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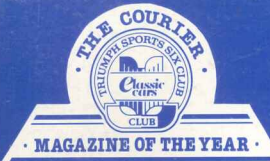
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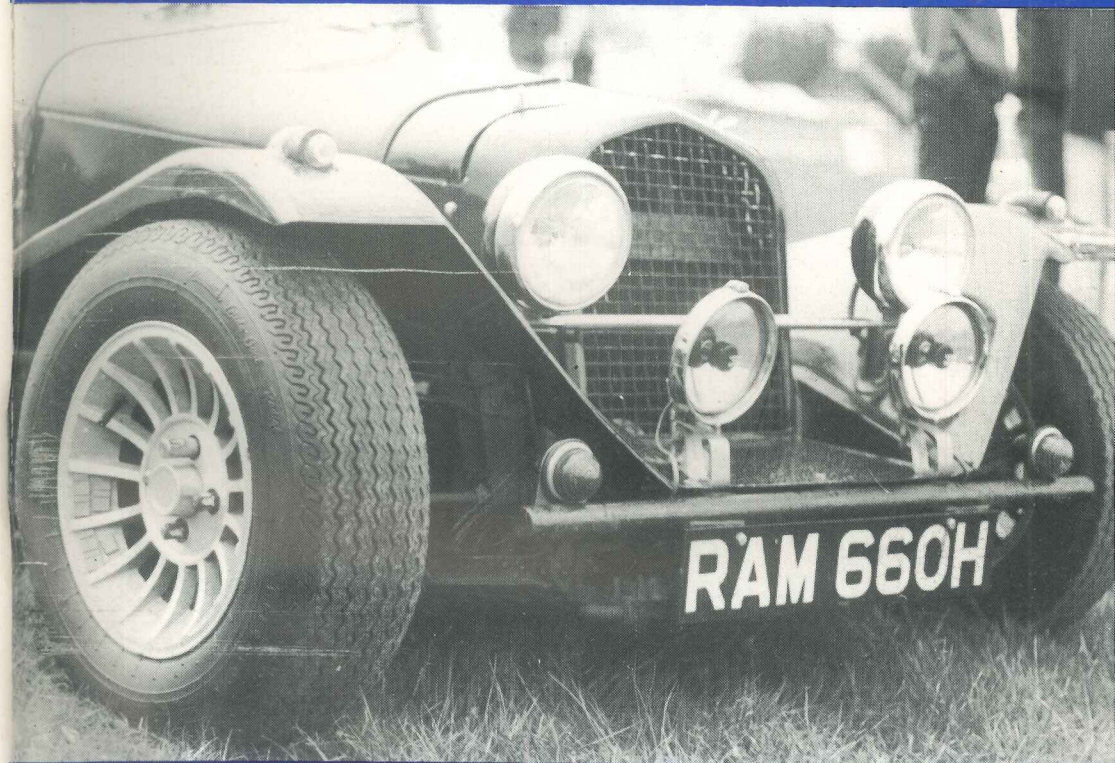
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THE COURIER

THE MONTHLY MAGAZINE OF THE



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EDITORIAL

August 1985 sees the T.S.S.C. 100th publication. Geoff Bell, membership number 77/00025 has been researching back through all the T.S.S.C. magazines from July 1977. And to mark this occasion, in the 100th year of the Motor Car and Motor Sports Diamond Jubilee (August), if any member has any special snippets of memorabilia etc., with regard to the T.S.S.C. since its inception, please send it in for the August edition.

The T.S.S.C. Insurance Scheme has now firmly got under way. John Griffiths gives a full up-date in his Intro: please read this as I am sure a lot of questions many of you have been asking, will now be answered.

You will possibly have noticed from the front cover of this issue, that we have now exceeded the 6,000 membership mark and we are rapidly moving towards 7,000. We hope each and every one of you are benefiting from the many advantages of being a member of the T.S.S.C.

BILL SUNDERLAND EDITOR

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**Classic
cars**

After 5 years of Courier production, members may be interested to know that the magazine is now being packed and mailed by a fully automated, professional Mailing House. Over the past few years, we have had the services of many dedicated club members to perform this crucial operation, who have given their time and efforts freely for the benefit of the club. As the club has grown, and continues to increase daily, the task has reached mammoth proportions, making it virtually impossible to handle it as we had done previously. Our thanks must go to all those people who have supported us during so many months (list below) and, of course, all our thanks go to Chris and Trudi Squibbs for the regular use of their front room (indeed the whole of their house!).

Chris and Karen Lane, Pete Williams, Ann Page, Jonty Wild, Irene Fussell, Brian Waters, Ian and Val McKeggie, Nigel Whale, Muriel Abbott, Phil Zarb, Roland Drew, Bernard Robinson - and anyone else who just happened to be here on the odd occasion.

BILL AND JO SUNDERLAND

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Cover Photo:- Marlin, taken at SEM 1985

PRESIDENTS INTRO

TRIUMPH SPORTS SIX CLUB EXCLUSIVE INSURANCE SCHEME UP-DATE

We are all delighted with the fantastic response to the new scheme. At the end of the first month, I have processed over sixty valuations and they continue to stream in each and every day!

Pam and I, who have been dealing with this side, would like to take this opportunity to thank all those members who have either written or verbally expressed such generous remarks there have been many and they are much appreciated.

Naturally, we have had the very occasional, small problem to resolve, and let's face it, teething problems must be expected when one launches something as big as this.

I believe most of you have found the notes in the April Courier to be very comprehensive but, having run the scheme for a whole month now (at the time of writing), I can add some additional notes for your guidance:-

1. On the whole, your estimated valuations have been realistic and it has only been necessary for me to actually query or amend some 10/15%. Please continue to refer to the Valuation Guide (April Courier) and keep your estimates sensible. Perhaps I should comment on one category where I believe most difficulty lies: CONCOURS. It is unrealistic to quote a replacement value based on expenditure. No matter whether the concours car is an Aston Martin or a GT6, if it has been professionally rebuilt to a very high standard, its value will not correspond to the amount of money spent. Please, therefore, bear this in mind when submitting a Valuation Certificate for a concours car. Where a personal inspection of the car is felt necessary to confirm the valuation, any additional out-of-pocket expenses will be charged to the club member.

2. REFUNDS

To date I have received two requests for a refund of the £6.00 Valuation fee. This has occurred where, due to age, occupation or driving history, the Insurance Premium has been considered too high. In future, please note that refunds will not be available. Once the Valuation Certificate has been issued, the £6.00 fee will not be reclaimable.

3. SPECIALS

It is appropriate to provide further guidance to those of you who wish to insure a special. Those of you who have already had experience of insuring a special will know first-hand that it is not an easy matter; neither is it cheap! Still, the club scheme will cover your car subject to you meeting the normal age and driving history criteria, but Footman James will need an Engineer's Report, which should accompany your proposal. In such cases you may like them to quote you before you decide to proceed.

4. YOUNG DRIVERS

You will be aware from the launch details that the net premiums are only available to club members over 25 years of age. Obviously, it would be wonderful if this age could have been lower, but to begin with, and I stress begin with, the Insurance Company stipulated this age. They need a period of experience with us to ascertain what sort of risk is involved. As, hopefully, will be the case, very few of you will need to claim under your Insurance and this will stand us in good stead for re-negotiating terms, say in 12 or 24 months time. In the meantime, those of you who are between 21 and 24 will still be able to obtain Agreed Value Cover through the club (subject to the normal criteria), but your premium will be based on the amount of no claims bonus you have accumulated. Naturally, in the most cases it will be considerably more than the net premium rates quoted for the 25 to 29 year olds.

Unfortunately, I can offer no more comfort to you than that, but when you do reach 25 the rewards are worth waiting for!!!

5. NO CLAIMS BONUS

I would like to just reiterate how the scheme works: If you are over 25 years of age, no matter whether you have no no claims bonus or 60% no claims bonus, the premiums are net, or in other words, the premiums are based on a person with the full 60%. This is marvellous for any club member who at 25 has not achieved his 60% no claims. Many of you younger drivers, I know, tend to insure under your dad's or mum's name. Naturally you don't accumulate any no claims, but coming into our exclusive scheme you attract the full 60%. Another point worth stressing is that if your club car is a 'second' car, you would have to build up your no claims bonus over the required period as your existing bonus will relate to your other car only. However, if you put the club car under the T.S.S.C. scheme, then you will be able to obtain 60% on both vehicles - subject to satisfactory driving history.

6. VALUATION FORMS

To date most of you have been excellent in the way you have completed the forms. We have also been very impressed with the quality and number of photographs sent. You have also been very generous with your supporting information (invoices etc.). Please keep it up.

The following are areas which need particular attention.

1. Please ensure you state the complete date of registration (i.e. day, month and year).
2. Where you are enclosing numerous photocopy invoices, please state on the form under 'known history', the total amount spent on restoration etc.
3. Please note that you may describe the car as A1/A2 or A2/A3. This is appropriate where, for example, your car meets the A1 criteria in all respects, except perhaps for mileage and history.

