later lead to more support from other members who will have experienced the hassles of organising something themselves. And now all you non-attending members can feel obliged to turn up as we've got lots for you to do!

So feel obliged to turn up on **14th March at The Old Hall Tavern, Chingford, London E4 and on the 28th March at The Rising Sun, Mill Hill, London NW9** and meet all the old regulars, the new faces of the last few

months (who are going to become regulars - aren't you!) and get the latest SP on the North London Area - The Area That's Going Places.

Graham Mountford

North Midlands

Just a brief note this month welcoming three new members to the Sunday meet, namely Noel Bosson with a Vitesse based Moss, Simon Ballance with a very tastefully modified Mk3 GT6 and Malcolm Morton, whom I'm afraid I didn't find time to introduce, my apologies.

With the arrival of three new faces, it was the largest Sunday meet to date with around 14 in attendance - let's keep it up.

Alan Mosedale

Northern Ireland

Our February meeting was reasonably well attended, despite the very bad weather. All the more credit to Tom Monon who came from Donegal again - his Spitfire covered in snow. It's a pity that members who live a lot nearer can't attend.

Very welcome also was Daniel, a new member, whose brown 1500 Spitfire is in very sound condition and was much admired.

During the meeting, dates and venues for Club runs during the summer (whatever that is) were discussed with Pete Waller making some excellent suggestions. At present it looks like we will try to attend a Cavalcade in Waringstown on the 24th June - more details will follow in my next report. We also discussed the possibility of a change of venue for meetings but no decision was made and most seemed happy to continue as we are.

Technical tips from our members included the use of modern gas struts for the bootlids of MkIV/1500 Spitfires - to date members have used struts from a Charade and Renault SS (but Ford Fiesta ones do not fit). These make lifting the bootlid a one finger job and don't rattle.

Jack Kelly, another Spitfire owner,

AREA NEWS REVIEW

NOTTINGHAM...OXFORD...PETERBOROUGH...RIBBLE...SCOTLAND WEST

joined in with the meeting and left with a recruitment form and copy of The Courier, promising to join the Club! For my part, I hope to have my Club car fully operational soon but I am still looking for a suitable Herald.

Paul Robinson

Nottingham

There was a very good turnout for our first meeting of 1988, so let's keep it up and hopefully everyone will support their group for the rest of the year. We have several things planned for the years events and I would like to get some form of diary of happenings drawn up at the next meeting.

We have been invited to a Pirelli evening by the SAAB Owners Club on Wednesday 30th March at The Flying Horse, Kegworth at 8.00 pm. There will be two films about Pirelli tyres (production of) and another on Pirelli tyres in racing, plus technical chat, so it should be an interesting evening and I hope to see you there.

Has anyone any more events they would like to arrange? Please ring me as soon as possible.

Next meeting is Wednesday 9th March NOT 19th as in last month's magazine.

David Manning

Oxford

Very well attended meetings recently, with special thanks to Jimmy Carter once again for his movie film of events. He and Val attended in 1987 at the February meeting.

A date for your diary - Saturday 28th May. Geoff Timm's Barbecue in the Avon Dasset Park, starting from The Grapes at 9.30am with a pub lunch at Edge Hill. Tickets cost £2.50 and this will be a 'ticket only' event with more details to follow.

Another date: Sunday 26th June. Visit to the Shuttleworth Collection at Old Warden Airfield near Biggleswade, Bedford, again starting from The Grapes at 9.30am.

Before either of the above, perhaps we can join the East Berks M40 meet

on Sunday 22nd May. More details to follow. We have been invited officially, so let's show them a good turnout.

John Cudmore

Peterborough

There were 8 members at February's meeting, which makes you wonder why bother when the Yaxley meeting place is a round trip of 40 miles for Paul and myself. It seems over the last few months we have lost several regular faces, through job moves and people not renewing their membership. Perhaps it is just because it is the winter months when nobody likes to turn out. Anyway, enough moans, we did manage one new member, Mark Coles with a Spitfire 1500 from Ramsey. **Next month we shall be at The Plough, Deeping St. Nicholas on 14th March.**

Do not be late for April's meeting on the 11th. We shall be leaving the car park at 8.00 pm to drive in convoy to the Eastern Electricity Board's offices where Peter has kindly arranged for his boss to attend and watch the Club's videos, to be shown in their boardroom (not really bribery!). So please, let's see if we can go into double figures - it should be an interesting evening.

Sharon Espin

Ribble

Hello from your new Area Organiser! I think you'll all agree that Bill Coulshed has done a stirring job over the last few years as Area Organiser. So, cheers Bill and Carol and thanks again for the bed.

For anyone who has tried to contact me at the Garstang address, sorry but I've been a bit nomadic lately. By the time this is in print, I should be living in Poulton-le-Fylde, 67 Breck Road to be precise but alas no phone number as yet.

I look forward to seeing you all at the meetings when I'll try to organise the Treasure Hunt I've had planned for months. See you at the next meeting.

Peter Oldcorn

Scotland West

There hasn't been much happening recently other than the Club meetings every second Monday of the month, which now see a very good turnout even on the worst nights.

My apologies for the absence of news last month. I waited until after the meeting to write and obviously didn't allow enough time for the postman to do a first class job, so I'll just have to repeat and update the same information.

The 'Scottish Triumph Association', the name under which Stags, TRs and 2000s meet with the TSSC under the same roof, have now produced their events calendar for 1988. This is a very comprehensive list of events in Scotland which also covers the parent clubs' main national events down south. There is a wide variety of things to do which should suit every member. Copies are available free of charge by sending a stamped, self-addressed envelope to: STA Calendar, 4 Barbieston Courtyard, Dalrymple, Ayr KA6 6EJ. There are events all over Scotland, from Dumfries, Perth, Finty to Durris, so send for your free calendar now and participate in the fun this summer.

When you send for this calendar, please could I ask you to sort through those spares that clutter your garage, shed or attic and forward a list to me along with your telephone number, so that I can begin to compile a new booklet. You might well be on the receiving end one day, phoning me for an elusive part to get you back on the road. This also helps the 'Self Help Scheme' to operate efficiently. Twice I have been unable to locate parts to enable members to complete their Scottish holiday unhindered. I know exactly what it's like: I broke down in the Vitesse in Southern Germany prior to the 'Self Help Scheme'. I was forced to spend the next ten days in a German tin-top VW Golf. Now I read there is somebody willing to help in that very spot!

There is a convoy to 'Biggar Autojumble' leaving 'Bothwell' services on the M74 on Sunday 20th March at 11.15 am. We will have a bar

AREA NEWS REVIEW

CENTRAL SOMERSET...SWINDON...WEST SUSSEX...THAMES

lunch in the village (the food is excellent and cheap) and visit the Autojumble in the town hall. There is an Autojumble in 'Portobello' town hall on the 27th March but no convoy is organised. Take the wife shopping for old car bits, then give her a bar lunch to keep her happy. **I look forward to seeing you there, and at the next meeting at 'Glasgow Flying Club' at 8.30 pm on Monday 14th March beforehand.**

John Malcolm

Central Somerset

Although the January meeting was held at the temporary venue of the Bathpool Inn at Bathpool, the number of members attending was very encouraging. There was a total of 12 members attending including two new faces - hope to see you again in the future, James and Derek. I hope the numbers attending the meetings continue to increase and surely the January meeting is a good sign as generally the winter meetings are not well attended, and hopefully more of you will come out of hibernation as the warmer weather approaches.

The March meeting will again be at The Bathpool Inn at Bathpool, but the Creech Castle is likely to be the venue for the April meeting. The management at the Creech Castle have shown me their proposals for refurbishment and they have indicated that we may be able to reserve a small, family room for our monthly meetings, which does sound promising. I will keep you posted as our exact plans and if you have any queries please ring me (0278) 424234.

Rob Warren

Swindon

Well, Winter seems to have passed without too much snow as of yet. A good turnout at the February meeting on an awful night, blowing a gale and throwing it down. Jimmy came with some original parts lists and repair manuals, which were rapidly snapped up - even ones for TRs.

The February, March and April Area

Newsletter is available, so come along to pick up your copy.

Events are starting to happen now so do your utmost to support the Club and your Area. Talking of the Area, the first part of our four point competition starts on the 20th March with an easy Treasure Hunt, points awarded to all who turn up.

The Swindon Area challenge all comers for their Skittles Evening on 23rd April, so make a date to beat us.

Please note the meets for April and May are a week later as the 1st Monday is Bank Holiday, April is on the 11th and May the 9th. Also note my change of address and phone number: 89 Merlin Way, Covingham, Swindon 613922.

Future Programme:

March 7th - Meet at The White Hart.

March 19th - Convoy to Bristol Classic Show. Leaving White Hart 10.30 am.

March 20th - 1st Competition for the Area Trophy. Treasure Hunt. 10.30 am at The White Hart.

April 11th - Meet at The White Hart - Technical Evening.

Ivan Kirk

West Sussex

Turnout at this meeting was a little down on last months. However, several ideas were tendered and received a nodding of approval. So there should be a Treasure Hunt in the near future. No word yet from any of the car shows mentioned last month, although I have not had any word from Club members with exhibitable cars! Someone out there must have a car which does not resemble my own.

I am trying to organise a trip to the London International Classic Car Show on the 9th or 10th April, depending on numbers whether we go by car or coach. For more details, see page 7 of Feb's Courier.

Next meeting is Thursday 3rd March at The Coach & Horses, A27, Worthing at 7.30 pm.

This months Sunday meeting is on Saturday 26th March and this is a convoy to Goodwood to watch round

one of the TSSC SPRINT CHAMPIONSHIPS. Should be a good day out for all. Convoy starting out from The Coach & Horses, Worthing, approx 10.30 am - hope to see you there. Any enquiries, then why not phone me on (0903) 203959 in the evenings.

Mark Bickerdike

Thames

Well, what a turn out! New members galore. Quite an enthusiastic bunch by the look of them, mostly mad I think but that means they'll fit in well.

The Film Night went well - nearly made me cry though when I saw a Spitfire being crash-tested but I cheered up when I saw a TR6 going the same way. We'll have had our second film night by the time you read this. We'll also have passed the Orbital Meet complete with dutch and Isle of Wight contingents. Looks like a busy year this year, time to look over the camping gear, plenty of shows to visit; which brings me nicely on to the International Meet at Peterborough. Volunteers required as car park marshalls on the Saturday and Sunday mornings - have a feeling of power for a couple of hours. Don't forget the Classic Car Show at Ally Pally next month. London's very own classic car show - about time too! Mike and I will probably be on the Club stand again (thanks Mike!) so brighten our day and come and see us. Those of you at the AGM will see a big change as outlined in the February Courier. Come along and see it work, and hopefully vote it in.

March Hare Meetings:-
Sunday 6th - AGM, Buckhirst Hill.

Thursday 10th - Social at The New Inn.

Thursday 24th - Easter Bonnet Competition at The New Inn. Clean up your bonnets and let's have a look at them.

April Meetings:-

Thursday 7th - Social at The New Inn.

Sat/Sun 9/10th - London International Car Show.

Tracy

AREA NEWS REVIEW

WESSEX...W. MIDLANDS...WOLVERHAMPTON...WORCESTER W...N. YORKS...S. YORKS

Wessex

Starting at the New Year, a group of us attended the New Years Eve function at The Belvedere Hotel in Bournemouth. Neil 'Gordon' Williamson provided the entertainment and a good time was had by all.

For the January meeting, we held a video evening. A splendid turnout watched Spitfires in the Tour de France and Heralds crossing the Sahara! In view of its popularity, we will hold another video evening soon.

February was a tremendous month. For the first time ever we won a Skittles Match! The A35 Owners promised that it was not a fix, so now we are ready for allcomers. Congratulations to Kevin Williamson, who won the man of the match award.

Coming soon, the A.G.M. In view of the far-reaching proposals suggested by the National Committee, we would strongly recommend attendance. Transport can be arranged - contact me for details. For those who cannot attend, I would suggest that a 'no' vote is appropriate.

Next Tues: Photo Competition - Club and non-Club classes.

Sunday 27th March - Treasure Hunt starting at The Pure Drop, Ferndown at 10.00 a.m.

Jonathan Longhurst

West Midlands

Tuesday's meeting was very encouraging with a lot of new members. It was good to see so many GT6s in the car park and a Vitesse being in last ever made, still in pristine condition.

We are planning to hire a Mini-Bus to attend the AGM on the 6th March. Anyone who didn't attend Tuesdays meeting and wishes to come, please phone us.

Once again we are organising the Club Stand for the National Classic Car Show at the N.E.C. on 30th April - 2nd May. This show is easily one of the best inside shows of the year. We will need volunteers to man the stand and they will get free entry. So if you fancy it, see me at the **next meeting on 8th March and Sunday lunchtime 27th March.**

Tony Spicer

Wolverhampton

Not such a full meeting early on, people arrived later. New-comers included Cliff with a Spitfire. Nobody seemed to have much to sell but Roy may have found the elusive brakedrum for his MkIII GT6; brakes seemed to be the theme of the evening. Dennis, National Show Car Register Sec., visited us and proceeded to win the Quiz, which Steve had set (highly technical as always, a good challenge). Roger will set next month's Quiz as Dennis probably won't be there.

Future Events:

4th March - 7.45 pm Indoor Cricket (probably fully booked by now but we can always go again). NO JEANS, shorts and tracksuits please, and trainers.

14th March - Next meeting, upstairs Merry Hill pub, 8ish onwards.

Sarah Whitley

Worcester West

With 39 members turning up to the Club night in such awful weather conditions, we must have one of the fastest growing Areas in the TSOC - we may even become 'the Area'. Anyway, it was great to see so many faces on the night, let's keep it up. We had the usual Quiz, won by Fiona and the booby was won by Tim on Karrenza. We had three Club cars for sale. As for the events calendar, May 15th the Black Country Museum, cost £2.50 plus £1.35 for the Canal Trip. Full details at the March meeting where numbers and a deposit will be taken. There are no details for the River Boat Trip yet. June 26th is the Treasure Hunt, the Skittles Night has not been finalized yet - I will let you all have the details as soon as I know. **The next meeting will be on March 7th at 8.00 pm at The Anchor Inn, Kempsey, nr. Worcester.**

Chris Chawro

North Yorkshire

February's meeting was relatively quiet, however, it gave us a chance to discuss the forthcoming events, namely the N. Y. Triumph Weekend on 27th - 30th May and the 7th Concours and Moors Run on 4th September. Put these dates in your

diary now.

We are trying to arrange a visit to the Army Transporter Museum at Beverley on a Saturday or Sunday. Further details will, hopefully, be available at the next meeting.

Duncan has started a 'Spares Book', so if you want to sell any spares or you are looking for any, then Duncan is the man to see.

In the early summer we hope to arrange a Treasure Hunt, finishing with a Barbecue at a local hostelry. Anyone skilled in writing cryptic clues please present themselves at the next meeting.

News of the Brewery Trip will soon be announced - watch this space. See you all next month.

Judy Teesdale

South Yorkshire

The first meeting at The Sitwell Arms was a big success. Thanks to everyone who came and a warm welcome to Vic and Helen, Peter, David, Dave and Ian - do come again.

Mick is organising a Bowling Night with the TSOC, for 15th March. Further details at February's Thursday meet. Mick will also be organising a Quiz Night with the TSOC sometime during April. We have five volunteers but more are welcome, as are spectators. Unfortunately, there was no raffle in January - by the time you read this, someone should have won the February raffle!

Short items: Sunday meetings continue as advertised, but will stop for a Winter's break after October. Don't forget to give spare petrol coupons to John. The Barnsley Vintage Vehicle Rally is on Sunday 10th July.

Following the January meet, the Committee met at the Earl of Strafford, in Hooton Roberts, and made a provisional booking for 35 places for an Xmas meal, with disco, on Saturday 10th December (price around £12). First come, first served! Mark is handling detailed arrangements.

We also discussed the Club's proposed restructuring. Anyone with strong views should phone me before March 5th, as I intend to go to the AGM (weather permitting).

Colin Troise

TOP TRADERS

With this issue of The Courier, you will have received a Top Trader form. Please complete with details of any traders you have used in the last four weeks and post it off to me. If you have had no recent dealings, then please hang on to the form for future use and if you require more forms, they are available from the Club Office or just send your comments to me in a letter.

Forms are also being sent to all traders, so you can expect to be given a form when dealing with a trader, either over the counter or by post - and it may bear their company stamp. We encourage this as it suggests the trader is confident of his or her performance, however, forms given to you by traders should be posted direct to me by the member and NOT be handed back to the trader after being filled in. Each form or letter sent, must show your name and membership number. If you are not given a form, then write to me anyway, bearing in mind that it is equally important that I know about good, bad and average firms - and if possible, indicate your opinion of price, quality and customer service.