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ASSESSMENT OF THE SCHEME

Well, what can I say? I think it has gone even better than I had expected, and judging by your many kind comments, you believe it has too. I am fascinated by the superb cars that have come through for valuation, many of which have not been seen at club concours (why not I wonder?!).

Most of the cars have been in the A2 - concours bracket, and I hope that more of you with the A3 type vehicle will come in under the scheme. Even if your Herald is only valued at £500.00, it must still be worth it. Don't forget, the exclusive T.S.S.C. scheme is a no-nonsense, true agreed value policy and subject to your valuation being confirmed, you will obtain the figure stated.

KEEP ON SUPPORTING THE TRIUMPH SPORTS SIX CLUB

Thank you.

JOHN M GRIFFITHS

Having written so much this month on the Insurance Scheme, I keep my other comments brief. Just a short note to remind you of some important, forthcoming events:

SUNDAY JUNE 2ND: The World Motoring Centenary Spectacular - FREE FOR ALL THE FAMILY. the Civic Opening Ceremony of Coventry's City Centre Circuit will take place between 1.00 and 2.00pm. Be taken back to Victorian times and witness the Victorian Tableau and the arrival of the man with the 'Red Flag'; see the parades of Veteran cars from Daimler to Swift, from Renault to Rolls Royce and, hopefully, Triumphs too. Enjoy the smell and noise of the famous Grand Prix racing cars from Austin to Sunbeam, from Bugatti to ETA, from Maserati to Connaught.

The Grand Finale salutes the Jaguar Racing Team and its' historic wins at Le Mans during the '50's.

SUNDAY 16TH JUNE: Practical Classics Bromley Pageant of Motoring.

SATURDAY 29TH/SUNDAY 30TH JUNE: South Wales National Event at Caldicot Castle - see What's On Next for further details.

JOHN M GRIFFITHS
PRESIDENT

TOP TRADERS - MAY 1985

- | | | | |
|----------------------------|-----------|---------------------------|--------------|
| 1. B.L. Network | Parts | 11. Mumfords, Exeter | BL Agent |
| 2. John Kipping, Coventry | Parts | 12. Tridon Autos | BL Agent |
| 3. Transpeed, Hove | Parts | 13. Greenwich Autos | BL Agent |
| 4. Spitfires UK, Leicester | Parts | 14. TSSC | Parts |
| 5. Dunham & Haines (SAH) | BL Agent | 15. Brit. Sports Car Cen. | Parts |
| 6. Triumph Hospital | Rest/Ser. | 16. Whites, Camberly | BL Agent |
| 7. Sparshotts, Batley | BL Agent | 17. Leathwoods | BL Agent |
| 8. ACS Classics | Rest/Ser. | 18. Kingston Sports Cars | Pts/Rep/Ser. |
| 9. John Mann, Chesterfield | Parts | 19. Cox & Buckles, London | Bodywork |
| 10. Unipart Network | Parts | 20. G & K Barnes, Lyneham | BL Agent |

KEEP EDDIE EVANS INFORMED



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NEWS REVEIW

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WILL BE GLADLY GIVEN TO ANY MEMBER WHO CAN SUPPLY INFORMATION LEADING TO THE POLICE CONVICTION OF PERSON(S) INVOLVED IN THE TWO RECENT THEFTS FROM THE TRIUMPH SPORTS SIX CLUB SPARES STORES.

OVER THE PAST THREE MONTHS, THE CLUB SPARES DIVISION HAS SUFFERED TWO BREAK-INS, RESULTING IN THE LOSS OF MANY VALUABLE AND OBSOLETE SPARES. THE CLUB CAN NOT TOLERATE OR SUSTAIN THESE LOSSES AND ANY HELP WILL BE MUCH APPRECIATED. IF YOU CAN HELP, PLEASE CONTACT BILL SUNDERLAND (TEL. (0536) 760769) - NOW!

CAR STOLEN

It has come to our notice that the following car has been stolen in the Creniton, Devon area:-

Herald Coupe 1200, reg. LHP 634F. Chassis number GA 231978 CV; engine number GA 229415 HE; 1147cc; original reg. 16.10.67.

If you should see this car, please contact the owner as soon as possible:-

MRS MARJARIE EDWARDS
'CATARI'
SANDFORD
CRENITON
DEVON EX17 4NG

A MATTER OF LIFE OR DEATH!!

FROM JOHN HILLS OF REDDITCH

Urgent recall on ball-joint part number 106468. This is the track rod end serviced with a grease nipple. Unfortunately a quantity of these have been released onto the market and we have inadvertently sold half a dozen over the last six months and have only just discovered that these are unsuitable.

If you have purchased one of these from us recently, please get in touch with us immediately.

TEL: REDDITCH 20880

TO WHOM IT MAY CONCERN

I REFER TO THE FOUR YOUNG MEN AT OUR S.E.M. DISCO, WHO RETURNED UNINVITED TO OUR CAMPING SITE. WE KNOW THAT AT LEAST SOME OF YOU ARE MEMBERS. TAKING AND DRIVING ANY VEHICLE WITHOUT THE OWNERS' CONSENT IS A CRIMINAL OFFENCE. THE FACT THAT YOU DROVE IT LIKE MAD MEN UNTIL THE ENGINE BLEW UP, COMPOUNDS THE OFFENCE. THE SPITFIRE CONCERNED WAS A POTENTIAL CONCOURS WINNER, NOW IT IS A BROKEN WRECK. THOSE OF US PRESENT, KNOW WHO YOU ARE AND I HOPE FOR YOUR SAKE WE NEVER MEET AGAIN - YOU WILL BE ARRESTED! I MAKE IT PERFECTLY CLEAR THAT NEITHER THAMES AREA OR THE CLUB AS A WHOLE, WANT YOUR MEMBERSHIP. IF YOU WOULD LIKE TO REPAIR THE DAMAGE BY EITHER CONTACTING ME OR THE CLUB OFFICE, EVEN ANONYMOUSLY, PERHAPS THE OWNER WOULD BE PREPARED TO LET SLEEPING DOGS LIE. I DON'T EXPECT YOU TO CONTACT ME, AS CHILDREN WHO DRINK RARELY CARE ABOUT THE CONSEQUENCES OF THEIR ACTION.

MIKE CREWES

SAD LOSS

We have recently been advised of the sudden death of club member Mr Norman Coates. Mr Coates was a very early member of the TSSC and has visited and participated in many of the events over the years. The West Midlands Area would just like to say how sad they all are and that Mr Coates will be missed by each and every one of them. All our sympathies, I am sure, go to Mrs Coates.

COP SHOP

Back again this month with a bit on TYRES:

All tyres must be maintained free from any defect which might damage the road or cause danger to persons in the vehicle or on the road. Regulation 107(1) (a) Con and Use Regs. 1978.

It is an offence to use a pneumatic tyre if it is not properly inflated, has a break in its fabric or a serious cut, a lump or bulge caused by separation or failure of its structure or any portion of the ply exposed, does not have a tread pattern of at least 1mm deep, throughout at least ¾ of the breadth of the tread and around the entire circumference of the tyre, or if it is unsuitable either in itself or in combination with other tyres on the vehicle. The tread pattern must be visible for the full breadth of the tyre throughout the full circumference.

A separate offence is created in respect of the main defect on each tyre (Regulation 107(1) (b)). Exemption is also provided for tyres marked 'Fail Safe', e.g. Dunlop Denovo.

Radial and cross-ply tyres and the rear axle with Radial tyres. No other combination of these tyres may be used (Regulation 108).

This covers most aspect of tyres used, but not all, as to cover all would take too long.

If you have any problems on this or other Road Traffic Law, write to Mike Crewes, 24 Otterburn Gardens, Isleworth, Middlesex TW7 5JJ, enclosing an S.A.E. for urgent replies.

MIKE CREWES

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

RECRUITMENT DRIVE

The first draw has now taken place, and the winners are:-

7444 A D N Thompson
& 77/0004 J Griffiths (President)

Both receive £5 Vouchers.
Congratulations and thanks to you both.

More leaflets available from me at the following address:-

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HITCHIN
HERTS
SG4 OHN

SPOTLIGHT

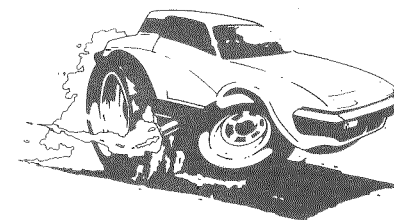
We have recently had a letter from Mr D R O'Connell of Hither Green, London, recommending the services of Creech Coachtrimming Centre. He had occasion to call on them recently and was provided with, "efficient and helpful service".

As a result of this correspondence, I rang the company concerned and was advised that they can provide front wind-screen seals for Herald and Vitesse convertibles and that they can produce headlamps for 'our cars'. In addition to this, my informant advised that they would be happy to supply information on any snippets of material (i.e. rubber seals or trimming) that a customer is having trouble identifying. The Company is willing to furnish our members with a 5% discount on all goods supplied (don't forget to take your membership card) and a catalogue is available from them at a cost of 50p. Their full address is:-

Creech Coachtrimming Centre
45 Anerley Road
London SE19 2AS
Tel: (01) 659 4135

Thank you Mr O'Connell for letting us know about this company. DO LET US KNOW IF YOU HAVE ANY RECOMMENDATIONS.

EDITOR



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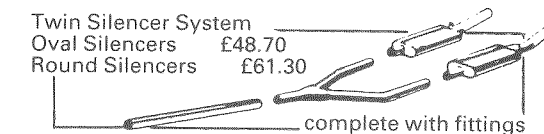
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TSSC 6/85

SEM APRIL 1985

Reported by Mike Crewes - Thames A.O.

I hope those of you who made it to S.E.M. this year enjoyed it, despite the appalling weather. We battled on against the odds and believe we had a successful event. For those of you who didn't make it, you will never know what you missed!

Gates opened at 9.00am on the Saturday and by 10.00am most Trade and Auto Jumble stands were set for the days business, and a line of cars formed a constant queue at the gates. By mid-day the meet was in full swing and Concours judging started along with the Auto--Gymkahana.

Here are the Concours Results:

Best Herald	FYK 474J	13/60	Bill Nankerville
Highly Commended	KGF 21A	1200	Leon Guyot
Best Vitesse	RJL 350J	MK11	David Webster
Highly Commended	VHV 814G	MK11	Sid Jensen
Best Spitfire	CGN 468X	MK1V	Ranjit Ranasinghe
Highly Commended	XJR 10F	MK111	D J Balme
Best GT6	SLF 977L	MK111	Clive Spencer
Highly Commended	XJH 291M	MK111	Bev Warren
Best Bond	TAE 611G		
Highly Commended	KCK 820H		Justin Barwick
Best Special	YMV 129H	B. Arrow	
Highly Commended	KWL 463G	Moss	
TSSC Choice	YMV 129H	B. Arrow	
Best Guest Car	JLN 922	Roadster	
Highly Commended	3714 TR	TR	
	ADA7	Stag	

If you have won a Class and haven't got your shield, please contact me to arrange collection.

Just after 1.00pm disaster struck: after such a beautiful start to the day, the weather was out to get us! The little shower turned into a full-bodied monsoon and lasted until about 7.00pm. Our brave judges carried on as best they could and even produced some results. By about 3.30pm or 4.00pm most people, including me, had had enough and were packing up. We wound down the days events and headed for the pub.

The evening disco had a small turnout of hardy members braving the elements to enjoy themselves. All those in attendance appeared red-nosed and bleary-eyed the next day complaining that someone had spiked the water the previous evening.

Sunday got off to a slow start but built up steadily, making our final concours judging a close run thing in several classes.

Well, despite the bad weather, nearly 400 cars attended, the trade stands all wanted to book for next year and a strong contingent of Stags, TRs, saloons and a roadster attended.

I would like to thank our brave (or should I say, mad) concours judges for their excellent hard work. Thanks also to our Auto-Gymkahana team, St. Johns Ambulance Brigade, Raynet our radio Marshalls and, of course, to Chessington Zoo.



BORDER COUNTIES VINTAGE RALLY - SYMONDS YAT

Firstly I would like to apologise for not announcing our participation in this event, but it was all organised at the last minute.

Unfortunately, the weather was not on our side, but that didn't prevent this from being a truly first-class show. It was not a particularly big event, but it was well advertised in the South West, and was well attended with about 200 exhibits.

Officially it was a veteran, vintage and stationary engine display, but the TSSC were invited to represent the modern classics, and we were given a good 40 foot stand for our display.

We had seven cars on show, one of each marque and two Spitfires. My thanks to all who displayed their cars:-

Carole Judges Herald 948
John Reeses Spitfire MKII
Mr & Mrs Roaches MKV Spitfire

Alan Grabhams GT6 MKIII
Lloyd Scrases Vitesse MKII
Debbie & Steves Marlin 1600

The stand also had my Bond MKII with the cars displayed in a 'V' formation and a marque board in front of each car - the stand looked very impressive. In the afternoon we were asked to parade the cars round the main arena.

Again my apologies for not giving you warning of this show, but I will take this opportunity to advise that we will definitely be having a six-car display at The Malvern Motoring Spectacular on October 5th, and the organisers have agreed to give the TSSC a special enclosure for members to park together in the arena, and everyone will receive a commemorative plaque. See Courier for further details. We will be also be attending the Border Counties Rally next year.

JUSTIN BARWICK
GLOUCESTER/HEREFORD A.O.



SPORTS CAR SUPPLIES NORTHERN ENGLAND

The North East's only Triumph Specialist.
**MOST NEW AND USED SPARES
FOR SPITFIRE & GT6
ALL USED SPARES FOR MkIV/1500
INCLUDING:**

Steel hardtops, overdrives, bodysheils etc.
Dozens of Spitfires breaking (inc. 1980, cloth seats, overdrive etc.)

NEW SPARES DEPT. NOW OPEN!!
PLEASE RING FOR DETAILS, CATALOGUE AVAILABLE SHORTLY
NEW The answer to Spitfire IV bonnet rust:
TOP QUALITY REINFORCED FIBRE GLASS FRONT ENDS WITH
BONDED IN STEEL REINFORCEMENT (TO ELIMINATE
PAINTWORK "CRAZING" AROUND CATCH AREA) **£125**

FIBRE GLASS SPECIAL OFFERS

Mk. IV front ¼ valances £10 each ★ Front spoilers £7
★ Top quality hardtop with tinted windows £145 ★ Front Underdress £45

OTHER SERVICES

SPRING RECONDITIONING (Mk IV REAR SPRING £24)
★ ENGINE AND GEARBOX RECONDITIONING
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REPAIRS ★ RECOVERY (TSSC DISCOUNT) ★ CRYPTON TUNING ★ FULL
BODYSHOP FACILITIES FOR RESPRAY, INSURANCE AND ACCIDENT
DAMAGE REPAIRS ★ WELDING — GAS, ELECTRIC AND M.I.G.
WE ARE ALWAYS HAPPY TO OFFER ADVICE AND QUOTATIONS:

NO OBLIGATION ★ NO CHARGE

PRICES INCLUSIVE OF V.A.T.

FULL POSTAL SERVICE AVAILABLE.

**ATLAS WORKS, WEST VIEW TERRACE,
DUSTON, GATESHEAD, TYNE & WEAR NE11 9EL
TELEPHONE 0632 601122**

TSSC SELF HELP SCHEME 1985/86

The **Self Help Scheme** is going very well, with good reports from all concerned. We believe that Bill has some ideas for a new book, so we will have to wait and see what he comes up with.

One of the many things people say to us is "It's a great idea but I haven't joined because I couldn't be of any help to anyone". For anybody out there who has said or thought that, I have a true story for you:

One day I was travelling along a local dual-carriageway, which is a partly elevated and partly high-banked road, when in the distance I noticed firstly a pair of hands, then a petrol can, and finally a body scrambling over the barrier. I did something that I must admit I don't normally do - I stopped to give him a lift. He told me that his wife and children were in his car, which had run out of petrol about a mile away, which was right by the exit that I needed to get off the road to go home. He told me when I asked that he had got the petrol at the station that he had noticed from the road, a few miles back. By this time, we had got to his car and he got out, thanked me and went to his car to fill it with his gallon of petrol. While I waited to make sure he had no further problems, I worked out that he had just walked between 4½ and 5 miles! I watched as he started the car and, with a wave to me, he disappeared into the distance. I put the car into gear and decided that I had been right to break my rule and give him a lift, I also decided that I was right to keep quiet as my car reached the top of the exit ramp, and from the roundabout, I looked down the hill towards the seven pump Shell service station - not more than 300 yards down the road from where his car had stopped, and hidden by the banking!

In this case my local knowledge was too late to help as he had already done the walking, but just think how much better off he'd have been if someone who knew the area had told him which way to go.

So, for all you doubting Thomas's out there, just think of all the car spares shops, garages, scrap yards that YOU know of around you - that is all someone may need to get out of trouble. You don't need to be a wizard with a spanner or a computer of car knowledge, just a little bit of local directions may be all someone will need.

SO SEND YOUR FORM IN NOW FOR THE 1985/1986 BOOK TO:-

**Geoff and Julie King
19 Herdman Close
Greenleys
Milton Keynes**

or 'phone (0908) 315025

GEOFF & JULIE KING

**FULL BOOKING
FORM IN THIS
ISSUE**

**WHATS ON IN
1985!!**

FULL 1985 CALENDAR

The calendar below should contain all TSSC nationally organised events and all events and show in which we are taking part.

If you are organising an event, check that it appears below and that all the details are correct - if not please contact me immediately.