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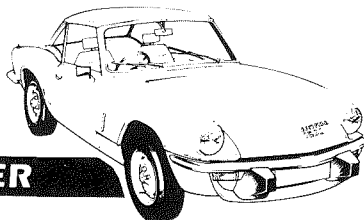
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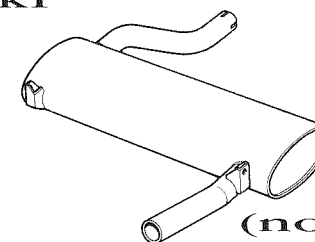
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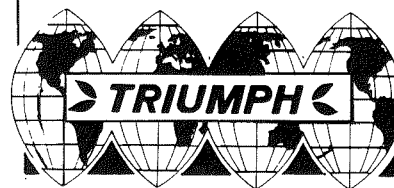
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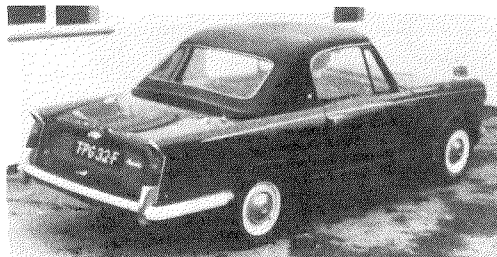
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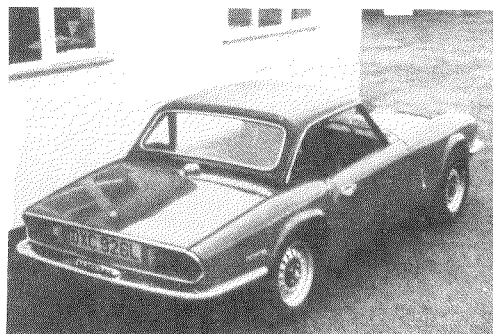
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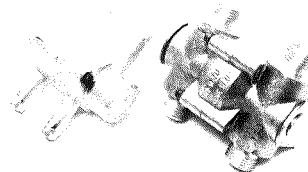
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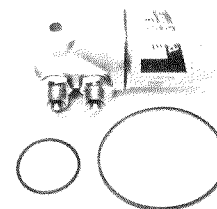
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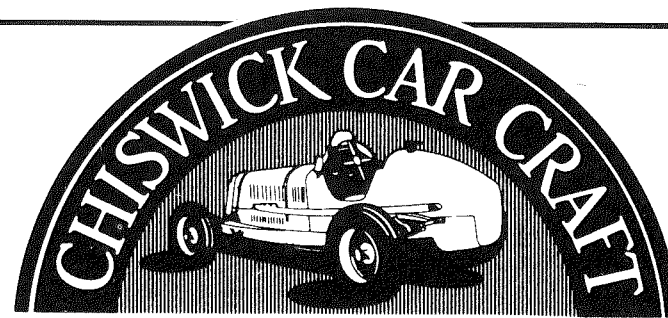
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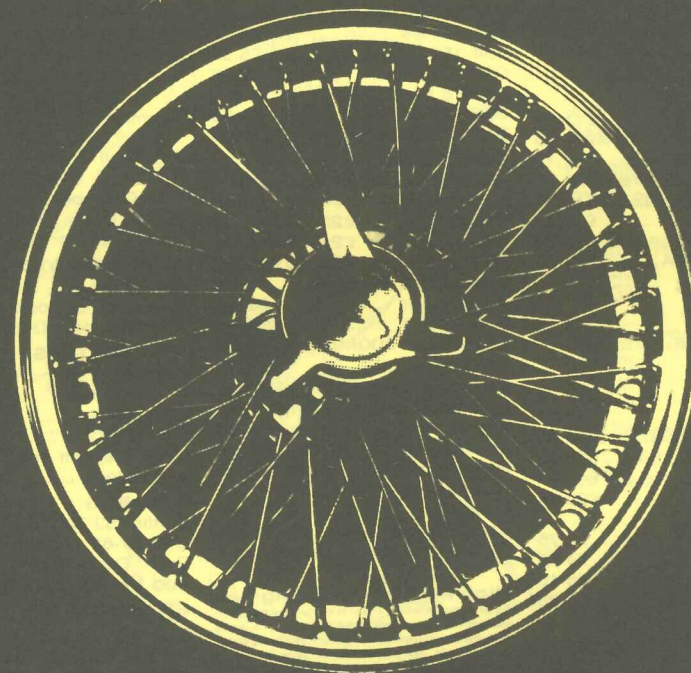
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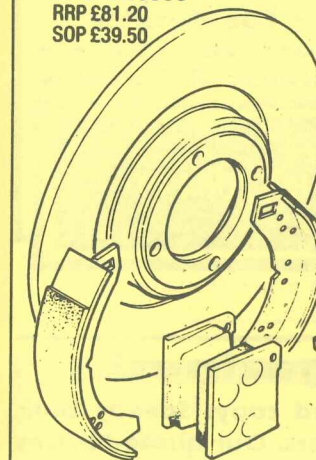
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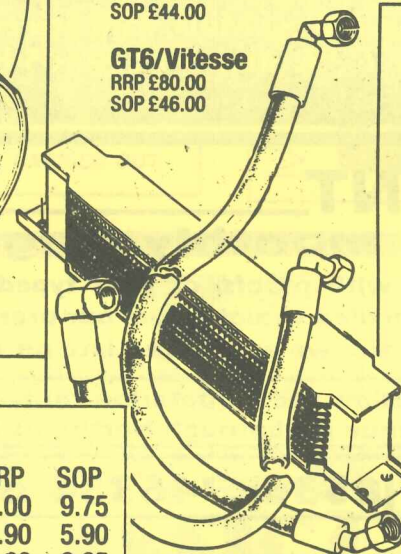
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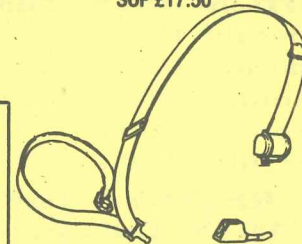
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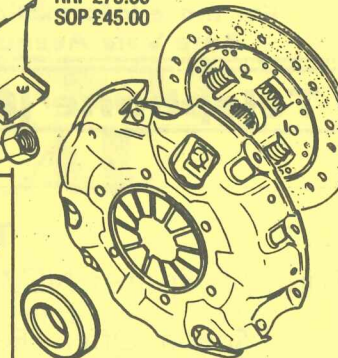
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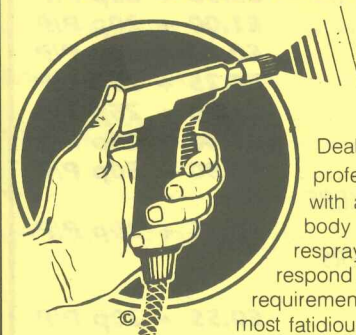
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| TEE SHIRTS Individual Marque Tee Shirts with 3" logo on left hand side for the following Herald, Vitesse, Spitfire (only small & Ex Large) GT6, and Marlin Colours are Navy, White, Red and Black Sizes: Small, Medium, Large & Ex Large £4.95 + 75p P/P | |
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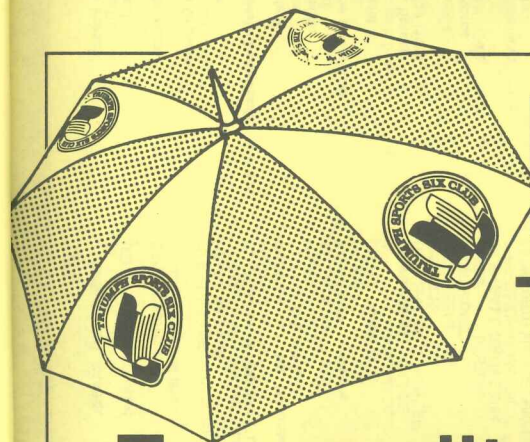
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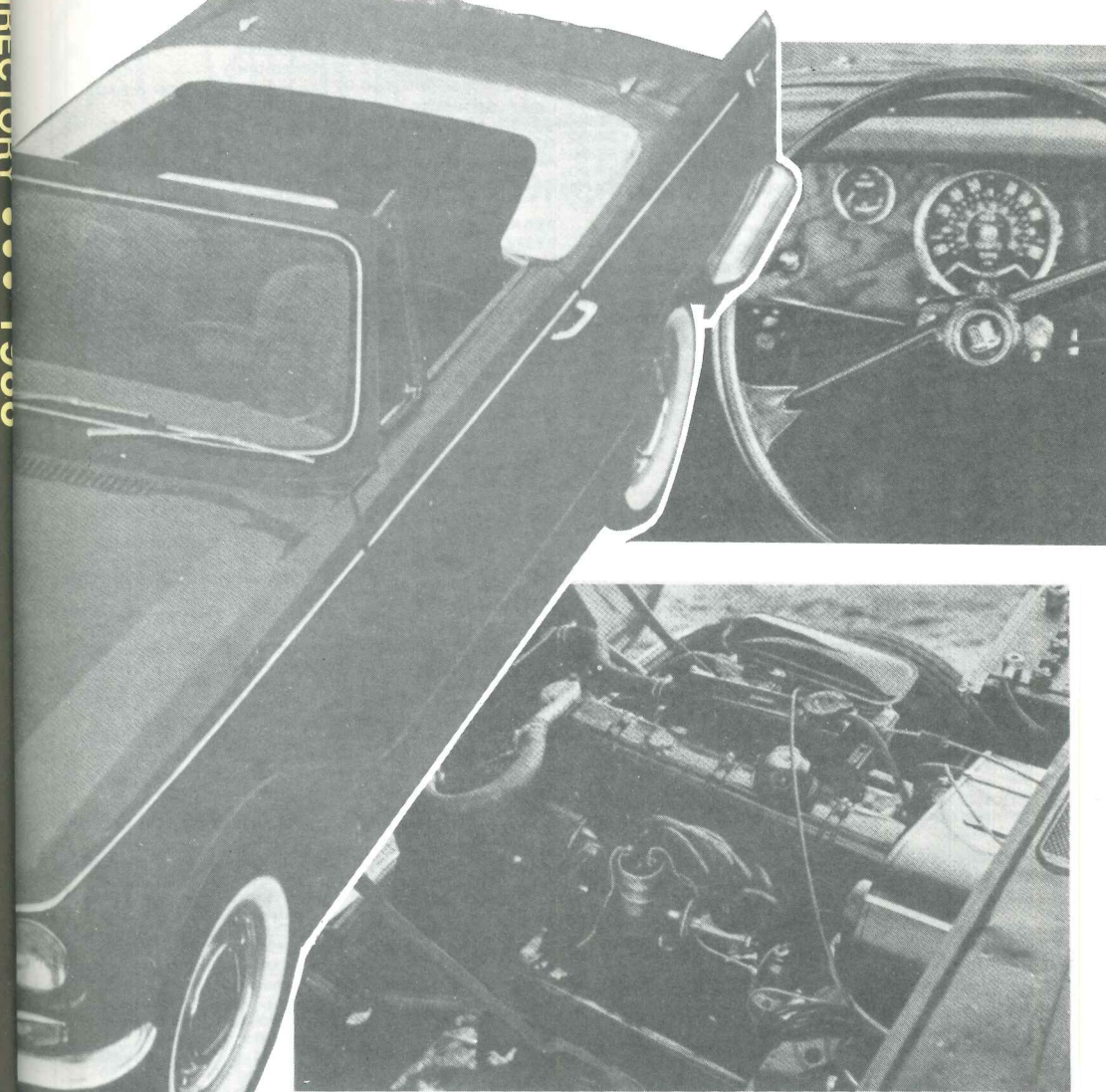
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AREA DIRECTORY • • • 1900

| AREA | AREA ORGANISERS | TEL. NO. | VENUE | TOWN | MEETING DATE |
|-----------------------------|-------------------------|--------------|---|-------------------------------|--------------------------------|
| 01 ANGLIA | Gary Morton | 0796-27455 | The Coach & Horses | TUNNINGTON, CAMBS. | 1st Thursday |
| 02 AVON | John Lippatt | 0272-857594 | Travelers Rest/The Talbot | FILTON/KENYSHAM | 1st Monday/Wed |
| 03 AYLESBURY VALE | N/A | N/A | The Cow Roast | BENKHAM/STEAD (A41) | 4th Tuesday |
| 04 BRIDGEND | TBA | TBA | TBA | TBA | TBA |
| 05 CANTENBURY | Andrew Mason | 01827-792462 | Abbotts Barton Hotel | CANTENBURY | 2nd Tuesday - 8pm |
| 06 CANTENBURY | Kathy Stegthorne | 0623-590798 | The Ladle | LAST WOODS | Last Wednesday |
| 07 CLEVELAND | David Buxton | 0726-924093 | Contact Area Organiser | HEATH HILL LANE | Last Friday 7.45pm |
| 08 CORNWALL | Karen Phipps | 02031 711244 | Standard Triumph Club | COVERS LANE, NR. SHUTTLE | 1st Tuesday 8.00 pm |
| 09 COVENTRY | Geoff Fletcher | 06602-726147 | The Elm Tree | HEATH HILL LANE | 1st Wednesday |
| 10 DENBY JUNCTION 29 | John Eade | 0332-881094 | The Railway | CLYST ST MARY / BUCKFASTLEIGH | 3rd Wednesday 7.30 pm |
| 11 DENWENT VALLEY | Richard Burford | 0647-52363 | London & Manchester Social Club/Dart Bridge Inn | CLYST ST MARY / BUCKFASTLEIGH | 2nd Sun / Last Sun 8pm |
| 12 DORSET | N/A | N/A | The Antelope | SHERBORNE | Last Wednesday |
| 13 EAST DEVONS | Andrew Elliott | 0734-412666 | The Seven Stars | KNOWLE HILL, NR. MAIDENHEAD | Last Tuesday 8pm |
| 14 EAST DEVONS | David Bird | 0245-441819 | The White Bear | STANFORD RIVERS | 1st Sun. Lunch |
| 15 ESSEX | Chris Childs | 01-330-1389 | The Fox Revived | SELWICK, NR. ROSS | 1st & 3rd Mon 8pm |
| 16 GATWICK | N/A | N/A | The Loughpou | PAWORTH COMMON | 2nd Tuesday 8pm |
| 17 GLOUCESTER / HEREFORD | Dave Hearden | 0256-464428 | The Hatch/The Round Oak | LITTLE COMMON | 1st Tues/3rd Thurs 8pm |
| 18 HANTS & BERKS | Maxine Watts | 0483-224350 | The Royal Oak | PIRIBRIGHT | 2nd Monday 8.30pm |
| 19 HANTS & SURREY | N/A | N/A | The Wheatsheaf | WHITWELL / HENLOW CAMP | 1st Wed/ 3rd Tues 8.30pm |
| 20 EAST SUSSEX | Sue Bedford | 0823-223549 | Eagle & Child / Bird in Hand | NEWGATE ST. VILLAGE | 3rd Wed, 8.30pm |
| 21 HERTS NORTH & SOUTH BEDS | Sheridan East Russell | 01-205 6397 | The Coach & Horses | BARTON UPON HUMBER | 2nd Tuesday 8pm |
| 22 HERTS NORTH & SOUTH BEDS | G Curtis / D Binnington | 0469-73074 | Humber Bridge Hotel | IPSWICH | 1st Wed/ 3rd Tues 8.30pm |
| 23 SOUTH HERTS | Bill Yates | 0473-830437 | The Crown | GRADVEDEN A227 | 2nd Tuesday 8pm |
| 24 HULL | Clive Caldwell | 0474-359974 | The Woodlands/Hot | SUNDERRIDGE | 1st & 3rd Wed 9pm |
| 25 IPSWICH | Richard Francis | 0732-460039 | The White Horse | SHEFFIELD SYSTON | Last Thurs 8pm/2nd Sun |
| 26 EAST KENT | John Thorpe | 0533-28374 | The Bath Hotel / Gate Hangs Well | PRESTON/CHIBOWDEN | 1st & 3rd Thurs 9pm |
| 27 LEICESTER | N/A | N/A | The George | FARNWORTH VILLAGE, WIDNES | 2nd Thurs/3rd Thurs 8.30pm |
| 28 CITY & EAST LONDON | Paul Howarth | 061-790-8991 | The Woodpecker/Nag's Head | HEELANDS, NR. KEYNES | 2nd Monday 9pm |
| 29 MANCHESTER | N/A | N/A | Ring O' Bells | CROMER RD., NORWICH | 3rd Wednesday |
| 30 MERSEY | N/A | N/A | The Suffolk Punch | MAIDWELL | 1st Mon 8.30pm |
| 31 MILLTON KEYNES | N/A | N/A | The Firs | WINTLTON | 3rd Wednesday 8pm |
| 32 NORFOLK | Alan Window | 0536-761329 | The Stag's Head | CHINEFORD / ARKLEY | 1st Monday 7.30pm |
| 33 NORTHANTS | N/A | N/A | The Stag's Head | STONE | 2nd Mon / Last Mon 8.30pm |
| 34 NORTH EAST | Graham Mountford | 01952 1755 | Old Hall Tavern / Ring Sun | NEWTONABBEY | 1st Sun Jun 12pm, 3rd Thur 8pm |
| 35 NORTH LONDON | Alan Mosedale | 0782-394301 | The Three Crowns | SHARDLOW | 1st Sunday 2pm |
| 36 NORTH MIDLANDS | Paul Robinson | 0232-821388 | Glenarna Hotel | VARINOT | 2nd Wednesday 7.30pm |
| 37 NORTHERN IRELAND | John Cuthmore | 05097-4450 | The Dog & Duck | KIRKHAM/HINTHILL | Alternate months 2nd Mon |
| 38 NOTTINGHAM | Sharon Engh | 099-389555 | The Grapes | CLAY COTON/BIBBEHALL | 2nd Mon 8pm/4th Sun 12.30pm |
| 39 OXFORD | Paul Oldcorn | 0775-48335 | Three Horseshoes / The Plough | WADDON | 2nd Mon 8pm/last Sun Jun |
| 40 PETERBOROUGH | N/A | 09952-4417 | The Black Horse/Hoghton Arms | CUNAR | 1st Tues 8.30pm |
| 41 RIBBY | Bill Mordant | 0722-26649 | The Fox & Hounds/Three Horseshoes | EDNURACH | 2nd Wednesday 7.30pm |
| 42 SALISBURY | Andrew Thomson | 0592-772515 | Three Crowns | SEAFORD RD. ABERDEEN | 3rd Sun 12.30pm |
| 43 SCOTLAND TAYSIDE | Martin Williamson | 031-612816 | The Golf Tavern | ABBOTSINCH ROAD, PAULSLEY | 2nd Monday |
| 44 SCOTLAND NORTH | Alex Back | 0224-582591 | Fairmile Inn | TBA | Last Thurs 8pm |
| 45 SCOTLAND GRAMPIAN | John Malcolm | 0224-582591 | Palm Court Hotel | CHALFAY / VARIOUS | 1st Tues/ 3rd Thurs 8.30pm |
| 46 SCOTLAND WEST | Rod Warren | 0278-424234 | The Glasgow Flying Club | OXFORD RD. SWINDON | 1st Monday 7.30pm/2nd Sun 12 |
| 47 SOMERSET | Nigel Wilce | 0273-674248 | The White Hart | A27 WORTHING | 1st Thurs 7.30pm/2nd Sun 12 |
| 48 SUSSEX | Ivan Kirk | 0793-613922 | The Coach & Horses | HAM COMMON | Alternate Thurs 8.30pm |
| 49 SWINDON | Mark Bickerdike | 0903-203932 | The New Inn | FARNDOON RD. NEWARK | 1st Tues/ 8pm |
| 50 WEST SUSSEX | Tracey Ludman | 0753-684212 | The Travelers Rest | ROSSSETT, NR. WREKHAM | 2nd Tues 8pm |
| 51 THAMES | N/A | N/A | The Golden Lion | BROXTONE | 1st Tues/ 8pm |
| 52 TRENT | Patrick Faleur | 0244-316750 | Wentlog Castle Hotel | WISLEY | Alternate Tuesdays |
| 53 WALES NORTH | Harry Kuehling | 0222-752484 | The Skiffers | MERRYHILL | 2nd Tues / Last Sun Lunch |
| 54 WALES SOUTH EAST | Jonathan Longhurst | 0222-433148 | The Royal Oak | HARRYNGTON | Last Tues 7.30pm |
| 55 WEST MIDDLESEX | Bob Rowland | 01-561 0671 | The Merryhill | MAIN RD., KEMPSEY | 1st Wed/3rd Thurs 8.30pm |
| 56 WEST MIDLANDS | T & J Spicer | 021-353961 | The Anchor Inn | DEIGHTON/PANNAL | 2nd Sun Jun/4th Thurs 8pm |
| 57 WORCESTER | N/A | N/A | White | NORWOOD GREEN (off A58) | 2nd Tues 8pm |
| 58 WORCESTER EAST | Bill & Bev Dixon | 0905-368781 | White Swan Inn/SpaCy Houses | | |
| 59 WORCESTER WEST | Peter Johnstone | 0752-618187 | Moat Farm | | |
| 60 YORKS NORTH | Colin Troise | 0742-307584 | Stivell Arms | | |
| 61 YORKS SOUTH | N/A | N/A | The White Bear | | |

ACCESSORY and MOTOR SUPPLIES

EXCHANGE WIPER MOTORS

| | |
|----------------|--------|
| Spitfire 71-80 | £25.90 |
| TR6 PI 70-75 | £25.90 |
| GT6 71-74 | £25.90 |
| 2000, 2.5 PI | £25.90 |
| Exc. Deposit | £10.00 |

CABLES

SPEEDO CABLES

| | |
|-------------------|-------|
| Spit IV Std Trans | £7.77 |
| Overdrive | £3.52 |
| III Std. Trans | £3.02 |
| Std. Trans 70 on | £3.08 |
| Overdrive 66-74 | £3.13 |

THROTTLE CABLES

| | |
|-------------------------|-------|
| Spitfire MKIV 70 no POA | |
| GT6 MKIII 70-73 POA | |
| CHOC CABLES | £1.90 |

BRAKE CABLES

| | |
|---------------------|-------|
| Spit MKIII/IV 62-74 | £1.40 |
| 1500 74-80 | £1.40 |
| GT6 66-73 | £1.40 |

BRAKE & CLUTCH BRAKE MASTER CYLINDERS

| | |
|----------------|--------|
| Spitfire 67 on | £34.24 |
| IV 1500 72 on | £79.67 |
| GT6 70-72 | £25.64 |
| 72-73 | £28.98 |

BRAKE CALIPERS

| | |
|----------------|--------|
| per side | |
| Spitfire 67 on | £34.24 |
| GT6 70-72 | £67.15 |

REAR WHEEL CYLINDERS

| | |
|----------------|--------|
| Spitfire 67-70 | £6.68 |
| IV 1500 70 on | £77.77 |
| 1500 75-81 | £6.50 |
| GT6 70-72 | £6.50 |

BRAKE ADJUSTERS

| | |
|----------------|-------|
| All Models | £5.74 |
| Hoses (Each) | |
| Spitfire 62-80 | £5.20 |
| Rear 67-74 | £4.83 |
| 74-80 | £5.77 |

GT6 Front 66-74

| | |
|------------------|-------|
| £4.57/Rear 72-74 | £5.77 |
| Aeroquip Hoses | £7.90 |

CUPRO NICKEL BRAKE PIPE

| | |
|-------------|-------|
| Seamless | |
| 25ft length | £6.84 |

BRAKE PADS

| | |
|-----------------------|-------|
| Spitfire III IV 67-74 | £3.10 |
| 1500 75 on | £3.10 |
| GT6 MKIII 72-74 | £4.27 |

BRAKE SHOES

| | |
|-----------------------|-------|
| Spitfire III IV 67-74 | £4.20 |
| 1500 75 on | |
| £4.20 | |
| GT6 MKIII 72-74 | £4.29 |

BRAKE DISCS Each

| | |
|------------------------|--------|
| Spitfire All Models | £10.66 |
| GT6 I II III 66-71 | £13.40 |
| Add Securicor Delivery | |
| Shoe Return Springs: | |
| GT6 | £1.98 |
| Spitfire | £1.98 |

| | |
|------------------------|--------|
| Balast Resistors | £1.50 |
| Oil Pressure | |
| T-piece | £1.50 |
| Top Ball Joints (pair) | |
| Spitfire | £11.71 |
| Rear Drum Spit | £15.00 |
| Rear Drum GT6 | £21.00 |

COMPLETE CLUTCH BORG & BECK

Plate, Cover, Bearing

| | |
|-----------------------|--------|
| Spit 1500 | |
| (74-80) 7 1/4 | £48.11 |
| Spit IV (71-74) 6 1/2 | £35.50 |
| Spit II III | £33.95 |
| GT6 All Models | £56.86 |
| TR3 & 4 | £68.80 |
| TR4A | £52.48 |
| TR5 & 6 | £52.57 |

COMPLETE CLUTCH ECONOMY

Plate, Cover, Bearing

| | |
|---------------------|--------|
| Spit 1500 | |
| 74-80 7 1/4 | £40.77 |
| Spit IV 71-74 6 1/2 | £26.23 |

CLUTCH MASTER CYLINDER

| | |
|---------------------|--------|
| Spitfire All Models | £27.90 |
| GT6 All Models | £27.90 |

CLUTCH SLAVE CYLINDER

| | |
|----------------|--------|
| Spitfire 62-67 | £15.52 |
| 57-77 | £19.94 |
| 77 on | £22.58 |
| GT6 70-73 | £27.02 |

COOLING

Water Pumps

| | |
|-------|--------|
| 1500 | £31.85 |
| MKIII | £16.87 |
| GT6 | £16.19 |

Radiators

| | |
|--------------|--------|
| Spitfire MKI | £42.73 |
| MKII | £43.83 |
| MKIII/IV | £51.56 |
| GT6 | £67.90 |

Radiator Hoses

| | |
|------------------|-------|
| All Spit & GT6 | |
| Top Hose | £1.10 |
| MKI-III Bottom | |
| Hose | £1.30 |
| 1500 Bottom Hose | £1.62 |
| GT6 66-74 Bottom | |
| Hose | £2.01 |

Thermostats

| | |
|------------|-------|
| All Models | £1.82 |
|------------|-------|

Fan Belts

| | |
|------------|-------|
| All Models | £1.60 |
|------------|-------|

SUSPENSION

| | |
|--------------------------|--------|
| Spit & GT6 Trunnion | |
| Bush Kit | |
| Complete Axle Set | £23.81 |
| Spit 62-80 Wheel Bearing | |
| Front | £7.63 |
| Rear Inner | £7.31 |
| Inner and Outer | £6.55 |
| GT6 66-74 Wheel Bearing | |
| Front | £6.50 |
| 66-68 Rear Outer | £7.31 |
| Inner and Outer | £6.55 |
| 68-74 Rear | £9.70 |

| | |
|---------------------------|--------|
| GT6 Spit Upper all Joints | |
| per pair | £12.61 |
| GT6 Spit Track Rod Ends | |
| per pair | £7.95 |
| GT6 Spit All Models | |
| Prop UJ | £3.27 |
| H/Shaft UJ | £3.27 |

STANDARD SHOCK

BSORBERS

| | |
|--------------------|--------|
| GT6 Spitfire Front | £12.72 |
| GT6 Spitfire Rear | £10.07 |

LEAF SPRINGS

| | |
|------------------------|--------|
| Spitfire MKI II III | £61.78 |
| GT6 II III 69-72 | £51.18 |
| Add Securicor Delivery | |

Rotoflex Coupling GT6

| | |
|--|-------|
| | £9.42 |
|--|-------|

STANDARD SILENCER SYSTEMS

| | |
|------------------------|--------|
| Spitfire 1500 | £50.62 |
| MKIV | £42.03 |
| MKIII | £34.29 |
| GT6 MKIII 70-74 | £67.35 |
| Add Securicor Delivery | |

CIBIE LIGHTING

Auxiliary Lights

| | |
|-------------------------|--------|
| Super Oscar | £23.40 |
| Oscar | £20.80 |
| Oscar Plus | £20.80 |
| Type 35 Rect Stainless | |
| | £16.90 |
| Type 45 Round Stainless | |
| | £19.18 |

Halogen Conversion Kits

| | |
|-----------------------|-------|
| Cibe Z180 with Bulbs | |
| £28.53 | |
| Quadoptics with Bulbs | |
| £10.00 | |
| Relay | £2.08 |

Bulbs - Halogen 12 volt

| | |
|-------------|-------|
| H1 100 Watt | £2.95 |
| H2 100 Watt | £2.95 |
| H3 100 Watt | £2.95 |
| H4 100/55 | |
| Main/Dip | £4.80 |
| H4 100/80 | |
| Main/Dip | £4.80 |

STEERING

STEERING RACKS

| | |
|------------------------|--------|
| Spit 63-80 (Exch.) | £33.35 |
| 1300 65-70 (Exch.) | £33.35 |
| 1500 70-73 (Exch.) | £33.35 |
| GT6 MKIII 66-73 | £45.00 |
| Add Securicor Delivery | |

ACCESSORIES

Boot Rack

| | |
|-------------|--------|
| All Chrome | £16.00 |
| Chrome/Wood | |
| Slats | £16.00 |

Seatbelt Harnesses

| | |
|------------------|--------|
| Britax 3 point | £21.00 |
| Standard Inertia | £16.94 |

Moto Lita

Steering Wheels

| | |
|--------------------|--------|
| MKII Woodrim Dishd | |
| or Flat | £34.67 |
| MK4 Leather Rim | |
| Dishd or Flat | £28.02 |

| | |
|------------------------|--------|
| Boss Kit | |
| GT6, Spit | £11.44 |
| (State year and model) | |

Chrome Pancake Air Filters

| | |
|-----------|-------|
| SU1 1/4 | £3.00 |
| SU1 1/2 | £3.00 |
| SU1 3/4 | £3.80 |
| 45 DCOE | £4.80 |
| Stromberg | £4.37 |

SILICONE IGNITION LEAD SETS

| | |
|---------------------|--------|
| Spit MKIII IV 68-74 | £6.60 |
| 1500 74-80 | £6.13 |
| GT6 66-74 | £8.77 |
| Lucas Sports Coil | £7.49 |
| Piranna Elect. | |
| Ign. | £33.04 |

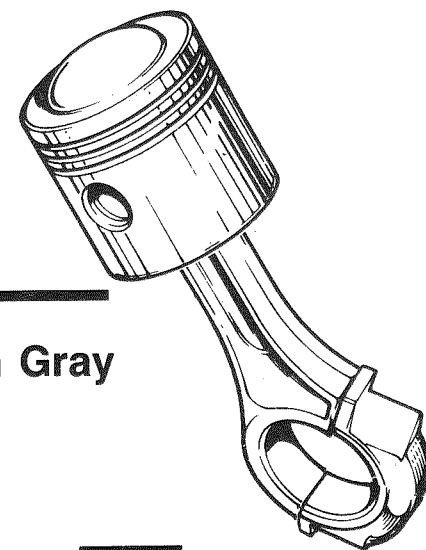
Peco Rear Box

| | |
|-------------|--------|
| Twin Chrome | |
| Outlets | £27.96 |

STEEL BODY PANELS

| | |
|--|---------|
| 'A' post lower (handed) to use when fitting outer sill | |
| | £4.35 |
| Door Skin MKI II III (handed) | £9.75 |
| Door Skin MK4 (handed) | £10.50 |
| Sill Closing Plate (handed) | £2.10 |
| Stainless Steel oversill (handed) | £10.50 |
| Stainless Steel Finishing Strip to use with TS 14 | £3.60 |
| Full Outer Sill (handed) | £6.75 |
| Inner Sill (handed) | £5.25 |
| Inner Sill reinforcement (handed) | £2.62 |
| Stainless Steel Threshold Plate | £4.42 |
| Rear 1/4 Panel Repair (Rear of Sill, handed) | £4.42 |
| Rear 1/4 Below Bumper (Rear Wing, handed) | £4.87 |
| Complete Floor Front and Rear Side (all models) | £23.63 |
| Front Footwell Repair (Handed) | £8.85 |
| Black Floor Repair (handed) | £15.00 |
| Floor Cross Member MK4 (handed) | £7.88 |
| Front Cross Rail (all models) | £13.13 |
| Rear Valance MKI II III & GT6 | £24.00 |
| Rear Valance Lower Panel MK4 | £19.13 |
| Front 1/4 Panel MK4 (handed) | £42.00 |
| Front Wing Lower MK4 | £49.50 |
| Rear Wing MK4 | £100.50 |
| Front Wing MKI II III | £63.00 |
| Rear Wing MK I II III | £48.00 |

TECHNICAL 6 Cylinder



Brian Gray

CHANGE OR TUNE

Looking for power increases is quite common to all makes of car but with all vehicles, there are two possible paths to take. No. 1 is TUNE EXISTING ENGINE, No. 2 is CHANGE THE ENGINE FOR A LARGER CAPACITY UNIT. I am going to try to list the merits and pitfalls of both options, in connection with the 6-cylinder Triumph motor.

The Triumph Six comes as the 1998cc 2-litre, (as fitted to the GT6 Vitesse range) with various model modifications. The 2498cc 2.5-litre (as fitted to the 2500 range, TR5, TR6 range) in various stages of tune, i.e. twin carb., petrol-injected etc.

Let's look at the Vitesse fitted with the 2-litre engine. We can increase the capacity by:

1. Changing the engine for a 2.5 unit?? Could be cheap if a secondhand unit is purchased but beware as engine mountings differ; cast on the block on the Vitesse 2-litre, Herald-type mounting plate on 2.5. Also engines from the 2500 saloon range are angled 6° from the vertical and therefore, the manifold is not suitable if the engine is mounted upright.

2. The other method of raising the capacity is to 'stroke' the engine. This means putting the longer-stroke 2500 crankshaft in place of the short-stroke 2000 unit, which means that the piston travels further up and down the bore; more 'swept volume'. Bore of the cylinder x swept volume = capacity of the cylinder. Therefore, more swept volume = more capacity.

Accessory and Motor Supplies

Unit A8 Faraday Road, London Road Industrial Estate,

Newbury, Berkshire

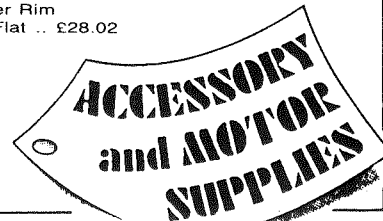
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ADD V.A.T. TO
TOTAL ORDER



The pistons must also be changed for the 2500 type. They have a different gudgeon pin position to stop the longer-stroke 'smashing' the piston into the cylinder head.

We next come to the head. More capacity into the 2000cc combustion chamber means higher compression pressures. The later GT6 engine with domed pistons has a deep chamber cylinder head. This would suit 'stroking' and only crankshaft and pistons need to be changed. The MkII Vitesse engine would need the cylinder head chambers 'worked' to lower the compression ratio, but it would be difficult to get it below 10:1. This needs to be lower as this is 5-star petrol ratio which is no longer available. The MkI Vitesse engine has shallow combustion chambers and this would give an unacceptably high compression ratio. Also this head is fitted with $\frac{3}{8}$ " diameter head studs and not the more robust 7/16" studs.

The oil sump would need to be modified (at the front) with the aid of a 'hammer' to enable the longer-throw crankshaft to clear.

The 150 CD carburetors can be retained but to benefit the new capacity, the better-breathing 175 CD should be used. 150 CDs have a two-bolt mounting flange, 175 CDs have a four-bolt flange. An adaptor plate would need to be purchased or made.

IT IS IMPORTANT when assembling the engine to check that the conrod on the longer-throw crankshaft does NOT foul the bottom of the cylinder liner, as it swings from downward to upward motion. If it does foul, then the casting must be modified.

Having got this far, just what would we get for our troubles?