**Jonty Wild
13 Common Rise
Hitchin
Herts SG4 0HN**

(TSSC) indicates that the event is organised by us.

(NEO) indicates that the event is being handled by our National Events Organisers (details on inside front cover).

* New entry into the calendar.

JUNE:

Sat 15 - Sun 16 Steam Engine, Fair Organ, Vintage & Veteran Car Rally, Parham Estate, Nr. Pulborough, W. Sussex - Tulio Di Francescomarino (0293) 30473.

Sun 16 - Bromley Pageant of Motoring, Bromley - Richard Francis (0689) 36288.

Sat 22 - Sun 23 - Best of British Vehicle Spectacular, Thamesmead, London - Mike Crewes (01) 568 1870.

Sat 29 - Sun 30 - South Wales National Event (TSSC), Caldicot Castle, S. Wales - John Reese (0291) 421264.

JULY:

* Sun 7 - Auto Sunday, Eastham Park, Bracknell, Berks - John Reed (0628) 33365

* Sun 7 - Humberside Air Fair and Car Show - Stephen Boyne (0904) 39420.

* Sat 13 - Sun 14 Potterspury Foundation Festival of Transport, Milton Keynes Bowl - Geoff King (0908) 315025.

Sun 14 - Uxbridge Auto Sunday, Hillingdon Show Ground - Mike Crewes (01) 568 1870.

Sat 20 - TSSC Birthday BBQ 1985 (TSSC), Shelford, Cambs - Giles Tinkler (0223) 210166.

AUGUST:

Sun 4 - Leicester National Event (TSSC), Stanford Hall, Lutterworth, Leics - John Thorpe, 42 Buckminster Road, Leicester LE3 9AS.

Sat 10 - Sun 11 - Yeovil Festival of Transport, Barwick Park, Yeovil, Somerset - Nick Bradbury (0278) 662698.

* Sat 24 - Sun 25 - Doune Classic Car Weekend - Doune Motor Museum, Perthshire - Ian Wheeler (0334) 54796.

* Mon 26 - 16th Merton Concours D'Elégance, Morden Park, Morden, Surrey - Mike Crewes (01) 568 1870.

* Fri 30 - Sun 1 - 3rd National Spitfire Weekend, Arcen Holland - Philip Zarb (0533) 883289.

SEPTEMBER:

Sun 1 - 4th National Yorkshire Concours and Moors Run (TSSC), Blacksmiths Arms Hotel, Hartor End, Rosedale Abbey, Nr. Pickering, N. Yorks - Stephen Boyne (0904) 39420.

NOVEMBER:

Fri 1 - Sun 3 - Brighton Classic Car Show, Brighton Metropole Hotel - Paul Harris (0245) 323681.



JUNE 29TH & 30TH **CALDICOT CASTLE** **COUNTRY PARK** **7 MILES FROM SEVERN BRIDGE**

Come along and help make it a day to remember. Bring the kids, take a look around the historic castle, find those spares and have a picnic under the trees. There'll be plenty to see and do, so no excuses. **BE THERE!**

Please book for camping and trade/autojumble stands. TSSC autojumble stands free. For booking and further information:

JOHN REESE
1 WENTWOOD VIEW
CALDICOT
NEWPORT
GWENT

Tel: Caldicot (0291) 421264

DIRECTIONS:

From the M4 at junction 22 or 24, follow the A48 signposted for Caerwent Village. Follow the TSSC signs.

SATURDAY:

CONCOURS, TRADE STANDS, AUTOJUMBLE, AUTO-GYMKHANA, COMPETITIONS, BEER TENT (subject to grant of licence), CHILDRENS PLAY AREA, CAMPING FACILITIES.

SUNDAY:

BREAKFAST(!), TREASURE HUNT TO INCLUDE DRIVE THROUGH WYE VALLEY AND FOREST OF DEAN TO SECRET TRANSPORT LOCATION FOR LUNCH (costs extra).

OTHER TRIUMPH CLUBS ATTENDING

ENTRY: £2.00 per car **CAMPING:** £2.50 per tent

DON'T BE ANYWHERE ELSE!

AUTO-SUNDAY **7TH JULY 1985** **EASTHAMPSTEAD PARK SCHOOL** **BRACKNELL**

Announcing Auto-Sunday - a day out for everyone in a truly motoring atmosphere. Vintage and classic cars, trade and auto-jumble stands, concours competitions for all classes and our own TSSC stand.

As is usual we will be holding a club concours event - open to all TSSC members for Best Club Car of Show - entry fee £2.00 per car, which is to go to Rotary Club charities!

All details and Entry Forms to: **JOHN REED, 10 FARM ROAD, MAIDENHEAD, BERKS SL6 5HY. Telephone: (0628) 33365. EAST BERKS AREA, the Area that goes places!!!**

Triumph Hospital **SALES/SERVICING/REPAIRS**

Our new, modern workshop is situated on the A600 between Hitchin and Bedford (behind the Elf Garage).

We are specialists in vehicles on the Herald chassis in the only true sense no other vehicle enters our workshop.

The aim of the Hospital, from the onset four years ago, is to provide a total rebuild service for Club cars, keeping them off the scrapyards. A new Vitesse, for instance, is no longer a thing of the past!

OUR SPECIALIST SERVICES INCLUDE:

Shot blast and stoving wheels, chassis and engine parts.

Steam clean, Hammerite and Waxoyl chassis and underbody.

Panel replacement and respray.

Engine, gearbox, clutch, overdrive, differential replacement, etc.

SPECIAL OFFERS:

Herald, Vitesse convertible rubber moulding around window
 £8.00 per car (½ BL price)
 + 60p P&P

Stuart Warren
 Unit 7 Peckworth Ind Est
 Lower Standon
 Henlow Camp
 Beds
 Tel: (0462) 814828

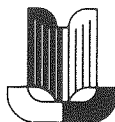


**WE BELIEVE NO OTHER COMPANY PROVIDES SUCH
 A DEDICATED SERVICE TO THE NAME OF
 TRIUMPH**

Call in or give us a call on Hitchin (0462) 814828. Ask for Stuart or Jane Warren.



FINLUX T.V. LEICESTER NATIONAL TRIUMPH CAR RALLY STANFORD HALL



Near Lutterworth, Leicestershire
SUNDAY 4th AUGUST 1985 11am - Onwards

Concours d'elegance - Concours D'etat
Classes for T.S.S.C. Club Cars - Class for other Triumph Cars
Class for all-comers Classic Sports Cars

Prizes include:

**LEICESTER PREMIER AWARD
TRIUMPH OF THE DAY
BEST INTERIOR
BEST SPITFIRE**
Plus many more

**- THE FINLUX T.V. CUP
- JARROLD'S SHIELD
- AUTOTRIM (LEICESTER) LTD. CUP
- SPITFIRES (UK) LTD SHIELD**

**DRIVING GYMKHANA (AUTO SNOOKER) TESTS
SHANK'S PONY TREASURE HUNT • BAR-B-QUE (Lunchtime)
ALL DAY LICENSED BAR IN MARQUEE • PRIZE DRAW •
TRADE STANDS • AUTO JUMBLE • CLUB REGALIA • SOUVENIRS •**

Live Music by:

SOUTHFIELDS CONCERT BRASS

Background sound by:

**A.B.C. Discotheque
Satellite T.V. Demonstrations by Finlux T.V.**

PLUS

VIDEO RECORDINGS OF RARE TRIUMPH CAR WORKS FILMS.

Other Attractions include

Car and Motorcycle Museum • Stanford Hall House • Walled Rose Garden •

Nature Trail • Craft Centre • Cafeteria (Teas) • Souvenir Shop

PRE-RALLY BAR-B-QUE and DISCO

IN

MARQUEE - STANFORD HALL GROUNDS

SATURDAY 3rd AUGUST 1985 8 pm-MIDNIGHT

DANCING TO A.B.C. DISCOTHEQUE

Licensed Bar • Hot Food • Spot Prizes

Camping Site open from Saturday Afternoon

Ladies & Gents toilet facilities provided especially for T.S.S.C. Members use.

Advance Booking Advised

Admission Charges:

Sunday only **£1.80** per person including programme - Children 40p - Pay on day at gate

Sat Disco only **£1.00** per person - Pay at Marquee entrance

ALL-IN WEEKEND CAMPING PACKAGE £7.50 per unit

ONE UNIT = 1 CAR + TENT OR CARAVAN + ALL OCCUPANTS

This includes Admission to Saturday Disco, Grounds all day Sunday
and Free Programmes as well as Camping Facilities.

ADVANCE BOOKING FOR WEEKEND CAMPING PACKAGE

Name

Address

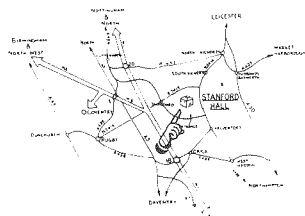
I require units @ **£7.50** per unit

I enclose cheque/P.O. No. for £..... total.