There would not be much increase in BHP but there would be a substantial increase in torque resulting in good

'bottom end' to mid-range pulling power, top gear would be very flexible indeed. Fuel consumption may improve slightly because of the greater flexibility of the engine. Top speed would probably be slightly LESS! Because the 2000 can obtain higher revs than the 2500.

'Long-stroke' engine performance and 'short-stroke' performance can be likened to the pedal cranks on a bicycle.

'Short' pedal cranks enable you to turn the chainwheel quickly because of the short distance involved pushing the crank top to bottom. You can accelerate quickly, for the same reason. The problem comes if you reach a gradient, the short crank will not give you enough leverage to make the climb easy without effort. With 'long' pedal cranks, the chainwheel is slower to turn because of the greater distance from top to bottom, but climbing a gradient, or just simply keeping the wheel turning is much easier due to the greater leverage.

To sum up: if you want a smooth, low revving, 'torquey' engine, that will cruise effortlessly, with good fuel consumption that will tow without effort (caravan etc.), then the 2500 is for you.

So, for the merits:-

1. Good, useable engine power - effortless cruising.
2. Good fuel consumption for the size of engine.
3. Can be reasonable in cost if some secondhand units are used.
4. Insurance? Could be fair depending on company.
5. Engine weight the same, suspension etc. does not need altering.

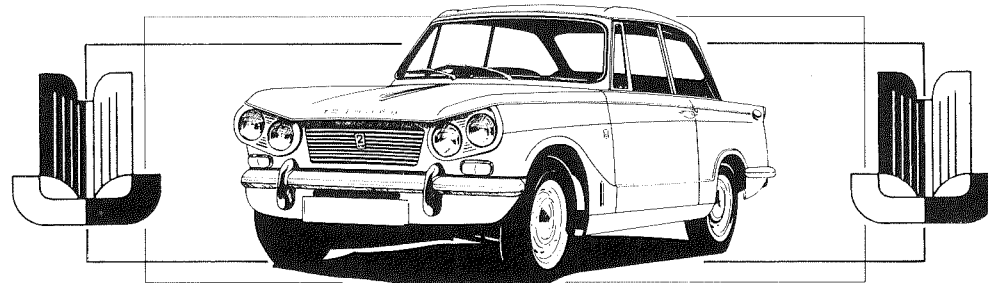
AND now the pitfalls:-

1. Once committed, could be no return. If it goes wrong, replacement engine needed.
2. May make the car move difficult to sell (not original).
3. Used parts may be 'duff'. Difficult to check if buying secondhand engine.
4. If you are not used to engine work of this calibre, could be tricky.

The alternative is to tune the 2-litre six. I will cover this at a later stage. ★

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Technical Tips

DISENGAGING FANS

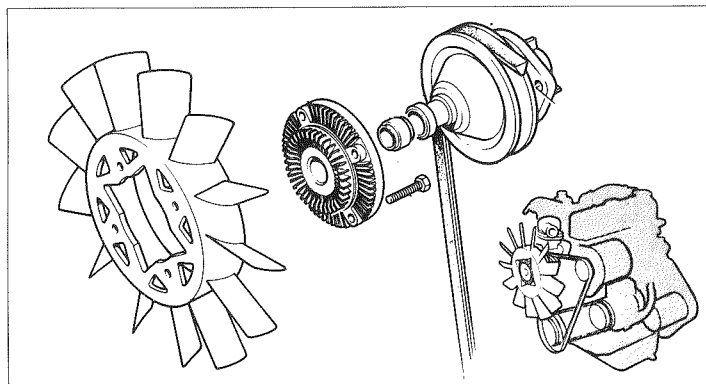
Steve Cornford - Reading, Berks

I recently purchased my second Triumph Spitfire, this one being a 1500 of 1980 vintage. The car had been standing for a few months, gathering rust which I duly had seen to the day after collection. A week or so later a nasty, loud, metallic grinding noise could be heard from under the bonnet.

At first this seemed to come and go with no apparent reason. The car started OK, had no loss in power and did not overheat. On close inspection, I found that there was a lot of play in the fan. I then discovered that the engine is fitted with a disengaging fan on which the bearings had seized. The part which had to be replaced was the viscous coupling. For those who have not come across this baby before, it works as follows: as the engine speed increases past a certain, frictional threshold in the coupling, the fan slips still turning to cool the engine but not as fast as if it were directly coupled. The reason for this (I'm told!) is to reduce the loss in BHP lost through driving the fan.

Enquiries into finding a new replacement for the expired item pointed me at the local main dealers. They quoted me £61 + VAT. Triumphtune offered me an electric Kenlowe fan for about the same price. So off I went to the local breakers yard to find a 1500 Dolomite or Spitfire which might have the required part. To cut a long story short, I did not find the part on one of the above,

but on a Rover SD1 (the part is slightly bigger but all the mounting holes are identical). After considering for a couple of minutes whether it would do the job, I bought it for £6.90. The car has now been running on this part for two months with no problems. So if your viscous coupling seizes, try a trip to the local breakers yard.



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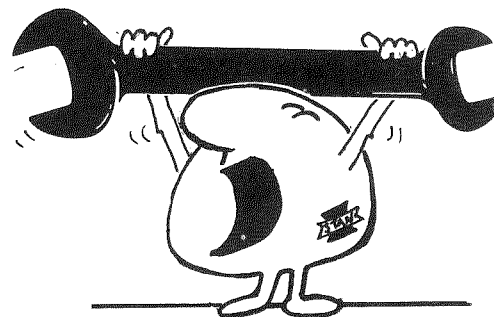
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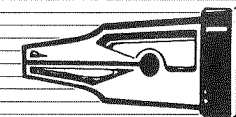
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Pen to paper



NEEDLES?

In the January issue of The Courier, Jez Phillips asked for more details on the needles fitted to the SU H1 carbs on the Herald 948cc coupe.

The original needle used was size G.V. Burlen Fuel Systems, Spitfire House, Castle Road, Salisbury, Wilts., tel: (0722) 412500 should be able to supply these, together with carb overhaul kits.

Regarding Brian Pearson's comments on his Herald tonneau cover, I cannot explain why his hood bag has no fasteners, as these were supplied as part of the standard equipment, ready fitted with fasteners. The dashboard fittings for the full tonneau, however, were not fitted as standard but were supplied as a fitting kit with the tonneau. I enclose a copy of the fitting instructions, which show the general shape of the brackets, which are very easy to make.

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SPECIAL ACCESSORIES

TONNEAU COVER

A tonneau cover kit is available in black or white for Herald Convertible models. Fasteners are supplied loosely so that they can be fitted to suit individual cars, as follows:

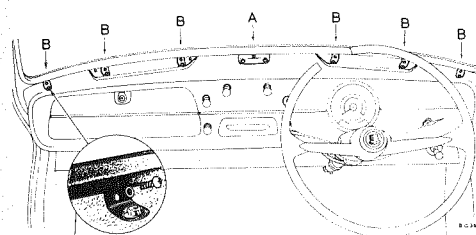


Fig. 133. Location of lower screen rail bracket.

1. Remove the P.K. screw securing the centre of the forward edge of the fascia panel assembly to the lower screw rail, and fit the double bracket (A). (See Fig. 133.)
2. Remove the remaining screws and fit the six single brackets (B).
3. With the zip fastener closed, place the tonneau cover in position and centralize it in relation to the body.
4. Mark the positions for fasteners Nos. 1 and 2 (see Fig. 134), with a pencil and, using a 1" wad punch, pierce two corresponding holes through the fabric.
5. Insert the stems of the buttons through the fabric, and attach the sockets to the underside. Rivet them together with the tool shown in Fig. 135. (This tool should be obtainable from any reputable saddler's or hardware stores.)

Mike Costigan - Club Archivist

SPECIAL ACCESSORIES

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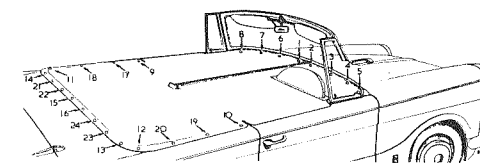


Fig. 134. Showing the sequence for fitting the fasteners.

6. Attach the assembled press-studs to the double bracket "A" and, pulling the front edge of the cover towards the side of the car, mark the positions for fasteners 3 to 5.
7. Repeat with the opposite side and mark the fastener positions 6 to 8. Pierce the holes and rivet the buttons and sockets together.
8. Fit the front end of the tonneau cover to the car and, with the aid of an assistant, pull the cover over the "B" posts.
9. Mark the positions, pierce the holes for fasteners Nos. 9 and 10 and finally rivet the fasteners together.
10. Using a similar procedure, fit the remaining fasteners, Nos. 11 to 24, in the sequence shown on Fig. 134.

Note that when correctly fitted the tonneau cover should be free from creases or wrinkles.

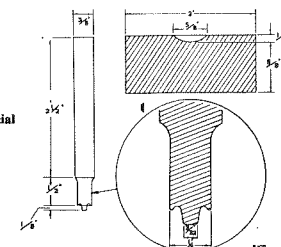


Fig. 135. Dimension of special tool for riveting fasteners.

Graham Jones Vitesse

I recently read the article in the October Courier about Graham Jones' Vitesse and found it very interesting, not to mention that the car looked very familiar.

I have enclosed with this letter a newspaper article from the *Everett Herald* (yes, this is a real name) newspaper, from Everett, Washington. This was taken from about 1974 - 75 (I can't really remember precisely) but if they are one in the same Vitesse, the car was campaigned quite extensively up and down the west coast of the United States and was also raced in the Sports Car Club of America's national run-offs a couple of times in Atlanta Georgia. The racing organisation that ran the car was Tyco Inc., a local business that specialised in Triumph after-market parts, as well as being members of Tyee Triumph Club, a local Triumph Club that helped to sponsor the car and also supply crew members during the races. I had just joined the Tyee Triumph Club when all this was taking place, so I don't know a lot about the car's total history. The last I heard was that the car was still racing in Vancouver B.C. Canada. I hope that can shed some light on this noble Club car's history.

Edmond's Rockett launches bid to surprise race champions

By CRAIG WECKESSER

Staff Sports Writer

"We won't be one of the favourites but I think we might be a surprise".

With the objective appraisal, Mike Rockett is starting a feverish grind towards one of the nation's premier sports car racing showdowns.

Rockett and his crew's aim is the annual American Road Race of Champions billed for Atlanta, Ga., on Nov 2-3.

The workload between now and then will be geared towards making Rockett's Triumph Vitesse as razor-sharp as it has been all summer.

The Edmonds driver assured a trip to the deep South - his second straight - last weekend at the Sports Car Club of America road race in Portland.

A second place finish, executed by Rockett when another trip to the victory circle became unnecessary, earned a pair of titles - and the trip.

With the runnerup effort, the Oklahoma native logged his second straight SCCA Northern Pacific and Gold Rush series titles.

"We backed off when Norman went out", explained Rockett of his decision not to go for the Portland win. "We knew all we had to do was finish to win the titles. And we had already beaten McFarlin three times this year".

Jon Norman, from Oakland, was Rockett's biggest rival for the series titles while fellow Californian Rob McFarlin emerged as the Portland winner.

Titles and trip firmly secured, Rockett figures to also back off from a hectic schedule that's found him racing - and winning - from Canada to California since mid-Spring. (Going into Portland, Rockett had won four straight.)

"We'll work on rebuilding the engine we've run most of the season and building a new one. We'll need them both."

"We should be competitive this year; the car is much faster than a year ago," assessed Rockett.

A year ago, at Road Atlanta, the Rockett team settled for sixth place among 28 B sedan competitors. Transmission and shifting woes negated a higher finish.

This season, obviously, has provided one impressive finish after another.

"It's been a little bit of luck and a lot of preparation," says Rockett, tipping his hat in appreciation to a hard-working crew. The group has helped Rockett earn track records at a couple of tracks this summer.

The 30-year-old spent most of his life in Hawaii. It proved the launching pad for his surge in sports car racing.

By 1968, he was seriously involved with racing while working full time in the foreign car repair trade. A move to California helped advance his racing hopes and his recruitment by Tyco of Edmonds proved the catapult to current successes.

But it also took hard work to develop the rarely raced Triumph Vitesse, a passenger car more commonly seen in Canada and Europe.

Credit for much of the transformation into a racing vehicle goes to a trio of area residents, Jim Taylor and Steve Merrill of Edmonds and Dick Krueger from Bothell.

"They've made it possible for me to relax and just worry about the racing," muses Rockett.

It's obvious the combination has proved successful. Rockett is hopeful the ultimate success - a national championship can be obtained before the year is out. Don't bet against it.



PHOTO CAPTION: In a familiar position, Edmonds' Mike Rockett leads the opposition through the curves in a recent B sedan sports car race at Seattle International Raceway. Rockett has been a multi-event winner this season.

In November's Courier, there is an article by Dennis Benson on Club Cars In A Box, where he mentions in the segment on Spitfires and the colours that they came in, that there is one colour available but he didn't know what it was. I may have an answer to that as I have a metallic grey or silver one with red interior.

David Eaton - Olympia, Washington USA

A FEW REMINDERS

Not only is good, thorough maintenance required to prolong the lives of our Club cars, but a defensive driving attitude is essential.

It is a crude and over-simplified mental view to driving to consider that all other road-users are fools. A more rewarding approach is to develop refined powers of anticipation and observation and practice defensive driving; the art of keeping out of other people's accidents as well as your own.

Defensive driving means being alert to every potential situation. For example, meeting a stream of traffic following a slow-moving lorry should alert you to the probability that somewhere in the queue is a driver frustrated enough (or bad enough) to pull out of line into your path in an attempt to overtake. Protect yourself by keeping well into the left (conditions permitting) and perhaps easing the accelerator and anticipating the need to brake.

Get to know your local accident 'black spots' and cut them out of your regular routes. Slow right down if a ball suddenly bounces into the road; it's likely that a child will dash out to retrieve it. Try to position your car so that it will not be the target for a driver who loses control or makes a mistake.

Defensive driving is largely an attitude of mind. It is really common sense and is a matter of being in the right position, at the right speed, in the right gear. Decide the correct 'position' for your car in relation to everything else on the road, whether it is moving or stationary. Your position is basically dictated by the course you are taking, but amend it to allow for the extra room a large vehicle requires to turn a corner, or to give a wide berth to a wobbling cyclist.

The correct 'speed' to suit any situation or manoeuvre is decided by what you can see, by what you cannot see but which might be there, and by the condition of the road surface. You should be able to stop within the limit of your vision.

The right 'gear' is the one that always allows effective acceleration or engine braking during the next manoeuvre, and it should be selected before any change of course begins.

There is less insistence on hand signals in modern driving than was once the case, but hand signals are often of great value, particularly to reinforce any warning that your indicators may be giving. Turning right out of a busy and fast road, a hand signal may catch the attention of drivers who are concentrating on other hazards. If you are turning into a partly-hidden entrance on a country road, give a hand signal to emphasize to other drivers that you are not merely overtaking or passing an obstruction.

There is no validity to a hand signal suggesting 'overtake me now'. It is for the following driver to decide whether it is safe to overtake. A valid motoring principle is 'you drive your car and let other motorists drive theirs'.

Mr R J Madge - Exmouth, Devon

I refer to Hairy Chest, Courier No. 91. Yes, he is being unduly sensitive.

Arnold doesn't have to call his vehicle anything if he doesn't want to, except for make, marque and reg. no. I bet he's really got a pet-name for his 'Spitty' even perhaps if it isn't printable.

I think life would be rather dull if we only used the manufacturer's names for cars, televisions etc. A friend of mine with a Big Healey and a Hairy Chest has got a pet name for his car!

Roy Richards & 'Midge' - Bournemouth

MANY THANKS!

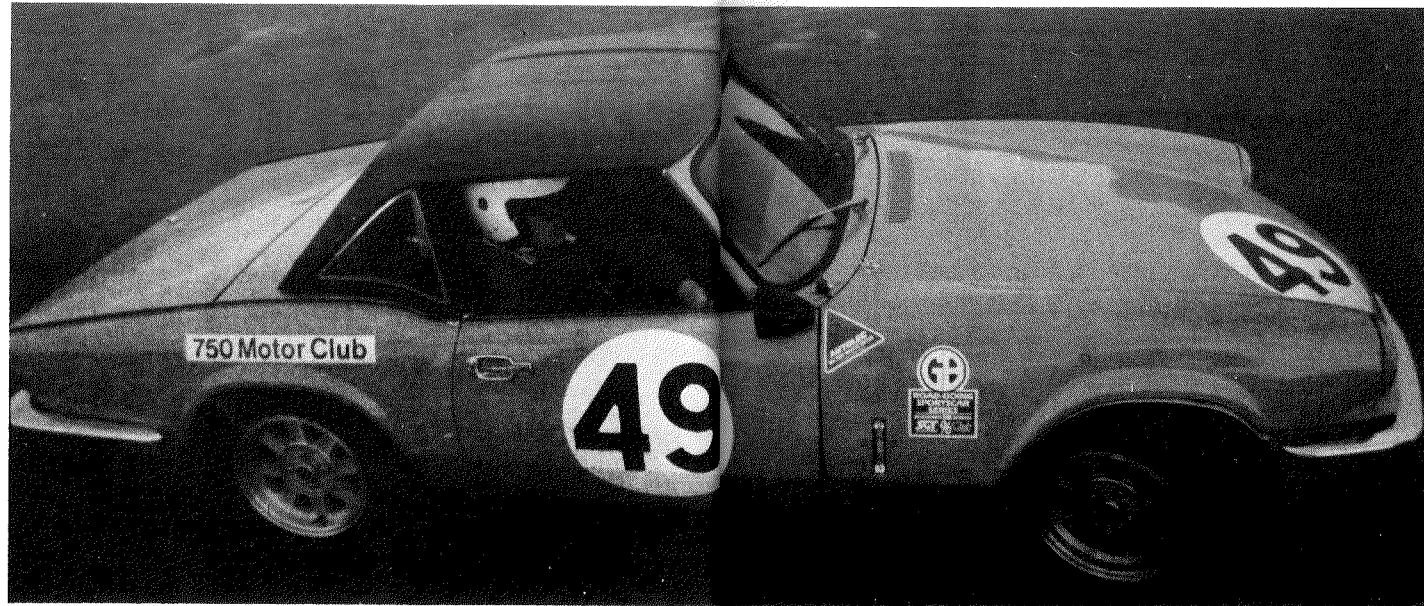
Thank you all very much in the TSSC who have helped me with my Triumph history project. It is going very well and without your help, I would not have been able to do the project.

Thank you all again for your help.

Giles Halliwell - Dilwyn, Herefordshire

SO YOU WANT TO GO *MOTOR RACING*

By Graham Jenkins — BIRMINGHAM



Having reached the ripe old age of 49, I thought that if I was going to have a go at motor racing, I'd better get cracking as 'time and tide waits for no man'.

I've always been interested in motor sport, since my automotive apprenticeship with Humber Cars of Coventry, who gave me a taste for it. It was working on the Sunbeam Talbot cars which were highly successful in rallies throughout the '50s in the hands of Peter Collins, Peter Harper and Sheila Van Damm which triggered it.

Exactly 20 years later, after getting married, bringing up two daughters, furthering my career etc., I actually took to the track. During 1985 at a 750 Motor Club race meeting at Mallory Park I saw Paul Lucas racing his Spitfire and I made up my mind to prepare a car and 'HAVE A GO!' The 750 MC seemed to offer the atmosphere and organisation, so I immediately joined.

Having already rebuilt a 1962 Spitfire and armed with the knowledge I had gained from that rebuild, I decided to go racing in a Spitfire. After some rough

calculations, I estimated that I could prepare a car for about £1,400. How low that figure proved to be.

On reading Auto Mart one Friday, I spotted a 1974 MkIV Spitfire for sale for £180, which I duly bought. It was at about this time that I joined the TSSC which proved to be one of my better moves. The car was totally stripped to bare chassis, the body tub went to a local body shop where numerous new panels and repairs, together with a respray were carried out at a cost of £400. A fibreglass bonnet and a pair of front valances bought from Honeybourne Mouldings completed the bodywork.

A fireproof bulkhead (RAC REGS) was built between the passenger compartment and the boot, and a full race roll bar fitted. I was lucky and picked up a tatty hard top for £20, which was sprayed black with 'stonechip' paint.

I'd already decided that if the car was going to go fairly quickly, that a great deal of time, thought and effort would go into the chassis, suspension and brakes. After discussions with various people, it was decided to fit the GT6 MkII rototax rear suspension and the front suspension from the same model. We tackled the front suspension first by removing all the rubber bushes and replaced them with 'Nylatron' and also clamped the

steering rack solidly to the chassis. This was a good move as the steering is precise and positive. Nylatron bushes were fitted on the rear suspension with the exception of the spring eyes. Gas Spax dampers were fitted front and rear and the whole car lowered to give a ground clearance of three inches (RAC REGS).

The braking system was overhauled and new KuniFur pipes fitted throughout, with Aeroquip hoses replacing the rubber flexible ones. The drums were skimmed and new discs fitted.

I picked up a tatty set of alloy wheels for £30 and had them refurbished and painted to match the bodywork. These were fitted with Yokohama 185-60 x 13" HFR tyres.

After six months we had a rolling chassis to (hopefully) a full race spec. It was about now that the promises I had made my wife about refurbishing the kitchen were being broken and would continue to be so for the next six months whilst I was building the car, and the following eight months whilst I was racing it.

With the bodywork and chassis out of the way, we could at least concentrate on the engine and gearbox. Again, through talking to people, it became apparent that to keep the engine 'on cam', we would need a close ratio gearbox.

This can be achieved by using GT6 ratios and modifying the GT6 input shaft to take the Spitfire clutch.

Finally the engine - and this is where I made my first mistake. I used as a base the big crank MkIV 1300 engine instead of the small crank MkIII 1300. Be that as it may, the engine was rebored, the crank tufted and reground and the whole lot lightened and balanced. To this was fitted a big valve Stage IV cylinder head, a supposedly full race cam and twin DHLA 40 DELLORTO carbs. The car was run-in and de-bugged for about 1,000 miles before a full rolling road tune-up. The BHP output at the rear wheels was lower than I would have thought but the car drove beautifully and handled really well.

After two practice sessions at Mallory Park, where we played around with shock absorber settings, we were ready for the first race at Oulton Park on March 28th 1987, exactly one year after we started the rebuild. Oulton Park is a marvellous circuit because, not only is it fairly twisty but it also has some very fast downhill sections. My times

during practice proved just how inexperienced I was with a Ginetta absolutely flying past me on the downhill section to Knicker Brook.

So to the race itself. I was on the last but one rows of the grid, so there were at least four cars which were slower. The front rows were made up of Porsche 911s, Lotus Sevens and Morgan V8s. My efforts ended up, after six laps, with smoke pouring from under the bonnet. No, I had not blown the engine, it was oil surging up the dipstick tube onto a hot exhaust when cornering on full power. I persevered with the big crank engine, trying various camshafts in an attempt to squeeze more power but to no avail. However, I still enjoyed some great racing at Mallory Park (where I got a second class trophy), Donington Park, Cadwell Park and Lydden Hill. The final race for the big crank engine was at Lydden in my only outing in the Triumph Championship. The engine would not go

past 6500 RPM and on a test run up the M6 on the following day, we knocked out two big ends.

A small crank engine was built, using Audi pistons and it is true what they say: "This engine really revs". A full race camshaft was fitted for the last race of the season at Snetterton, where to my surprise and great pleasure, the car and I made the front cover of the programme. We had mistakenly 'timed in' the camshaft to give a good bottom to middle power band and found the car lacking down the long straight but still pulled 100 MPH plus in third with 8,000 RPM on the rev counter.

The Club test day at Goodwood in November was my last opportunity to try anything new. So we fitted electronic ignition, re-timed the camshaft for full race conditions with the power band at 4,500 - 9,000 RPM. Despite the awful weather, the car performed well and was doing in ex-

cess of 120 MPH down Lavant Straight. So, after my first season, we had at last got a car which was quite fast, handled well and really was a joy to drive. The bonus of my first season in motor racing is to be taking part at last and to be a member of what I thought was an exclusive fraternity. In fact, everyone I met and spoke with proved to be very friendly and helpful.

I must say a special thank you to son-in-law, Paul Sheridan and Richard Flynn for all their help and support and to John Kipping of Coventry and Andy Partridge of Midland Spitfires for the assistance and freely-given advice. The most important person you need in motor racing is a wife: suffice to say that she now has her extended and fully-fitted kitchen, the caravanette is being checked over but most importantly, the Spitfire is 95% ready for the 1988 season. See you all at the Hill Climb and Sprint and the Circuit Championship!

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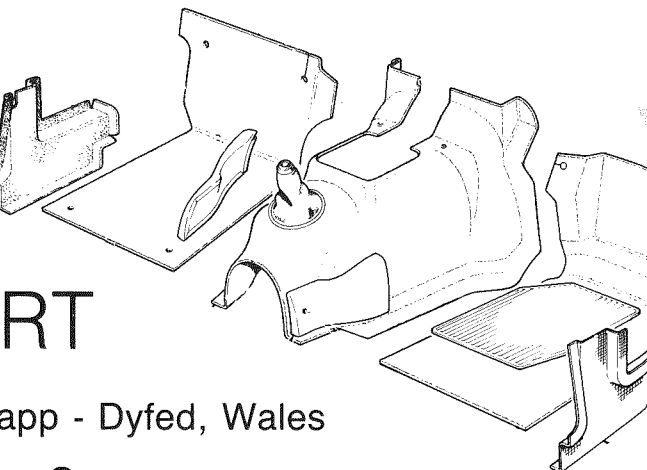
COCKPIT COMFORT

By Claire L Conway-Crapp - Dyfed, Wales

When I bought my MkII Spitfire, she was lacking most of her carpet set. The only pieces present were those for transmission tunnel, both sills, rear shelf top and front. These were all filthy, and required several washes before they even resembled carpets. They had faded from deep brown to pale greyish and since removing the transmission tunnel cover, I discovered they used to be yet another colour - anthracite.

Naturally, I wanted my car to look presentable, and thus I made some temporary carpets out of household ones, but these frayed and dropped bits everywhere and, being lowered, were not exactly very appropriate.

So I thought I would buy a set of professionally made Spitfire carpets and inquired after several advertisements. Being on a limited budget, I was horrified by even the cheapest price, which was nigh-on thirty pounds. The car kept her floral carpets and I went to the "Sunshine Rally".



Once there, and heavily in debt due to reconditioning her engine, I begged four pounds to buy a 6' x 4' piece of anthracite carpet from Autotrim Ltd. for my car. If anyone there saw a girl in a mini-skirt wandering around with a giant roll of carpet underneath her arm, it was me!

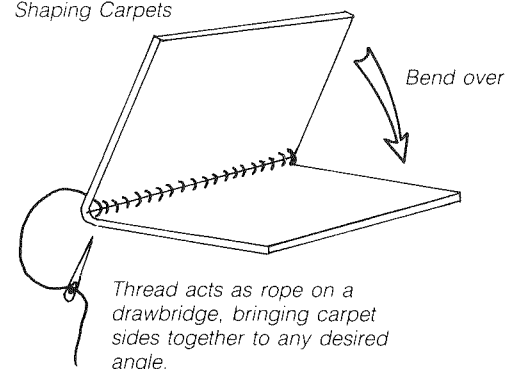
Once back home, everything came out of the car. The seats were a piece of cake to remove, since only four bolts needed to be removed, and the whole lot came out. I used newspaper as a template, and cut this to shape to do each floor of the car. I also Hammerited the entire floor to inhibit any rust and to protect it from any water that might leak in through the soft top during violent rain.

The carpet was of looped pile type, and was backed by resin or glue, so it would not fray. It had a "grain" to it, so every piece had to be cut in the right direction. I cut it with the faithful old Stanley knife, which did the job quite adequately.

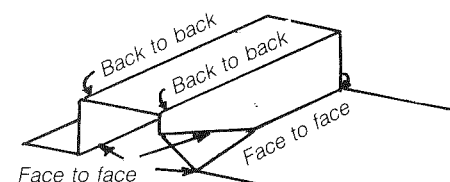
With professionally made carpets, I believe they are either sewn or steam mounted. Because I was doing the floor down each side of the driveshaft cover, I had the two crosspieces in front of the seats to contend with. The carpet had to be shaped to fit here.

I discovered that, if the carpet was folded right over at the point at which a right-angled change of direction was required, it could be sewn in with black thread (or whatever colour) by looping the thread around the fold each time. This keeps the carpet in shape when finished, since the thread acts like the ropes on a drawbridge, drawing the carpet sides together. The size of angle depends on the tightness of the stitch.

Shaping Carpets



Offside floor carpet showing crosspiece section

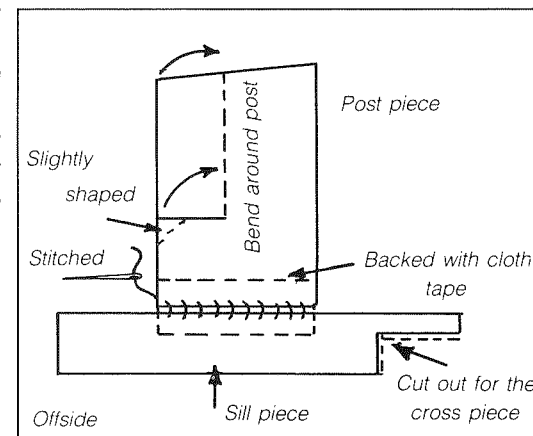


Depending on which way the carpet is to bend, it will be stitched bent either face to face, or back to back.

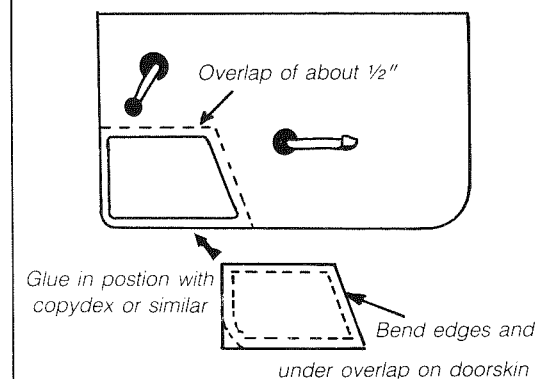
This method was also practised to a lesser degree at points on the front crosspieces where the angles were not quite right angles. The results were very pleasing; two sides of the car re-carpeted with carpet that retained the correct shape even when removed.

The sill area immediately in front of the doors and the upright pieces were also lacking and I decided to do these in two parts, to use up scraps and thus save wastage. The sill area was made from a long strip, and the carpet for the posts was cut from the other scraps, ensuring the grain ran in the same direction as the strip. These were then laid edge to edge, the post piece above the sill piece, and were joined pre-sewing with cloth tape on the back. They were then sewn with black thread, passing through the tape and thus adding strength.

The carpet panels on the door were all moth-eaten and faded almost cream, so they were removed. I took one doorskin off, to facilitate the measuring and shaping of the new panel, and cut two out of carpet placed back to back, so that both sides could be done. The offside piece was coaxed into place and stuck with Copydex, while the nearside doorskin had lost some wooden backing and also the lower section of carpet retainer, so I bound the carpet panel with the black cloth tape, and utilised some cardboard for the backing, and glued it all into place. Unfortunately, the cardboard sometimes gets wet, so it will be replaced with hardboard again soon.



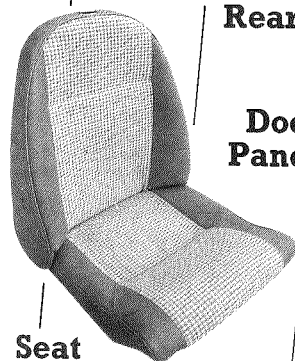
Refitting carpet panel in the doorskin



Interior trim for Spitfire MkIV (1970-75) and 1500 (1975 on) models.

All items are made to the original design & colour specification including: seat covers, door panels, rear cockpit panels, etc, etc.

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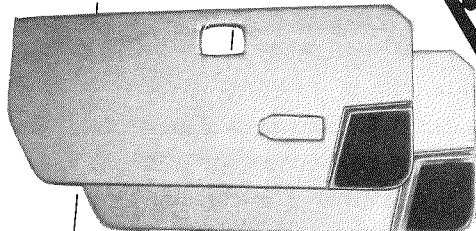


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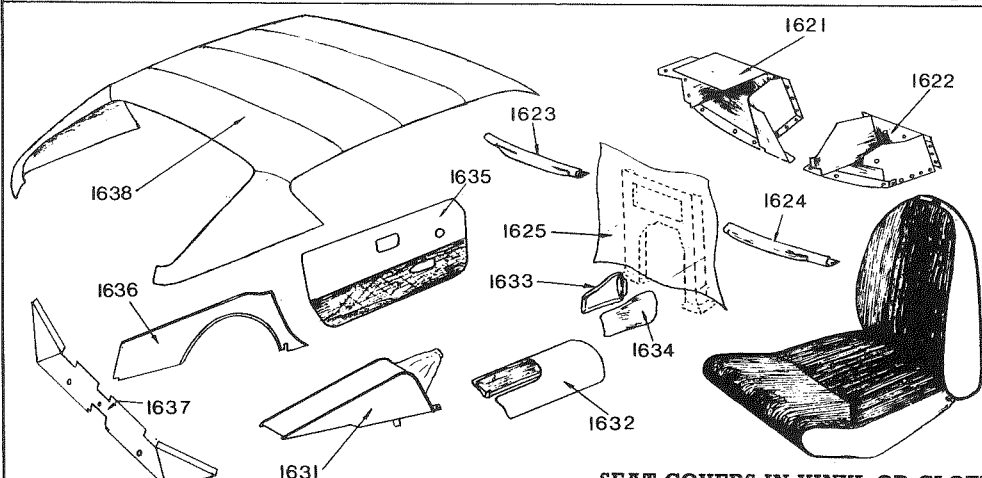


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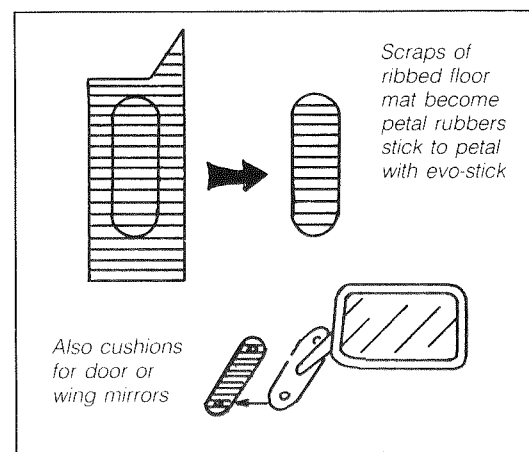
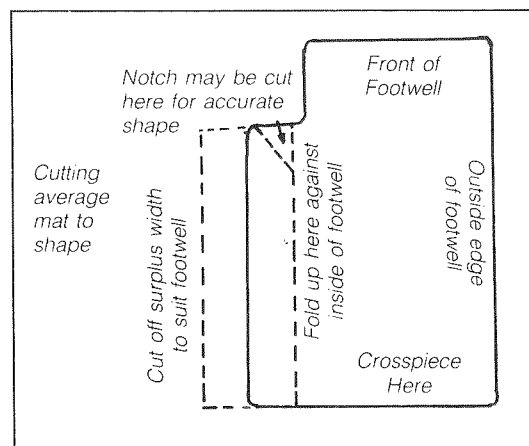
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I thought that carpet would be wasted in the footwells, since they would always be dirty from feet etc., and if they are to be covered up by mats, what is the point of having them there at all. Two General Motors, heavy duty floor mats (courtesy of a Cavalier) were measured and cut to shape with the Stanley knife. They fill the entire footwell, and rise up on the transmission tunnel side to meet the carpet there. They can be removed for washing and are even the right colour. They are of the ribbed variety, and from a scrap I cut an accelerator pedal rubber. Now my foot does not slip off! Another piece also was made into a cushion for a new door mirror!