Made payable to **T.S.S.C. LEICESTER AREA**. Please enclose S.A.E. and send to

Leicester Area Secretary, Mary Thorpe, 42 Buckminster Road, Leicester LE3 9AS.

Telephone Enquiries (0533) 663864 day - (0533) 28374 evenings



DOUNE CLASSIC WEEKEND 24TH/25TH AUGUST 1985 DOUNE MOTOR MUSEUM - PERTSHIRE

This event is organised by the TR Register in conjunction with the following clubs:
Austin Healey, Morgan, TVR, Sunbeam Alpine, TSSC, Morris Minor, Aston Martin,
Jaguar, Daimler & Lancaster, Bristol, MG, Alfa Romeo, Porsche, Stag, Clan Crusader
and Austin A40.

We hope it will be as successful as last year's and the TSSC are requested an attendance of approximately 30 cars.

EVENTS:

Autojumble
Convoy Runs
Gymkana events
Disco
Dounes Hillclimb visit
Club Concours
Inter - Club Elite Concours
Drive out to the Trossachs on Saturday afternoon

There will be trophies/prizes for the Club Concours and Inter - Club Concours and also for the Gymkana events.

ACCOMMODATION:

1. Camping at Dounes Museum
2. Bed & Breakfast in the surrounding area (book early)

The site will open Friday 23rd August and close Monday 26th August. All TSSC members, entrants and visitors etc., are encouraged and welcome. For further details and information please contact 0334 54796. Please complete and return the form to me by 25th July, 1985.

ENTRY FORM

Name:..... Car/s:.....

Address:.....

.....

..... Tel. No.

I wish to attend the Dounes Classic Weekend. I enclose Cheque/PO for £3.00 to cover all fees for trophies, expenses etc. made payable to TSSC Treasurer (SOUTH EAST SCOTLAND AREA) and crossed, together with Entry Forms to reach me by 25th July, 1985.

Isabel Wheater, Treasurer for TSSC (East Scotland Area)

1 The Bungalows,
Culps, Cupar,
Fife, KY7 7TF

Tel: 0334 54796

11.00 A.M.

ANGLIA AREA

☆ PRESENT ☆

20TH JULY 1985

8TH INTERNATIONAL BIRTHDAY BARBECUE

NEW VENUE: SHELFORD RUGBY CLUB
PAVILION & GROUNDS



CAMBRIDGE RD. GT. SHELFORD. CAMBRIDGE.

A FULL DAY'S ENTERTAINMENT:-

DRIVING TESTS - 11.30 - 1.00 & 2.30 - 5.30, PRIZES TO BE WON.

BAR OPEN ALL DAY, LUNCH TIME SNACKS 12.00 - 2.00

SPARES FOR SALE - TRADE AND CLUB MEMBERS

CLUB REGALIA - RADIO CONTROLLED CARS - 'DISTANCE' 'BEST CAR' AWARDS

LUCKY NUMBER & GRAND Raffle

6.00 - 6.30 FULL CHEF'S BARBECUE: CHICKEN, SAUSAGE, SALAD, BREAD ROLL,
ICE CREAM & GATEAU. (INCLUDED WITH ENTRY PRICE).

GLASSES OF WINE AT 5p EACH

7.00 - 7.30 PRIZE GIVING 7.30 - 11.30 DANCE THE EVENING AWAY
TO CAMBRIDGE'S MOST POPULAR BAND:-

"SILVER LINING"

MUSIC FOR ALL TASTES, SPECIAL '60s' HOUR

WITH PRIZES FOR BEST DRESSED 'TEDDY BOY' AND SHORTIST 'MINI' SKIRT.

9.30 GRAND RAFFLE DRAW, FOLLOWED BY MUSIC UNTIL 11.30.

ENTRANCE + B.B.Q.: ADULTS £4.50. CHILDREN £2.50.

Admittance strictly only by ticket bought in advance. Camping on site - super toilet facilities: £2.50 per pitch. Order all tickets now - send S.A.E. and cheque (payable to T.S.S.C.) to:- BARRY NEWITT, 89 Shelford Road, Trumpington, Cambridge. CB2 2NB.

Tel: (0223) 841407

MAKE IT A DATE FOR '85

ENTRY FORM

NORTH YORKS CONOURS & MOORS RUN

Sunday 1st September, 1985

You are invited to enter our 4th light-hearted Conours & Moors Run, held this year at:-

The Blacksmiths Arms Hotel
Hartoft End
Rosedale Abbey
Nr. Pickering
N. Yorks

This year there will be five classes: HERALD, VITESSE, SPITFIRE, GT6 and others. Camping available on site. Good bar meals and restaurant.

Judging starts 11.30 am
Presentation of Prizes 2.15 pm
Moors Run 2.30 pm

ENTRY FEE: £3.00. All entrants will receive a commemorative brass plaque. Entries please by 10th August, 1985 to:-

Sally Hurd
42 Woodside Avenue
Burnholme
York YO3 OQS
Tel: York 642 952

Name: Address:

Model of car:

Reg. No:

COURIER/TURNING CIRCLE BACK COPIES & INDEXES

FOR THAT ARTICLE YOU READ AND CAN'T FIND AGAIN, ORDER YOUR COMPREHENSIVE INDEX - VOLUMES 1, 2, 3 AND 4 @ 30p EACH INCLUDING P&P.

COURIER AND TURNING CIRCLE BACK COPIES

OCTOBER 1980	COURIER	DECEMBER 1983	COURIER
OCTOBER 1981	HERALD T/C	JANUARY 1984	COURIER
DECEMBER 1981	COURIER	FEBRUARY 1984	COURIER
JANUARY 1982	COURIER	MARCH 1984	COURIER
APRIL 1982	SPIT. T/C	APRIL 1984	SPEC. T/C
MAY 1982	COURIER	JUNE 1984	COURIER
JUNE 1982	COURIER	JULY 1984	COURIER
JULY 1982	COURIER	AUGUST 1984	COURIER
AUGUST 1982	COURIER	SEPTEMBER 1984	COURIER
OCTOBER 1982	VIT. T/C	OCTOBER 1984	COURIER
APRIL 1983	GT6 T/C	NOVEMBER 1984	13/60 HER. T/C
JUNE 1983	COURIER	JANUARY 1985	COURIER
JULY 1983	COURIER	FEBRUARY 1985	COURIER
OCTOBER 1983	BOND T/C		

COURIER 50p TURNING CIRCLE £1.50p + 30p P&P EACH

SEND TO: TSSC Club Regalia, 24 Prince Rupert Avenue, Desborough, Nr. Kettering, Northants NN14 2PH.

S.T.I.R. X 15TH - 18TH AUGUST CHICAGO ILLINOIS U.S.A.

(IN CONJUNCTION WITH NORTH AMERICAN TRIUMPH CHALLENGE X)

Up-to-date information on this prestidigious event can be obtained from:-

MR COLIN ROBERTS

Tel: (0446) 740264

Or send S.A.E. to

71, PORTH-Y-CASTELL
BARRY
SOUTH GLAMORGAN

Please note: Colin is NOT a TSSC member but favours Triumph Roadsters, but is our U.K. Co-Ordinator for the event.

PRELIMINARY ARRANGEMENTS:

Tuesday 13th August:

TWA flight from Heathrow - New York - Chicago at cost of £409.00 return (to be booked and paid for 21 days before flight (16th July at latest).

FLIGHT MET AT O'HARE AIRPORT, CHICAGO BY V.T.R. MEMBERS AND STAY WITH AMERICAN HOSTS.

Wednesday 15th August:

FREE DAY WITH HOSTS.

Thursday 15th August:

Registration at Rally venue, "Pheasant Run Resort", St. Charles (38 miles West of Chicago) with poolside party.

Friday 16th August:

Autocross, Auction, Technical Sessions etc.

Saturday 17th August:

Concours, Flea Market (Autojumble), Awards Banquet.

Sunday 18th August:

"Brunch" at Pheasant Run.

Monday 19th and on:

Free to individual choice, as is return date, but flight package MUST BE MID-WEEK RETURN FLIGHT. It would be possible to stop over in New York for a day or two before return flight.

Some idea of firm numbers are required as soon as possible by Colin Roberts NOW, so I suggest you send him a deposit of say £100, with firm booking.

If you are making your own travel arrangements, please 'phone Colin to discuss plans.

The event is hosted by the Vintage Triumph Register, Chicago Chapter, Illinois Sports Owners Association. The Pheasant Run Resort has many facilities, restaurants, pools, golf, tennis etc, and is only a short run to Chicago's beautiful lake front.

It all sounds like a real super event to celebrate the 10th Anniversary!

JOHN CUDMORE



NOT WHAT YOU MAY EXPECT

Occasionally we need to delve into the dirty bits underneath our cars to search for that elusive knock/squeak/rattle. Sometimes the source of the problem may not be obvious, so I shall pass on some of the more obscure answers I have discovered.

A light metallic squeak from the front, corresponding to bumps in the road?