I have yet to make the driveshaft cover carpet because I did not have the time, but I have enough carpet left to do so. Although I had some carpet pieces to begin with, if I had bought another piece of carpet for the same price as the first, I would have had more than enough to trim every part of the car.

I am possibly the world's worst at sewing, yet the job was not difficult and the results were very satisfactory. For less than the price of the VAT on a factory-made carpet, I have trimmed my car, and I believe no better finish could have been obtained with any pre-made carpet.



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762 GXD Vitesse Saloon) very, very cheap.

OEA 537F 13/60 Convertible)

SRL 110N Spitfire Mk4 Yellow

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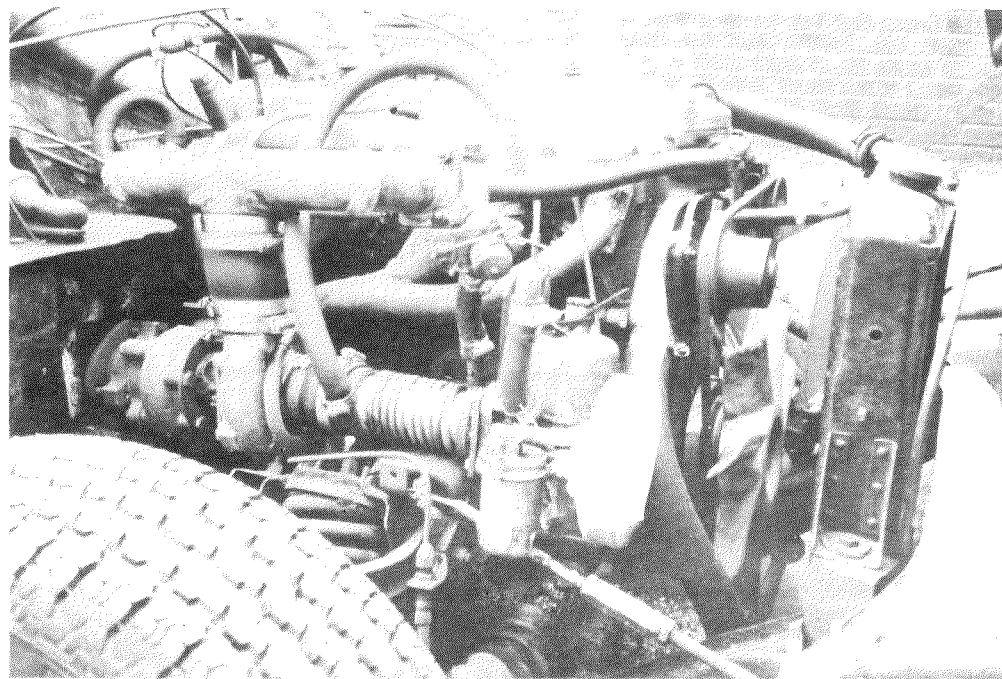
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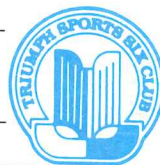
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Cars
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Vitesse 2L convertible 1970: long MOT, Taxed. One family owned. 76,000 miles. Chassis, mechanics and interior all in good cond. Tonneau cover. £1,100. Contact: John, tel: Pinner (01) 866 0376 after 7pm and w/ends - 87/19604.

GT6 MkI for restoration: some accident damage to rear N/S. No MOT. £200. Contact: Williams, tel: Coventry (0203) 463584 - non-member.

Herald 13/60 saloon 1968: white, MOT. £450 o.n.o. Contact: Nobes, tel: Uxbridge (0895) 32998 - 87/19133.

Spitfire MkIII 1970 O/D: Hammered, Waxoyled chassis and underbody. New radiator, dampers, dynamo, starter, seat belts, door locks etc. Plus £100 worth of new spares. Needs new wings hence £350. Also midget £125. Contact: Bruce, tel: Somerset (0278) 662106 - non-member

Spitfire MkIV 1973: good cond. New engine, g/box, clutch, exhaust. Long MOT. Hard and soft tops. Radio cassette. Excellent runner. £625 o.n.o. Also offers for MKIV chassis, engine, rear axle, r/bumper. Tel: Bibury, Glos. (028574) 551 eves - non-member.

GT6 MkIII 1978 O/D: red, v.g. bodywork, new tyres, rear silencer. Tow bar, long MOT. Used daily. £1300. Contact: Alastair, tel: Diss (0379) 898113 - 85/11413.

GT6 MkIII 1974 O/D: Taxed & Tested, original cond., recon. engine, g/box, diff. New clutch, alternator, electrics, panels etc. Stereo. Receipts available. Good cond. Forced sale. £1950 o.n.o. Tel: S Wales (0446) 750914 - 84/8839.

Vitesse MkI convertible 1967: garaged for last 2 years. Needs engine and g/box to complete. £45. Contact: Greenfield, tel: Denham (08958) 33047 - 79/00700.

1962 Vitesse 1600: good cond. Used regularly up to Nov. MOT Apr. 58,400 miles. 'L' driver wife forces sale! £650. Contact: Neil, tel: N. Yorks (0723) 514341 non-member.

Spitfire Mk4 1972 1200cc: red, mechanically sound. No MOT. Needs new sills. Must sell, too small for family. Hard and soft tops. Full detailed description from: Horne, 77B High Street, Kinver, West Midlands DY7 6ES - non-member.

Triumph Spitfire 1500 X reg: brown, 31,000 miles, Taxed and MOT, extras, alloy wheels, radio and cassette. V.g.c.

£2,500 o.n.o. Contact: David, tel: Farnborough (0252) 513403 - 86/14275.

Herald 13/60 saloon 1968: complete but non-runner. Possibly break for spares if enough interest. £65 o.n.o. Contact: Peter, tel: St Albans 34804 eves and w/ends - 83/5786.

GT6 MkIII 1973: Mullard Green, good engine and g/box (O/D), 72,000 miles, suitable for complete restoration. Some body panels included. £550. Contact: Rod Powell, tel: Maidenhead (062882) 5129 eves and w/ends - 86/16491.

Herald 13/60 1971: mechanically sound but N/S accident damage. Still runs. Spares/repair. Offers. Contact: Mike, tel: Coventry (0203) 687473 - 87/18501.

Triumph Vitesse 2L: Gunmetal Blue, 1969, MCE 711G, Tax MOT 1 yr. Good cond. all over. £1495 o.n.o. Contact: Kim, tel: Ely 720454 day or 722090 eve - 86/15129.

1965 Herald 1200 estate: pale blue. 46,000 miles. All original. 1 yr. MOT. Mechanics, engine good. Body needs slight attention. Family car for 17 years. £650. Contact: Bellis, tel: Dorking 884827 - non-member.

Spitfire MkII: twin exhausts, new rear spring and shox, new rad., J/A roll over bar. Lots of chrome all new. Looks original. Saffron. Tax just run out, MOT due. £750 o.n.o. inc. spares. Soft top. Contact: Keith, tel: Peterborough (0733) 234794 - 85/12698.

Triumph Vitesse 2L 1969: good cond. 10 years history on vehicle. MOT until Sept. '88, Taxed until Mar. '88. £1,500 o.n.o. Contact: Ball, tel: Ramsgate (0843) 586711 - non-member.

Spitfire Mk4/1500: fully rebuilt to totally concours standard (all steel). Also fully prepared under RAC MSA Sprint and Hillclimb Championship spec. Fuel injected, ready to race. Has good competition and concours results. Great road/race car. Fully up-rated to Stage 4 spec. Over £4,500 spent, bills to prove. £4,000 o.n.o. Contact: Holdcroft, tel: S-O-T (0782) 393538 eves or 393227 days - non-member.

Bond Equipe MkII: silver/black drophead. 1970. Rare car. Still extremely good performance. 2-litre, 6-cyl., twin carbs, O/D. Current MOT. Needs new hood. £700 o.n.o. Contact: Bannister, tel: Oxon (0491) 651923 - non-member.

Herald 13/60 saloon 1970: Taxed, MOT

May. Used daily. £200. Contact: Drake, tel: Norfolk (0366) 50148 - 86/16075.

Herald 2L estate: 13/60 body, Vit 2L MkII engine, O/D gearbox, brakes, suspension, elec ign. Professional rebuild last year. Re-spray dark blue/silver. V. reliable, v. quick. Tax, MOT. Genuine reason for reluctant sale. £1,000. Contact: Ray, tel: Huntingdon (0480) 54052 - 81/2498.

GT6 MkIII in need of restoration: 1971 model with O/D. Not used since 1981/82, 91,000 miles. Wish to sell for restoration project, not spares. £125. Contact: Glyn Ridgewell, tel: Chelmsford (0245) 71987 or John Griffiths (0245) 443152 - 77/0004.

Triumph GT6 MkIII: Pimento Red, O/D, sunroof, 1972 K, rebuilt 1986/7. Shot-blasted, anti-chip paint. Ring for details. Agreed Value £2,500, best offer secures. Contact: Kevin Shields, 28 Northfield Road, Molescroft, Beverley, N. Humbs HU17 7HN. Tel: (0482) 868291 - 86/15315.

Vitesse MkII conv. 1971: white, black interior, good cond. MOT. S/steel exhaust, new tyres, recent cyl. head o/haul. Many spares. Contact: Harris, tel: (01) 890 7982 work or Swanley (0322) 66450 home - 85/12281.

GT6 MkII old friend: Signal Red, '69, good engine/body. T/Tune exhaust, 3.27 diff, O/D, white, steel wheels, Spax all round, new springs, oil cooler. Some spares. £500. Contact: Jason, tel: Macclesfield (0625) 34789 - 84/8296.

Bond 1300 GT4S 1971: rebuilt block plus new clutch 4,000 miles ago. With spare engine, g/box, driveshafts. £250. Parents force sale (anyone know what I mean?). Also Vitesse MkI bonnet, £50. Contact: Justin, tel: Notts (0602) 731842 - 86/13311.

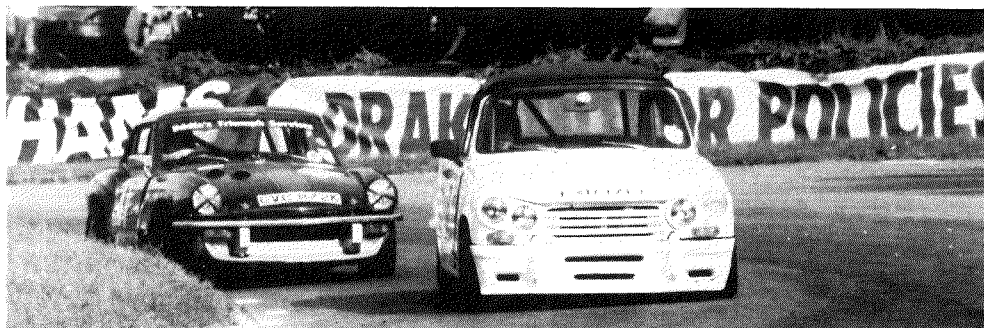
Vitesse saloon: converted soft top, twin carb, most body mechanics complete. Body needs completion. Owner moved away. View any day by appointment. No reasonable offer refused. Contact: Lovegrove, tel: Kent (0732) 845888.

Vitesse 2L MkI saloon 1968: body and chassis fully rebuilt. Fitted with o/hailed MkII engine and rebuilt g/box with new O/D unit, 5½" wheels and new tyres, new rad., chrome headlining, carpets, plus too many other new parts to mention. Finished in original Triumph white with black trim. Excellent. One years Test and six months Tax. £1,650. Contact: Jonh Mann, tel: Chesterfield 71036 - 81/1941.

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GT6 MkIII 1972 O/D: Tax and MOT. Numerous new parts over recent years. Bodywork tatty, hence £60. Contact: Steve, tel: Southampton (0703) 449676 - 87/17934.

Spitfire 1500 1975: Inca Yellow, hard/soft tops, 49,000 miles. V.g.c. Forced to sell due to job relocation in California. £1900 o.n.o. Contact: Charles, tel: Huntingdon (0487) 841146 - non-member.

1971 Spitfire 1300cc: excellent cond. Completely rebuilt 1982. Hard/soft tops, low mileage, MOT, new tyres, various spares. £1500 TSSC Agreed Value. £1,100 o.n.o. Contact: Kevin, tel: Cheshire (0477) 34120 - 87/18865.

Vitesse MkII O/D saloon: excellent cond. New motor, prop, clutch, tyres, 1 yrs MOT. £1000 o.n.o. Contact: John, tel: SW10 (01) 3705684 - 87/18388.

Vitesse 2L MkII O/D: Signal Red, completely rebuilt. SAH cam and S/S exhaust 1 3/4", SU carbs. 112HP at wheels. Long MOT and Tax. £1695 o.n.o. Contact: Dalton, tel: Lingfield (0342) 834267 eves - 87/16945.

One Herald one Vitesse: both convertible, abandoned restorations. Also breaking Herald convertible. Secondhand tyres on wheels. No reasonable offer refused. Contact: Peter, tel: Hounslow 8983112 - 82/03902.

Triumph GT6 K reg: suitable for complete renovation £300. Tel: Thrapston 3004 eves - non-member.

Triumph Herald 1200 conv. 1965: MOT'd late June '88. Engine good, electrics and chassis renovated professionally, new tyres and exhaust plus many spares. Loss of job forces urgent sale. Offers around £650. Contact: Mitch, tel: Lincs. (0526) 43620 - 87/17299.

Herald 13/60 convertible 1968: red, body off restoration 18 months ago. Great deal of money spent on endless list of new parts. Superb cond. Years MOT. V. reluctant sale. £1850 o.v.n.o. Contact: Charnick, tel: Brentwood (0277) 226516 - 87/18046.

1979 Triumph Spitfire 1500: immaculate. Professional back to bare metal restoration. Full photographic evidence/bills. Porsche Sienna Red. MOT, Taxed, 61,000 miles. Excellent mechanically. Hard/soft tops. Full/half tonneau. Stereo rad/cass. £3250. Contact: South, tel: Notts (0602) 611752 - non-member.

GT6 MkIII 1973: red, rarely used since rebuild. £2000 o.n.o. Contact: Paul, tel: Ware (0920) 61604/821785 - 86/15897.

Vitesse MkI 2L convertible O/D: servo brakes, T&T, May 88, rebuilt 83-84. Hood vandalised but serviceable. Respray required. All panels sound plus many spares. £500 o.n.o. Tel: Barnsley (0226) 765568 - 83/06966.

GT6 MkIII 1973: rebuilt 1986-7. New engine, diff, wings, sills, doors, front and rear valances, front suspension, bumpers, headlining, servo, door handles, front screen, clutch rubbers, trim, panels, stereo, o/cooler. Beautiful red respray. £2250. Contact: David, tel: S Wirral (051 336) 4064 - non-member.

Spitfire MkIII 1971: chassis in perfect cond. Nearly every mechanical part replaced during last 2 years, bills for £1900. Selling for spares or restoration. Many old spares included. MOT June 88. £600 wanted. Contact: David, tel: Northants (0933) 317226 anytime - non-member.

Vitesse MkII convertible 1970: alloy wheels, roll bar, h/op, adjustable shockers, chassis-up rebuild in 1983 which included new bonnet. MOT, Tax, £1200. Contact: Mick Ward, tel: Chesterfield (0246) 200045 - 81/03196.

Herald saloon 1963: black/white, red interior, excellent runner, regularly serviced by garage, family owned since new, needs some attn. for MOT. Has new exhaust. Featured front page Practical Motorist. £350. Contact: Bull, tel: Dorset (0202) 822393 eves - non-member.

Spitfire MkIII O/D 1970: fully restored to concours cond. by Rolls Royce specialist. De-luxe interior red. Leather seats. Elec. aerial, stereo rad/cass. Alloy wheels. Possibly the best MkIII around. White. Further details. Contact: John, tel: Poole (0202) 677758 - 87/18586.

GT6 MkIII L reg: Sapphire Blue, O/D, recent prof. restoration, engine spot-on. V. fast, reliable car. Business forces reluctant sale. Lady Owner. £2950 o.n.o. Contact: Anji, tel: Lincs. (0526) 53502 - 87/19051.

GT6 MkIII 1973: white, new engine, gearbox, O/D, diff. V. sound throughout. Many mods for performance/handling. Must be experienced. Contact: Steve, tel.: Oxon (0865) 391688 - **Herald 1200 1965:** sound, original cond. Good tyres, 3 owners. Requires minor attn. No Tax or MOT. £175 o.n.o. incl. spares. Contact: Roy Gill, tel: Semley, Wilts (074783) 556 - 85/10748.

MkIII Spitfire abandoned restoration project complete. Also garage clearout - too many spares to list. H/S tops, wire wheels etc. £300 the lot. Contact: Clive, tel: Wigan (0942) 223354 - ex-member.

Spitfire 1500: blue, S reg., O/D, rebuilt engine, g/box. Immaculate bodywork. Price reflects condition. £1800. Contact: Eamonn, tel: B'ham (021) 421 5841 - 86/13336.

Triumph GT6 MkIII 1973: M reg., O/D, Mimosa, sunroof, history, good cond., new carpets. Taxed. MOT. £1700 o.n.o. Contact: Comben, tel: Bromley (01) 851 1498 - 83/5233.

Herald 13/60: excellent cond. throughout after chassis-up restoration 4 yrs ago. Inspection welcome. £650 o.n.o. Contact: Philip, tel: Topsham (0392 87) 4858 - 83/6781.

Spitfire MkIV: professionally restored. Resprayed red/white. Bills for £2500. Long MoT. Tax. -1950 o.n.o. Contact: Jones, tel: Oxford 61057 or Passfield, Hants 441 - 83/6422.

Bond 2.0L coupe 1969: O/D, good all round cond. £450. **Vitesse 2.0L MkI saloon 1967:** good all round cond. £550. Both ideal restoration projects. Contact: Terry, tel: Chelmsford (0245) 257739 or 71883 - 86/1883 (TRADE).

Triumph Herald 13/60 J reg: good cond. Runs well. MOT to Sept 88. £400 o.n.o. Contact: Ford, tel: Cottenham, Cambs. 51710 - non-member.

1966 Herald 12/50 saloon: needs bodywork for MOT. Contact: Janet, tel: Doncaster (0302) 733192 or (0302) 531840

Triumph GT6 MkIII 1974 O/D: Mimosa Yellow, chrome wheels, extensively rebuilt in 1984 (bills and photos available). £1400 o.n.o. for quick sale. Contact: Dando, tel: Avon (0761) 419070 - non-member.

Triumph GT6 MkI 1967: 80,000 genuine miles. Possibly one of the best cond. MkIs left. Absolutely no rust. 3 owners since new. Chromed engine parts. Stored many years. Back injury forces reluctant sale. £1950 o.n.o. Contact: Ralph, tel: Weymouth (0305) 777139 - non-member.

MkIII GT6 for sale: damaged bonnet, seized engine/overdrive, needs new sills. Been standing 4 yrs. hence £500 o.n.o. Tel: Peterborough 71656 - non-member.

1969 Herald 1200 saloon: one owner, 18,000 miles. A1 condition. Offers. Contact: Harris, tel: Lutterworth (04555) 56093 - non-member.

Triumph Herald convertible 13/60 1971: Valencia Blue, new cream hood, tan interior, new carpets. V.g.c. Much work done. Many new parts. 9 months MOT. Taxed. Reluctant sale of much loved car. £1095. Contact: Garbett, tel: Willenhall 631717 - 87/17091.

GT6 MkI 1968: light blue, wire wheels, O/drive, Taxed, MOT 30th Sept, used daily. Offers around £1,000. Contact: George or Clive, tel: Bristol (0272) 563031 - 86/15777.

Moss Malvern 2L Triumph Vitesse: G reg., 61,000 miles. Rebuilt and recon. engine June 87. 1,500 miles since then. Excellent cond. Reluctant sale. Complete with hood and tonneau. £3,500. Contact: Bunting, tel: Dorset (09295) 51520 - 87/18931.

1500 Spitfire R reg: blue, O/D, 6 months MOT. Body needs attention. £500. Contact: Wayne, tel: Kidderminster 755956 - 86/14235.

Triumph Herald 12/50 1966: genuine 57,000 miles same family. Stored last 18 months. Needs some lower panels. £250. Contact: Simpson, tel: Luton 840610 - non-member.

Spitfire 1500 1980 V reg: blue, v.g.c., 6 months T&T, H/S tops, history, roll bar, 60,000 miles. £2075 o.n.o. Contact: Nigel, tel: Leamington (0926) 882673 - 87/18521.

Vitesse convertible 2L MkII: O/D, J reg., for restoration, 99% complete, been stored for over 3 years. Best offer over £300. Contact: Rob, tel: Kineton, nr Warwick (0926) 640869 - 81/2929.

Vitesse MkII convertible, 1970: O/D, red, unfinished restoration project. V. regrettable sale due to lack of time, would like to sell complete to see it finished. £250 or offers. 4 x Dolomite Sprint wheels and tyres £40 o.n.o. Contact: Tony, tel: Somerton (0458) 73778 - 85/12705.

GT6 Plus with O/D: beautiful professional respray Signal Red. New door skins, no f/glass panels. Original high back seats, emission carbs. Years MOT. £1500 o.n.o. part exchange Herald considered. Contact: Brian, tel: Driffield (0377) 87670 - 86/14958.

Triumph Herald 1200 1969: Signal Red. Much work recently done incl. new rings, ends, valves, guides, respray. Full MOT. Recent new outtrigger. A v. pretty, practical runabout. £700 o.n.o. Contact: Hollingsworth, tel: Danbury 2800 or Danbury 2293 - 85/11330.

Triumph Spitfire 1500 T reg: Blue, years MOT, Tax. Hard/soft tops, excellent cond. 60,000 miles. Beautiful car. Must be seen. £1975 o.n.o. Possible to view car at Wirral, Merseyside. Contact: Robson, tel: Woking, Surrey 73934 - 87/17555.

GT6 MkIII: beautiful cond. New rotolux model, Wolfrace wheels, servo, O/D, stereo with graphic equaliser, MOT'd, tints and new carpets. Rebuilt 2 years ago. No rust. £2875 o.n.o. Contact: Wisbey, tel: Peterborough (0733) 70396 - 83/6587.

Vitesse MkII convertible 1971 O/D: v.g.c. Best offer on Club Valuation £1600. Contact: Roger, tel: Cottenham, Cambs 51821 - 86/14260.

Triumph Herald 13/60 1968: 78,000 miles, same family since new, requires some attention for MOT pass. Ideal for restoration £180 o.n.o. Please save. Contact: Paul, tel: Dartford (0322) 79578 or Crawley (0293) 20636 - non-member.

Spitfire 1500 1979: Carmine Red, hard and soft tops. 43K miles. Mechanically sound but body needs tidying up. Owned for 6 yrs. Car laid up for last 12 months hence £950 or offers. Contact: Dave, tel: N Harrow (01) 868 0520 - 87/17194.

Spitfire MkIV K reg: suitable for rebuild or spares. Complete less cyl. head. £100. Contact: Williams, tel: Camberley (0276) 24447 - 85/10608.

Vitesse 2L MkI conv O/D: good cond., new diff, O/D, rack, clutch etc. £1200 o.n.o. p/ex 13/60 estate. Contact: Nigel, tel: Richmond, N. Yorks (0748) 2238 - 87/18779.

Vitesse MkII 2L with O/D: 1970, 1 yrs MOT, red, good bodywork, mechanics and interior. 69,000 miles. Some sensible extras, stainless exhaust, Revolution alloy wheels etc. 100% reliable. No work required. £995 for quick sale. Contact: O'Reilly, tel: Hayes (01) 561 2691 - 87/19678.

Triumph GT6 MkII 1969: Signal Red, extensive body off rebuild by enthusiast over 18 months with photographic record.

New interior inc. rear seat, chassis Hammerited, body Waxoyled. TSSC Valuation £3800, offers. Contact: Robbins, tel: Evesham (0386) 830079.

Herald 13/60 convertible: mechanically excellent. All new valances and sills fitted. Virtually rust-free bonnet and doors. Car now in primer. Requires only paint and carpets. No time to finish. £800 no offers. Contact: Robert, tel: Middleton-on-Sea (0243 69) 5941 - 85/10034.

Marlin Roadster: MkII Spitfire based. Old English White coachwork with red leather trim. All mechanics completely o/hailed when built 4 yrs. ago. Now regretfully for sale due to company car. £2500 o.v.n.o. Contact: Mr Martin, tel: Hitchin 813555 eves/wends - 83/5839.

Spitfire MkIII G reg: MOT, needs finishing but running. Also Spitfire for rebuild. One for breaking. Lots of spares: engines, gearboxes, tyres, wire wheels, bonnets, 1300. Tel: Bexley (0322) 58310 - non-member.

Triumph Herald 13/60 J: Saffron/sunshine roof. Running well with Jan 88 MOT. Recently extensively o/hailed. Taxed till June. B/work needs some attention. £750 o.n.o. Tel: Teddington (01) 977 1322 - non-member.

Vincent Hurricane Spitfire based: v.g.c. Alloy wheels, Tested, F reg. £2500 o.n.o. Can deliver if necessary. Contact: James, tel: (041 334) 3209 - 85/11922.

Spitfire MkIV 1972: mechanics sound, bodywork would benefit from some tidying, hence only £350. MOT July 88. Surplus to requirements. Contact: David, tel: Kegworth 4450 home or Nottingham 506101 ext 8164 work - 86/14187.

Vitesse 2L MkII Saloon: 58,000 miles, v. original. 2 owners. Full documented history. Gunmetal Blue/blue trim. Tax. Years MOT. 1025 o.v.n.o. Contact: Shepherd, tel: Leicester 876874 eves and wends - 81/02095.

Spitfire 1500 R reg: H/S tops, O/D, MOT Oct. Mechanically good. Solid body. Original Blue. £1100. Contact: Mackenzie, tel: Folkstone (0303) 54686 - 86/15959.

Spitfire MkIII 1970 O/D: Hammerited/Waxoyled chassis and underbody. New rad., dampers, dynamo, starter, seat belts, door locks etc. Plus £100 worth of new spares. Needs new wings, hence £350. Also Migrate £125. Contact: Bruce, tel: Somerset (0278) 662106 - non-member.

Triumph Spitfire 1500 1978: Vermillion Red; H/S tops, MOT Oct. Genuine 42,000 miles. Excellent cond. inside, with immaculate bodywork. Regretful sale by lady owner due to recent family addition. Best offer over £2,000. Contact: Taylor, tel: Nottingham (0602) 584076 - 85/12441.

Herald 1200 saloon 1970: mileage approx 29,300 by 2 previous owners. Mechanics and interior good. Some welding required for MOT. £395. **Also GT6 MkI for rebuild:** some work done £170 o.n.o. Contact: Baker, tel: Felixstowe (0394) 279899 - 87/16854.

Triumph GT6 MkIII: only 3 owners since new, genuine 79,000 miles, alloy wheels, well shod. Some spares. Good cond. throughout. Reluctant sale due to Company car. Offers. Contact: Thomson, tel: Lanarkshire (0501) 23308 - 87/16771.

Herald 13/60 x 2 1967/1968: MOT failures, not beyond repair. Will break for major parts. Offers. Contact: Chalton, tel: Cambridge (0954) 51141 - 85/11739.

Triumph GT6 MkIII: 2 cars abandoned rebuild. House purchase forces sale. £400 o.n.o. for both. Contact: Gordon, tel: Carlisle, Scot (0555) 51124 - 85/10852.

1965 MkI convertible 12/50 Herald: good condition but requires slight attention. £750 o.n.o. Contact: Middlehurst, tel: Gwynedd (0248) 370841 - non-member.



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Parts Mart

Extractor manifold: for Vitesse MkI or GT6 MkII. Good cond. £70. Current Triumph Tune price £138. Contact: Colin, tel: Chelmsford (0245) 268435 after 5pm - 83/6198.

Vitesse MkII chassis: some outriggers. GT6 MkIII chassis offers. Numerous other items. Contact: Gregory, tel: L Buzzard (0296) 661909 eves - 81/2938.

Clearout: racks, GT6 leaf spring, disc, hubs, diffs, props, heaters, trailer axle, Spartan exhaust, twin 175 Strombergers, front springs, Calor Gas bottle, drums, rebuilt MkII rear suspension, 1800 rad, switches. Contact: Wren, tel: Locksheath (04895) 84334 - 80/01863.

Convertible Herald 13/60 for restoration or spares: whole car (no engine) £50. Contact: Chris Dunning, tel: Bristol (0272) 40662 5pm to 6.30pm.

Used spares for all models and cars for restoration e.g. excellent Spit IV body tub, 1500 bonnet and doors, Spit II/III h/tops, chassis, trim, engines etc. Vit/GT6 shafts, diffs, engine parts etc. Contact: Steve, tel: Abergavenny (0873) 78943 day or Pontypool (04955) 3865 eves - 86/15999 TRADE.

Triumph Spitfire chassis: rebuilt to last. New bearings, bushes, shocks, disks, trunnions etc. Sand-blasted to bare metal then coated with silver Hammerite. Comes with 1500 engine and g/box. £405 to take away. Contact: Marshall, tel: Irvine (0560) 83861 eves - non-member.

Industrial press work undertaken: hubs split no problem. Bushes made easy. All work considered and sensibly priced. Collection and delivery service available. Same day service 7 days a week. Phone anytime. Contact: Alan, tel: Stoke (0782) 399428. Reg. 394301 - 85/10386 (TRADE).

Breaking Spitfires, GT6s, Vitesses, Heralds, Dolomites, Sprints, all parts removed. Some new parts available. Postal deliveries arranged. Triumphs and spares purchased. Contact: Terry Murphy, tel: Chelmsford (0245) 257739 or 71883 - 86/13828 (TRADE).

February Sale: Herald exhaust downpipe £2.50, seat cradles £4.00 the pair, anti-roll bar £2, front spring and shock assy. £5 the pair. Spax adjust rear shocks £2 each, standard rear shocks £1. Contact: Tim, tel: NW5 (01) 485 0092 - 85/11044.

GT6 MkIII 1974 breaking: all parts available. O/D + g/box. Sunroof (c/w frame exc. cond.). Cloth seats. Exhaust

system, nearly new. etc., etc. Please ring for full list. Contact: Pete, tel: W. London (01) 561 1458 anytime - 85/9727.

Spitfire 1500 new parts: soft top (zip window) fitted to recon frame, £90. Carpet set (moulded g/box) £45. USA spec. exhaust back box £13. Pair of Strombergers 1.75 CD £80. S/H wire wheel with spinner £1. Contact: Owen, tel: Hodet Shrops 678 - 82/3844.

Spitfire 1500 parts: 2 yr. old steel bonnet complete £175. Factory hardtop £130. Bootlid £30. Doors complete £30 each. Excellent g/box and O/D. Many parts available. Contact: John, tel: Gourcock (0475) 35749 - 88/20606.

Breaking 13/60 convertible immaculate bonnet and front valance. Most parts available. Contact: Mark, tel: Allendale, Northumberland (043 483) 316 - 85/10058.

Triumph Herald 13/60 convertible: many new panels dismantled but complete. J reg. Ideal restoration or will sell parts. Open to offers. Tel: Chesterfield (0246) 475100 or (0246) 476189 - non-member.

Vitesse parts to clear: you can have all these bits for £50 but you must take everything! Vit 2L MkI: repaired chassis, rear spring, drivers side vert link/hubs/driveshaft, steering rack, column, switchgear, 2 spots, steering wheels, clutch master and slave, inlet manifold and carbs, 2 exhaust manifolds, 1 starter, 2 generators, 4 rims and tyres, full heater. Vit 1600: 2 full engines both stripped, both heads have been done. 2 full clutches, brake master, diff (4.11), inlet manifold and carb x 2. Contact: John, tel: (01) 370 5684.

Spitfire H/top mint condition, £95. Also Spitfire MkIV for sale, restore or spares. Contact: Wildig, tel: Adlington, Lancs 481512 - 87/18516.

Spitfire MkIV/1500 spares: excellent bootlid £40, excellent works hardtop £125, 1500 driveshafts £25, front bumper £15, Leyland RHS 1/4 valance £30, soft top frame £35, 1500 g/box £35, 2 good bodyshells £150/£200. Other parts. Contact: Paul, tel: BOT (0283) 214301 or (0530) 411667 - 84/8659.

Breaking complete Triumph Herald 13/60 conv: abandoned project. All mechanical, body and chassis recon. Never used. All receipts. Contact: Charlie, tel: Plymouth 342003 - 87/19572.

Breaking Spitfire 1500: g/box £50, BRG coloured h/top £120, suspension

£15. diff £45, tan seats £50 (pair), door glasses £9. GT6 MkIII 5 1/2 J Wheels, set of 5 for £75. Post available. Contact: Mike, tel: Plymouth (0752) 268130 eves - 85/9893.

Spitfire MkIII steel bonnet solid but needs new o/s wing, offers or swop f/glass MkII bonnet. SAH lowered rear spring, never fitted £15. Padded Ale roll over bar MkII/III £25. Contact: Jon, tel: Kent (0634) 62659 - 85/10558.

Spitfire hardtop (as new). Also nearly new tonneau, full length with head rest provision; Workshop Manual (Autodata) offers. Further details, tel: Lincoln (052685) 680 - non-member.

Reconditioned 10:1 compression Herald (GD) engine, £35. Spitfire MkIII g/box £30, prop £5, diff £25. 6 spoke wheels plus adaptors £30. Will barter. Contact: Rick Toynont, tel: Spalding (0775) 3519 w/ends or East Bridgeford 20771 x245 work - non-member.

Triumph Herald 12/50 conv: damaged, repairable with time and money offers. Doors, rear end and hood perfect. Engine, g/box perfect. 4 wide alloys wheels. Bucket seats. New wood inside. Enquiries, tel: Hatfield (07072) 75116 - 87/20154.

Herald used spares garage clearout - everything to go e.g. ELN 761C Herald £15, engines £7, g/boxes £4 and lots more. No sensible offer refused. Can deliver at cost. Contact: W Gregory, tel: L Buzzard (0296) 661909 eves - 81/2938.

Hardtop, black, steel from Spitfire 1500. Good cond. Contact: J Dickens, tel: Woking (04867) 2893 - 85/10610.

1500 Spit parts - all good: diff £15, rear spring £10, pair of rear half shafts and hubs £10 each, set of 4 1/2 J pierced wheels and hub centres £4 each. Contact: Frank, tel: N19 (01) 272 6907 - 82/03489.