Try looking at the top mounting of the front shock absorber, it is possible the rubber bushes have softened and are allowing the shock absorber stud to rub against the spring pan. The long term effect of this is to enlarge the hole that the shocker stud passes through or, even worse, to wear away the stud itself. This problem seems common in cars that are 'oily' or those that have been treated with Ziebart, or other rust inhibitors, I think the oil content of these products eats rubber.

PIG JOB OF THE MONTH

Here is an idea for a monthly item that we can put on the list of jobs that, although not difficult are just plain awkward. Most people who do their own maintenance will know the sort of thing I mean, after two hours of sheer frustration, the familiar phrase 'itsnogoodittleafftogo', is uttered and you start to wonder what on earth possessed you to buy the !!!!! car. A further two hours later, the job finished, the car washed and shining, sitting in the road putting the average modern hatchback in the shade, you may decide that you hadn't lost your marbles when you bought it and perhaps you might keep it. Strange things relationships with cars. Anyway, on to this month's PIG JOB:

GT6 REGISTER

For this particular masochistic delight you need to fit a tubular, six-branch manifold, similar to the SAH or Triumph-tune type. Search your local breakers yard for a cylinder block drain tap (early Triumph 2000's are a good source), drain down the GT6, remove the blanking plug from the cylinder block and fit your newly acquired and cleaned drain tap. A worthwhile improvement. The problem occurs as you realise that in order to function, the tap has to be fitted with its handle operating in a vertical plane on the left-hand side. The tap has a parallel thread and the amount of rotation in tightening is determined by the thickness of packing washers, oh, and by the way, unless you have a 3/4" spanner about 3" long, the tap is tightened 1/12th of a turn at a time using a spanner behind the exhaust manifold!

Having at last got it right, you fill with water, warm up the engine, great - no leaks, drain down, install antifreeze, re-start, warm up, leaks from new tap, drain down, remove tap, lose packing washers, lose skin on knuckles, lose temper - ITISNOGOODITTLEAFFTOGO!!!!

BARRY THURGOOD

HERALD REGISTER



REGISTER UP-DATE

The Register now has 2,369 cars; as always 13/60 convertibles dominate, accounting for 29.9% of the register. The 709 13/60 convertibles account for 4.58% of total production of this marque. This contrasts with a total of 100 948s (0.097% of production) and 670, 1200s (0.23% of production)!

SPARES INFORMATION

Highly recommended: John Kipping's new catalogue (see his advert.). The new, glossy catalogue contains lots of goodies for the Herald owners, from complete engines to 0.002" shims for steering racks. The diagrams are also very helpful in sorting out exactly what it is you want!

CHRIS LONGHURST

TABLE 1
REGISTER UP-DATE (1st May, 1985)

	CONV.	SALOON	EST.	COUPE	VAN	TOTALS
948	12	58(a)	-	30	-	100
1200	224	349	53	32	12	670
12/50	5	129	-	-	-	134
13/60	709	387(b)	158	-	-	1254
TOTAL	950	923	211	62	12	2369

(a) includes 9 twin-cart (GY) saloons; 12'S' (G-SP) saloons.

(b) includes 9 DLRS (sunroof) saloons.

HERALDS IN INDIA - PART 2

This month continues the survey of Standard-Triumph Heralds which were produced in India.

HERALD MKII (continued). Figure 1 shows a four-door MKII estate. Note that the tailgate has a smaller window than the UK produced version and a different (Courier van?) number-plate light is used. The rear roof pillar is also somewhat wider (and less elegant!) than that found on the UK car. A two-door saloon is shown in Fig. 2

HERALD MKII: the bonnet type of this car was similar to that of the MKII, with the Vitesse outer lights replaced by sidelights/indicators. The main difference from the MKII is that the bonnet does not tilt forward, but a separate rear-hinged bonnet lid is used. This can be seen on the

two-door saloon in Fig. 3; note also the different grill design to that of the MKII in Fig. 2. The saloon in Fig. 3 is probably of later construction than the convertible shown in Fig. 4; the former has no trace of bonnet catch pressings but in the latter the bonnet catch pressings can be clearly seen.

The final car in this month's collection (Fig. 5) is a bit difficult to classify! The body features (i.e. two-door, MKI bonnet origin) are that of a MKI car, but the bonnet is of the welded -up/non-tilting forward type and the front valance is of an early Herald type, without an air entry hole in it (compare to Fig. 2). The headlamps are 'something completely different': a Herald with a Mercedes front end!

Continued next month with the Standard-Triumph Gazels

FIG. 1

Four-door Herald MKII
Estate (photo - Rene Pollak)





FIG. 2
Two-door Herald MKII
Saloon (photo - Rene Pollak)



FIG. 3
Two-door MKIII Herald
Saloon; note lack of bonnet
catches at side and bonnet
hinges in front of windscreen.
(photo - Rene Pollak)



FIG. 4
Herald MKIII Convertible;
The bonnet catch pressings
are just visible!
(photo - Mike Long)

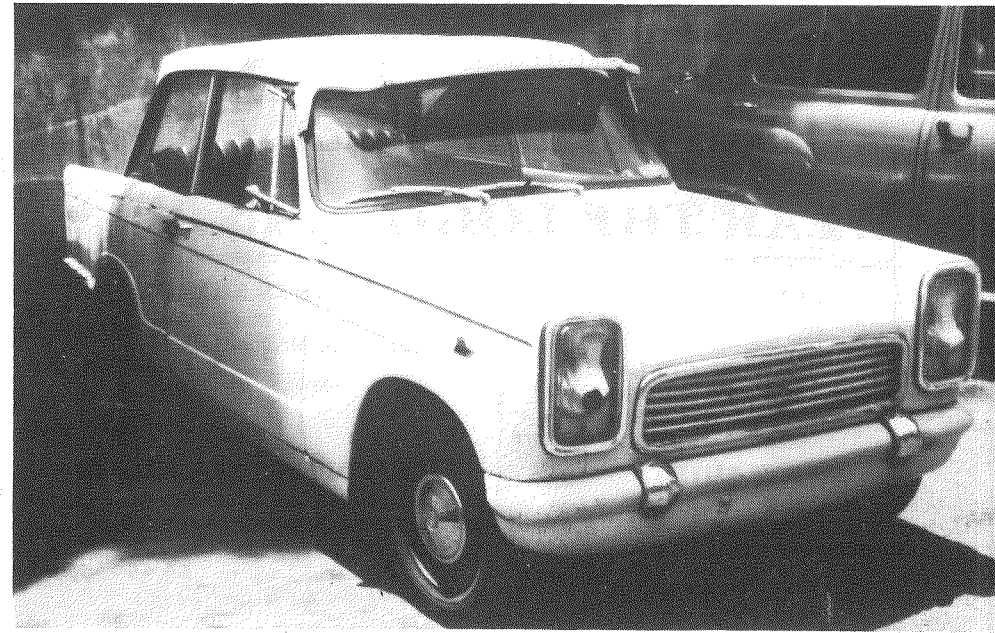


FIG. 5
Herald MKX!
Note lack of side bonnet
catches, early valance and
'designer' headlamps!!
(photo - Mike Long)

CLUB REGALIA . . . 1985

WINDSCREEN STICKERS AND BADGES

METAL CAR BADGE	£3.95+30p P/P
LICENCE HOLDER	£0.30+15p P/P
REAR WINDOW STICKER (OLD STYLE)	£0.30+15p P/P
WOVEN BADGE	£1.80+15p P/P
PRINTED SEW-ON BADGES IN RED, WHITE & BLUE (4" DIA)	£0.80+15p P/P
KEY FOB (LEATHER WITH METAL BADGE)	£0.75+15p P/P
LAPEL BADGE (WITH SAFETY CATCH)	£0.75+15p P/P
BLUE SUNSTRIPS (TRIUMPH SPORTS SIX CLUB)	£1.75+22p P/P
4x4 SILVER ON BLACK ROUND WINDSCREEN STICKERS	£0.35+15p P/P
4x4 SILVER ON BLACK ROUND WINDSCREEN STICKERS WITH INDIVIDUAL MARQUE - 'GT6', 'SPITFIRE', 'VITESSE' & 'HERALD'	£0.35+15p P/P
NEW REAR WINDOW STICKERS, VERY LATEST DESIGN SILVER ON BLACK	£0.45+15p P/P
MY OTHER CAR IS A 'GT6', 'SPITFIRE', 'VITESSE', 'BOND' AND 'HERALD' SILVER ON BLACK	£0.60+15p P/P
NEW REAR WINDSCREEN STICKERS 'GT6 BORN IN LE MANS' SILVER ON BLACK	£0.60+15p P/P

STEEL COASTERS — CORK BACKED

PLAIN STEEL WITH BLACK TSSC LOGO
ALSO SPITFIRE/VITESSE COMMEMORATIVE COASTERS, IDEAL AS KEEPSAKES
BOTH SAME PRICE £1.50+20p P/P

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WEAR THE LOGO ... IN '85

TEE SHIRTS

Individual Marque Tee Shirts with 3" Logo on left hand side, for the following:

HERALD, VITESSE, SPITFIRE, GT6, MARLIN.
Colours are Navy, White, Red and Black.
Sizes — Small, Medium & Large and Extra Large
..... £4.57+45p P/P

SWEAT SHIRTS

Individual Marque Sweat Shirts with 3" Logo on left hand side, for the following:

HERALD, VITESSE, SPITFIRE, GT6, BOND.
Colours are White, Red, Yellow, Black, Burgundy, Pale-Blue, Grey.
Sizes — Small, Medium & Large and Extra Large
..... £9.75+85p P/P

SPORTS SHIRTS

Club Logo printed on Breast Pocket in Navy or White. Sizes: Small, Medium, Large

..... £9.00+60p P/P

CHILDREN'S TEE SHIRTS

Colours available are: White with Navy Logo in centre and Red with White Logo in centre.

Sizes: 26", 28", 30" and 32"
..... £3.45+30p P/P

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

CLUB REGALIA 1985 . . . CLUB REGALIA 1985 . . .

NEW LINES for '85

STICKERS

"SPITFIRE DRIVERS DO IT TOPLESS"	£0.60+15p P/P
"I LOVE MY TRIUMPH"	£0.50+15p P/P
"I WOULD RATHER BE DRIVING MY" HERALD, SPITFIRE, VITESSE, GT6,	£0.50+15p P/P
<i>(please state which marque)</i>	

CAR BADGE

INDIVIDUAL MARQUE, REGISTER GRILLE BADGE: GT6, Spitfire, Vitesse	£3.50+30p P/P
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TABLE MATS

T.S.S.C. TOP QUALITY	£3.50+30p P/P
Black with bold Club Logo	

V NECK JUMPERS

SUPERB QUALITY WOLSEY PURE WOOL JUMPERS IN RED WITH EMBROIDERED CLUB LOGO Sizes: 36", 38", 40", 42", 44", 46"	£18.95+60p P/P
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RALLY JACKETS

TOP QUALITY COATS IN GREY WITH CLUB LOGO (Full Race Wear Specification) DELIVERY DUE July '85 Sizes: Small, Medium, Large, Ex Large	£27.00+£1 P/P
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I wish to pay by cash/cheque/Postal Order/Access

To ACCESS:-

I authorise you to debit my Access

Account with the amount of £

My ACCESS No. is



Name (as on Access card)

Cardholder's address

Signature

All cheques Postal orders made payable to TSSC LTD
and sent to: TSSC CLUB REGALIA
24 PRINCE RUPERT AVENUE, DESBOROUGH,
NORTHANTS NN14 2PH

CLUB REGALIA 1985 . . . CLUB REGALIA 1985 . . .

SPITFIRE REGISTER



Well, here it is, SUMMER! Come on, hang those hard tops up in the garage and get the soft top down. Have a laugh at all the Reps. etc. roasting in their 1.6L tin-tops.

On the subject of soft tops, can anyone out there tell me if they have done a conversion on a MKII Spitfire to fit a MKIII soft-top and frame. In theory there is no reason why it cannot be done, but it does require the fitting of the MKIII rear deck panel, and new mountings behind the doors. If you have done this conversion or failed in the attempt, let me know as I know of a couple of people interested in the idea. Having been soaked myself while building the "sticks and canvas" hood on a MKII, I can understand their interest.

Last month saw the Spitfire IV/1500 Turning Circle. I have yet to see it, because at the moment last month as you read this, is still this month as I write this! I hope you enjoyed it. I hope I do too.

I have now completed a reasonably complete chart of all the paint/trim colour codes used on Spitfires. The only ones that may be different are very late 1500 models. Here it is, it should be of some use when you are trying to match paint and trim:-

SPITFIRE MK1, 2 and 3

BLACK	11-black
RED	12-Matador, 22-Cherry, 32-Signal, 42-Burgundy, 52-Scarlet.
BROWN	13-Light tan.
YELLOW	14-Jonquil, 24-Wimpey, 34-Jasmine.
GREEN	15-Cactus, 25-Conifer, 35-Olive, 45-Litchfield.
BLUE	16-Midnight, 26-Wedgewood, 36-Dark Blue, 46-Renior, 56-Royal, 66-Valencia.
PURPLE	17-Damson, 27-Shadow Blue.
GREY	18-Gunmetal, 28-Dark Grey, 38-Phantom, 48-Dolphin.
WHITE	19-White, 29-Sebring White.

SPITFIRE IV-EARLY

BLACK	11-Black.
RED	12-Matador, 72-Pimento.
BROWN	23-Sienna, 33-New Tan.
YELLOW	54-Saffron.
GREEN	55-Laurel.
BLUE	26-Wedgewood, 56-Royal, 96-Sapphire.
PURPLE	17-Damson, 27-Shadow Blue.
GREY	78-Grey.
WHITE	19-White.

SPITFIRE IV-LATE/1500 EARLY

BLACK	11-Black.
RED	72-Pimento, 82-Carmine, 92-Magenta.
BROWN	23-Sienna, 33-New Tan, 63-Chestnut, 83-Maple, 93-Russet.
YELLOW	64-Mimosa, 74-Beige, 84-Topaz, 94-Inca Yellow.
GREEN	65-Emerald, 75-British Racing Green (1975), 85-Java.
BLUE	96-Sapphire, 106-Mallard, 126-French, 136-Delft, 146-Meteor.
PURPLE	27-Shadow Blue.
WHITE	19-White.

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BODYWORK RESTORATION

... the new Practical Classics video filmed
at John Hill's Ltd featuring 'your Triumphs'

Extensive range of new body panels
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SAE 18p marked 'TRIUMPH' for

your free catalogue.



BRITISH LEYLAND HERITAGE
APPROVED SUPPLIER



This photograph shows the vehicle used in the
video. "A view to purchase."

PHONE: REDDITCH 20880



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INSURANCE SCHEME** Footman
James

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Membership No: Area: (official use only)

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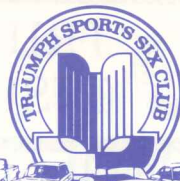
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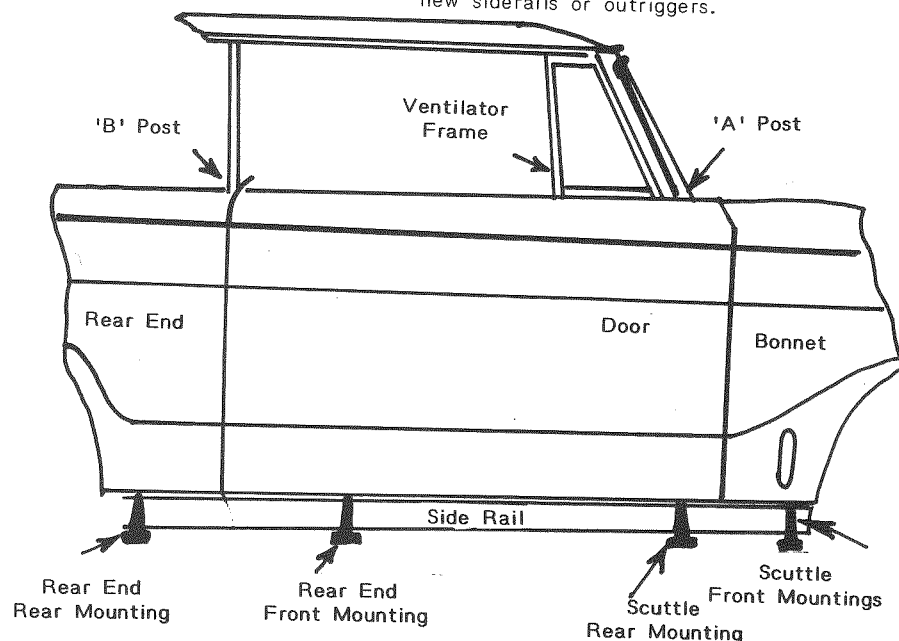
FITTING UP YOUR BODY

Following my article in the February Courier, here is the next instalment, which covers fitting a saloon roof and various problems of out-of-line doors etc. All of this is based on the very useful Triumph Service Training Notes on the body of the Herald range.

FITTING THE SALOON ROOF

1. Fit the rubber weather strip to the top of the windscreen frame, and apply sealing compound. If your old seal is perished or damaged, John Kipping can supply a new one (part number T28, price £3.70).
2. Fit one rubber spacing block over each mounting stud at the rear of the roof.
3. Place the roof in position.
4. Bolt the front of the roof to the top of the windscreen frame, using hexagon bolts at the side and a screw in the middle (this screw also secures the interior rear-view mirror).
5. At the rear the three locating studs (with rubber spacers) pass through the deck and are secured by nuts and washers, which should be tightened to give a clearance of $\frac{1}{4}$ " between the deck and the rear edge of the roof.
6. Press the rubber sealing strip in between the roof and the deck and seal with a sealing gun.