MkIV petrol tank, rad, steering column, rear chrome, all lights, clutch master and slave cyls., new ignition switch, windscreen, wiring loom. Also Herald carb and manifold. All cheap. Wanted Spitfire g/box carpet (black) in good cond. Contact: Roy, tel: E15 (01) 519 3378 - 84/8052.

Vitesse spares, garden clearout: bonnet £10, bodyshell £10, doors £5, plus more. GT6 O/D g/box, prop, chassis, seats, new sills. No sensible offer refused. Buyer collects. Contact: W Gregory, tel: L Buzzard (0296) 661909 eves - 81/2938.

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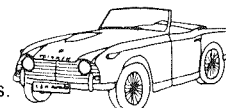
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Vitesse conv. spares: complete body all suspension parts, diff, petrol tank, tonneau cover and clips, Cosmic alloys, new clutch, beige interior, O/D but clutch slips, cherry bomb exhausts instruments. Contact: Kevin, tel: Ashford (0784) 244167 - 87/19273.

Spitfire MkIII most parts available cheap: GT full length h/top, bargain £50. Good doors £10 each. Reasonable engine £25. Excellent diff £20. Contact: Jones, tel: Oxford 61057 or Passfield, Hants (042 877) 441 anytime - 83/6422.

Clive Manvers Triumph Spares are always dismantling Vitesse, Herald, GT6 and Spitfire. Reconditioned parts range from doors, bonnets, chassis frames, engines and driveshafts. Always a selection of cars for sale. Telephone Suffolk (0284) 828674 - 24 hour response - 85/9707 - (TRADE).

Herald/Vit and Spit: 3 bootlids; 1 Stanpart new £15, 2 used £3 ea. 'A' pillar Stanpart new £10, f. valance 948, £5 Vitesse £1 windscreens £3 ea. New Stanpart Vit MkII headlamp grills £5 ea. Bonnet catches new £5 pr. Bumpers: Vit £10, Herald f. £1, tow bar £20, tonneau gen BL £20, 13/60 gearbox new 2nd, 3rd synchro sleeve £8 ea. Syn. ring £1, Vit MkII header tank £3, Vit II valves (used) £5, new 948 ex valves £5, 1200 DD Weber inlet man £7, Herald petrol tank £10, 13/60 discs, hub, calipers, v. link £10 npr. Distributors £3 ea. Steering joint £5. Vit steering wheel £5. 4-cyl starter motors £5, 13/1500 SAH 4-2-1 extractor manifold £25. Vitesse and Spitfire instruments: rev £5 ea., T/F £3 ea., Spitfire MkIII cyl head £12, 4 cyl dynos £5 ea. DOLomite SPRINT: 2 NO/D g/box £35 ea. 2 axle £40 ea. 1 worn axle £10. 2 f. subframe c/w steering brakes £25 ea. Laminated windscreen £15. 10 alloy wheels £12 ea. £110 lot. 2. rads £7 ea. 2 complete interior blue/black £10 ea. Bumper/sections £5-£8 ea. Doors £5 ea. Bonnet £5, 2 Sprint shells c/w doors £20, £30 ea. Drivers seat (mint) Honey £5. Petrol tanks £3 ea. General g/fibre bucket seat £15. H4 1 1/2" SUs £15. Various engine/g/box bits all cheap: many other small parts please help me clear up my garage!! WANTED: TR7 engine and 5-speed g/box: Herald/Vit/Spit LSD diff. Will consider P/X or swop. Contact: Leigh, tel: Wigan (0942) 728252 weekends only.

Herald, Vitesse, Equipe, GT4S new and s/h spares: complete cars for spares or restoration. Vit MkII engine with O/D g/box, 1200, 13/60 s/h engines, new front outrigger early type. Contact: Stan, tel: Dundee (0382) 77782 - 83/6884.

Triumph Spitfire MkIV factory hardtop: steel, Magenta, immaculate cond. Two opening rear windows. £140. View Croydon. Contact: Nigel, tel: Orpington (0703) 778279 - **Three 1200 Herald engines:** all good runners, £35 each. One 1600 engine, clutch and g/box - runner £40. Two 4:11 diffs., £25 each. Two props £15 each. Contact: Richard Firman, tel: Cardiff (0222) 593230 - 86/15758.

13/60 parts: convertible front body section £15, bonnet - 2 yrs old £65. Seats, all trim, lights, dashboard, bootlid £15, good sills, 5 wheels, three excellent tyres. Everything must go - space needed. Contact: Ian, tel: Welwyn (043871) 4999 - 87/19053.

13/60 front bulkhead with solid floor, conv. £20. Bond GT4S bonnet £20. Contact: Jarvis, tel: Leicester (0533) 716464 - **Spitfire 1500 hood frame,** MkIV steering wheel, new carpet main footwells, rear deck, inner rear wheelarches, front qtr. valences. Spit III hood frame, O/S rear wing. Spit MkIV F/G h/top with fixing. All parts original B.L. Contact: John, tel: B'ham (021) 453 9838 - 85/10271.

Herald 1200 bonnet as new. Spitfire hood frame, targa h/top with sunroof, bootlid, door, suspension, diff., g/box, engine for rebuild, lockable steering column. Vit. O/D g/box, doorskin, brand new 4.11 diff. Lots more. Contact: Adrian, tel: Basingstoke (0256) 26717 - 84/7444.

Spitfire MkIII unfinished project: engine, g/box v.g.c. Chassis and all suspension parts sandblasted and Hammerited. Plus many new parts, all body panels in v.g.c. Plus h/top. Plus all other spares. Contact: Douglas, tel: COD8026287 after 7pm

Spitfire Mk4: g/box 4-synch., front and rear suspension, driveshafts, trim, glass, dash and clocks, doors, bodytub. All good cond and cheap to clear. Plus Herald 13/60 diff, front suspension, dash and clocks, doors. Plus Vitesse 1600 gearbox, dash wheels and tyres. Plus GT6 non-O/D prop. MkIII wheels. Contact: Jenner, tel: Kineton, nr. Warwick (0926) 640869 - 81/2929.

13/60 estate breaking: side windows, boot, door (rusty bottom) and window inside panels etc. Contact: Bland, tel: Bristol (0272) 393696 - 87/17978.

Spitfire MkIV: 75% restored shell and chassis. Bonnet new panels. Many other parts. Contact: Nigel, tel: Shrewsbury 246446 - 86/16093.

Tonneau cover for MkIV Spitfire with headrests, as new £20. Herald 13/60 estate complete interior, black, unmarked. Also tailgate and roof with rust-free rear pillars. New Stanpart 3-synchro O/D mainshaft £30 each. Contact: Martin, tel: Glous (045 389) 345 - 82/3424.

GT6 MkIII parts cheap: rear trim, rear seat, number plate light, rear bumpers (2), g/box with O/D, g/box mounting plates, O/D prop. Contact: Stuart, tel: Bradford (0274) 638354 - 85/11226.

Spitfire 1500 body tub and chassis, back panel, damaged 1500/1600 engines - both need rebuild, 1600 g/box offers. Pair Vit MkII driveshafts £30. MkIII rear spring £2. Contact: Brian, tel: Hoddesdon 443792 - 86/14961.

Spitfire 1500 soft top with frame, original zip-out rear window. V.g.c. £75. Contact: Malcolm, tel: Sutton Bridge, Lincs. (0406) 351052 - non-member.

Spitfire MkII O/D, non-runner £75 o.n.o. Spitfire MkIII h/top £35 o.n.o. GT6 MkII breaking, solid, bonnet slightly dented £10. Contact: Trudi, tel: (TSSC) office hours (0858) 34424 or eves (0536) 762477.



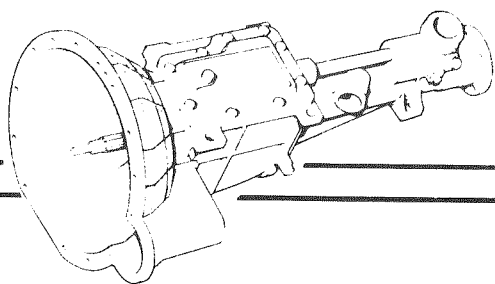
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Spitfire Mk4 spares: lots of parts available. Parts also fitted if required. Bonnets, re-built sills fitted, floors fitted, suspension rebuilt, rear wings and B posts, engines rebuilt to your specification. Phone for a chat about your car. Contact: Gittings, tel: West Midlands (05436) 73401 - 86/15255 (TRADE).

GT6 type f/glass h/top: fits early Spitfires, rare item £40. Spitfire MkII s/top and frame, good cond. £20. Spitfire 1500 rear wing new steel £35. 3.29 diffs 61.000 good cond, fits GT6 MkIII £20. Contact: John, tel: Worksop (0909) 732116.

Triumph Herald 1200 complete car: many good spares, some unused. For more details, contact: Mike, tel: Aylesbury (0296) 431085 - 86/16168.

Clearout: Herald 13/60 bonnet with fittings £45. Estate tailgate £15. Doors £5 each. Dashboards with looms £5. Seats £2 various. Chrome heater £2. Spitfire MkIII bootlid £15. Chassis £20. Rear lights. Contact: Stuart, tel: B'ham (021561) 3498 - 84/7209.

4 Dolomite Sprint alloys with good 165 x 13 tyres. Fit all Herald chassis vehicles £15 each or £50 for 4. 4 Wolfrace alloys and wheel nuts. Fit all Herald chassis vehicles £50. Exchange for 4 5 1/2 x 13 steels. Contact: Dane, tel: Worksop (0909) 732116 - 88/20511.

Complete front suspension powder coated, wishbones, brackets, suspension towers, shot-blast, etch primed then powder coated in black for that professional finish £45 exchange - why spend time with Hammerite? Contact: Gittings, tel: West Mids (05436) 73401 - 86/15255 (TRADE).

Vitesse and Herald: complete back set in beige £15. Also door interior panel in beige £5. Also Herald 13/60 dashboard £10. All excellent. Contact: Heath, tel: B'ham (021) 472 2740 - 77/00272.

Spitfire III hardtop £60. GT6 MkIII 1 1/4 SUs + ported inlet manifold £70. Spitfire 1500 wooden dash and dials £35. 1500 2" bore silencer new £20. 1500 seats with head rests small tear on driver's seat £40 pair. Contact: Dave, tel: Camberley 31179 - 87/19761.

Herald 13/60 Estate complete less engine, spares or repair. 2 Vit MkII conv. completely stripped - all parts available. MkIII Spit h/top, MkIV Spit engine, sensible prices. Contact: Dick, tel: Frome (0373) 74050 - 84/9598.

Spitfire Mk4 spares: immaculate boot lid £30. Pair f/glass qtr. valances - new £20. Set wire wheels, hubs and spinners £80 o.n.o. 2 new tyres and rims £8 each. Loads of other parts. 1300 cyl. head - ground and new guides fitted £25. Contact: Gittings W. Mids. (05436) 73401 - 86/15255 (TRADE).

Genuine Stanpart panels: Spitfire MkII bonnet complete £250, rear wings pair £60, boot floor £40, rear valance £45, wheelarch panel outer LH £25, RH £15. Other parts available. Contact: Tony, tel: Portsmouth 827261 ext 65 office hours - 87/20127.

Spitfire MkIII rolling chassis: sound cond., Offers? Spitfire MkIII bonnet, good cond., offers around £70. Vitesse MkI bonnet, needs welding £20 or offers. Contact: Alan, tel: SOT (0782) 394301.

Spitfire MkIII bonnet: good cond. £35 o.n.o. Many other Herald and Spitfire spares i.e. chrome work. Contact: Colin, tel: Basildon 671414 - 85/10917.

Spitfire MkIV engine (1300) £50. Herald conv. door glasses, header rail seal retainer. MkIII Spitfire inlet manifold. Herald hood frame, blasted, primed £40. Wanted good Herald roof with sunroof. Contact: Chris, tel: Reading (0734) 713996.

Dolomite Sprint alloys: suit Spitfires, includes spacers and locking nuts. No reasonable offer refused or exchange for MkI GT6 parts. Contact: Harvey, tel: Portsmouth 733201 - 85/10141.

Spitfire, Herald Vitesse and GT6 badges available: Herald - cross flag, '1200', 'Herald', Vitesse - 'Mk2', '2 Litre', 'Vitesse', 'GT6 Mk3': bonnet and boot, Spitfire: 'Spitfire 4', 'Spitfire', 'Mk2', 'Mk3', 'Overdrive', 'Spitfire IV' - bonnet and wing, TRIUMPH letters and boot. Contact: Max Wallace, tel: Hants (0703) 601273 or 642117 (TRADE).

Clearout: Vitesse MkII estate MOT £650. Front damaged Vitesse MkI £100. Fully restored MkII chassis incl. suspension, engine, O/D g/box etc. bargain £200. Plus lots of bits: Spitfire MkIV bodysell £40. Contact: Eddie, tel: Crewkerne 72661 - non-member.

Breaking: Spitfire Mk3, MkIV, Herald 1200, 13/60, Vitesse 6 and 2L. All parts available e.g. Vitesse MkII bodysell (saloon) v.g.c. Mk3 Spitfire chassis, GT6 Mk3 bonnet, engines, diffs, starter motors, g/boxes etc., etc. Contact: Max Wallace, tel: Hants (0703) 642117 or 601273 (TRADE).

Herald 13/60: bonnet, doors and roof with rear windscreen. GT6 tailgate complete and windscreen. Contact: Alec, tel: Royston (0763) 44038 - 86/15860.

New Leyland Panels: Spitfire Mk4/1500, GT6 Mk3: o/side rear wing £50, inner rear wing £40. Rear valance £25, 'B' post £8. Also recond. O/D g/box (Spitfire Mk4) £105 and 3.89 diff £100. New wheel (oval holes) £8. Contact: Shepherd, tel: Leicester 876874.

Parts for: Herald, Vitesse, Spitfire, GT6, Bond Set of 4 alloy wheels - fit any Club

car, v.g.c., Spitfire IV/1500 inner door handle repair kits, bonnet catches all Club cars. Ring for details. Contact: Max Wallace, tel: Hants (0703) 642117 or 601273 (TRADE).

1500 O/D gearbox including prop, flywheel and recent clutch £115. 5 5J14 wire wheels, blasted and primed in excellent cond. £25 each or £100 the lot. Spitfire IV frame minus hood £25. Blue/white h/top £50. Contact: Stefan, tel: Oxford (0865) 881674 - 87/19789.

Parts Wanted

Twin Weber 40 DCOE carbs wanted also manifolds to fit GT6 III. Contact: Scott, tel: W. Mids (0922) 400522 - 83/5333.

Wanted Spit MkIV 1500 bodytub: must be v.g. to excellent cond. No rot. Will pay up to £150. Contact: Chris, tel: Kidlington 5603 - 86/16252

Wanted, wanted, wanted body panels for Spitfires, GT6s, Vitesse and Heralds. New or secondhand panels. Any considered. Contact: Terry, tel: Chelmsford (0245) 257739 or 71883 - 86/13828.

Spitfire f/glass bonnet and bootlid MkIII Vitesse/GT6 rotolux rear end set-up. Pair Weber 40 DCOEs and if possible limited slip diff. Contact: Jon, tel: Chatham (0634) 62659 - 85/10558

Swap 15 inch wire wheels stove enamelled, new tyres for two 14 inch wires. Contact: Ken Bland, tel: Thanet (0843) 46917 - 85/11879.

Pair of matched HS6 (1 1/4") SU carbs to fit GT6 MkIII. Must be in working order. Will pay up to £40 for best offer. Contact: Haigh, tel: Batley (0924) 474574 - 84/8519.

Spitfire MkIV: O/D g/box with electrics, prop etc. at sensible price. Contact: Paul, tel: Tibberton 578 - 87/18677.

Wanted 13/60 chassis: must be in good cond. Contact: Shephard, tel: Telford (0952) 595211 after 6pm - 86/13301

Wanted pair of Spax shockers (rear) and front valance for Herald 13/60. Also pair of K&N air filters for 1 1/4" SUs. Contact: Gerry, tel: Glasgow (041) 4455226 - 85/10332.

GT6 MkI front bumper, bonnet, valance. Fair price paid for reasonable cond. Contact: Dave, tel: Surbiton (01) 399 2375 - non-member.

Wanted rear 'occasional' seat for Herald fixed head Coupe. Preferably in Matador Red. Contact: Dave, tel: Bristol (0272) 731455 - 87/17816.

Wanted Vitesse MkI parts: grille, rear windscreen rubber, side window rubbers, all aluminium, bumpers, front wings, rear wings, dashboards facia panel, floor pans, O/D g/box. Vit MkII branch manifold. New parts please. Contact: Round, tel: S Yorks (0709) 587563 - 84/8896

Wanted, wanted, wanted 4 or 5 Spit/GT6 pattern 5.5J rims, tyres not required. Will collect. Contact: John, tel: (0403) 730567 day or Surrey (0737) 767223 eve - 87/20071.

Cars Wanted

Enthusiast seeks Herald 13/60 convertible: good working cond. and chassis are important. Contact: David, tel: (01) 430 0832 day or NW1 (01) 267 5834 eves.

Triumphs wanted: I will buy your good, bad or ugly Spitfire, GT6, Vitesse, Herald or Bond. Even non-runners and left hand drive models. Collection arranged. Contact: Terry, tel: Chelmsford (0245) 257739 or 71883 - 86/13828

Wanted late MkII Vitesse convertible: preferably with O/D. Up to £2000 available. Contact: Andy, tel: Bucks (02806) 438 eves.

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Telephone (053753) 2810

Spitfire MkIV/1500

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Bond

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