Next in the book is the section called "The Theory of Body Mounting". This section investigates two examples of problems encountered with door clearances. These problems apply mainly to accident repair work, but could occur after fitting new siderails or outriggers.



Remember the door hinges on the 'A' post, which is part of the scuttle and the door shuts against the 'B' post.

There are two examples of body-mounting problems; the first deals with the scuttle and ventilation frame, also front edge of the door to the bonnet. The second example deals with the door clearances in relation to the 'B' post.

FIRST EXAMPLE:

1. Door hanging low at rear, maximum adjustment taken up on hinges.
2. Top of ventilator frame fouling 'A' post when door glass is raised.

SOLUTION:

- a. Remove sill and slacken off the scuttle mounting bolts. Insert packing at the rear scuttle mounting - this will raise the scuttle and the door.
- b. This will make the rear of the door high and the ventilator frame close to the 'A' post as before and the door also close to the bonnet.
- c. Lower the door by adjusting the top hinge. This will bring the door to the correct level with the rear end

and also move ventilating frame away from the 'A' post.

SECOND EXAMPLE:

The door height is correct but the clearance at the top of the 'B' post is too close and the clearance at the bottom is wide.

SOLUTION:

Remove the sill and slacken off the two side mounting points on the rear end. Now place packing under the front mounting points of the rear end and tighten the bolts. This packing will raise the 'B' post in relation to the door.

Next, lift the door to the correct height by adjusting the bottom hinge. This will lift the door and also close the clearance at the bottom of the 'B' post to the door.

John Kipping can supply body mounting bolts with washer and retaining plate for side rail - part number M23, price £1.00; rubber pads body to chassis - part number M21, price 8p; and the shim, body to chassis adjuster, part number M22, price 25p.

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OVERSEAS AFFILIATION SECRETARY

Not much to report this month. We have had two more Overseas Members join since last month: one in France and the other in Grand Cararies.

The list of Overseas Members being published is the latest one I have. I hope I have not missed anyone out. If you are a current member and have been omitted, please let me know.

I shall be at as many meetings as possible during the summer and would be pleased to meet any Overseas member. Please don't try and recognise me from my photograph as I no longer have a beard!

If any UK member has been thinking about going to the Third International Spitfire Weekend at Arcen, and hasn't yet booked up, I urge you to do so now. It is a superb weekend - I thoroughly enjoyed it last year. The hospitality was marvellous and the organisation excellent - well done David Herriman (organiser). This year promises to be even better, a great chance to meet Dutch and German fellow Triumph nuts (sorry, enthusiasts!)

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COMPETITION NEWS

RACING CHAMPIONSHIP - ROUND 1

Jonathan Stevens made club history on 14th April, when he took to the track at Lydden Hill for the first ever T.S.S.C. Racing Championship event.

Driving the KINGSTON SPORTSCARS fuel injected Vitesse convertible, Jonathan was amalgamated with the road-going saloons race - we need a minimum of six club cars on the grid before we can have a race to ourselves.

The mid-day practice session lasted about 15 minutes and, unfortunately, Jonathan lost some time whilst trying to reconnect his tachometer. Once out on the track, he obviously remembered the way round from last years sprint event and, for the final couple of laps of the session, put up very respectable times.



STOP PRESS:

Unfortunately, I have just learnt that the racing Championship has been abandoned due to lack of interest. Club members

Pleased that he was not last on the grid, which comprised 3-litre Capris, Golfs, Alfasuds, Escorts and Minis, the race was eagerly anticipated. A rousing cheer signalled his exit from the Paddock to take up his grid position. A spectacular start saw Jonathan entering the first corner ahead of all the Minis and one of the 1800cc Escorts. On the drag up to the hairpin, the powerful Vitesse was visibly gaining on the other Escort and the hatch-back brigade but the positions remained unaltered until the second lap.

At the end of the start/finish straight, there is a tricky left/right section and our hero 'got a bit of a twitch on', enabling that Escort to nip by. However, Jonathan had managed to pull back some ground as they started Lap 3. Than disaster struck. In his own words, "I was being hassled by a Mini and wasn't looking where I was going!" The result? A couple of spins onto the Lydden mud and the car would not restart.

Still, there was no damage done and no doubt a lesson was learned so the next outing should be much more competitive. Obviously, it is early days yet as far as the Championship is concerned and I would hope that more than one club member will be on the grid for the next race.

may still compete on an individual basis, however, so look out for them appearing at a circuit near you. The hillclimb and Sprint Championship is unaffected by this and will continue as programmed.

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Handbooks	Price	
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Strengthened Differentials and Limited Slip Units

What is the differential? Sorry to start with basics! This unit turns the rotating movement of the propshaft into two shafts @ 90° to the original with a correction of ratio to match the power characteristics of the engine. In doing this, power is transferred by a hypoid pinion approx. 60° and at the crownwheel, approx. 30°. Hypoid gears are a cross between a spiral bevel and a worm and are used because they make less noise. Tooth loads are quite high though and they use quite a lot of power. This means that they need a good 'Extreme Pressure' (EP) lubricant. EP additives in gear oil wear out and give the characteristic bad gear oil smell. In a heavily used diff this happens within 10,000 miles and the oil goes black with carbon deposits.

How to strengthen it. The main problem is the small quantity of lubricant and the lack of a means of changing it. This results in wear to bearings and teeth when they suffer metal - metal contact.

In fact very little can be done to strengthen the Vitesse/GT6 differential except building them properly and adhering rigidly to working tolerances. This means taking 3 - 4 hours per unit which is pretty tiring! One can use new components wherever possible and add a drain plug. The main problem is that the size of the pinion bearing is limited and this component takes the brunt of the load, (Tons!). When it wears, the pinion height changes,

backlash increases, and suddenly there are teeth everywhere!

When you turn a corner, one rear wheel goes a longer distance than the other. A device in the crownwheel carrier, consisting of two sunwheels, two planet gears and a cross shaft allow this difference in speed to take place. They don't move much in a straight line, but transfer power directly from the carrier holding the crownwheel to the sunwheels, (connected to the wheels). Fast cornering with the power on, the usual technique with club cars puts a lot of stress on this area. Wheel spin especially with MK1 and MKIII cars (because of the lack of roto-flexes) adds greatly to the shock loading.

On earlier cars, the carrier is very prone to metal fatigue fracture because of the rough cast surface of the carrier. Nodules of carbon on the surface of cast steel, resembles little fissures along which cracks start easily. Later carriers were stress relieved by machining to prevent this. There are, in fact, six different types of differentials used in 'our cars'. They can be divided into three groups of two.



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Car

Features & Weak Points

Comments

- | | | | |
|----|---|---|---|
| 1. | Herald 948/1200
Spitfire 1/11/III
Vitesse 6 1600 | Small quarter shafts and cross pin, early carrier
small planet gears, large carrier bearings.
Weak points: most of the identifying features. | Very weak. Early cars prone to quarter shaft failure. |
| 2. | Herald 13/60
Spitfire MKIII | Larger output shafts same as Vitesse 2L on last models.
Same carrier as Vitesse MK1 and II large bearings. Most of the Vitesse 2L features except small pinion bearings. Diff housing is the same as 1. and <u>not</u> interchangeable with Vit. | Fairly reliable. |
| 3. | Vitesse 1/II
GT6 MK1/II | Large splined output shafts with 9/16 bolts used on all models afterwards. Pinion bearings bigger than 1 and 2 used in all later models. Large carriers bearings and coarse spline machined on pinion. Early carrier, very weak on 3.27 ratio especially MK1 GT6. | Can be silent but deadly. |
| 4. | Vitesse MKII
GT6 MKII | Same as 3. in all ways except spline on pinion is fine.
This means that it uses preproduction parts for 5. | Tends to run quietly. |
| 5. | Spitfire MKIV
GT6 MKIII | Spline on pinion is fine. Carrier interchangeable with Dolomite range. Carrier bearings much smaller. Housing re-engineered to be easier to set up, used for 6. 3.27 however still uses the early (weak) carrier. Casing enabled BL to use more ratios. | Rather prone to noise, but probably the most reliable. |
| 6. | Spit MKIV (late)
GT6 MKIII (late)
Spit 1500 (later)
Similar to TR7 4-speed | Carrier bearings have more rollers and bigger I/D.
Sunwheel shims made from fibre material which is hopeless! To make construction (destruction!) easier. B.L. used a collapsible spacer on the pinion to set the bearing preload, which likes neither heat nor vibration. Carrier made much stronger by redesign. <u>Never</u> tighten the nyloc pinion nut. 3.27 ratio at last got a decent carrier. | Potentially the strongest but poor quality control spoilt it. Very prone to clonks and noise. |

Competition differentials. As you might expect, the best way to make one, is to use the strongest parts from each group, and such a differential has proved virtually impossible to break. However, if you own a car which has a reasonable amount of torque you will be well aware of the problems of grip in the wet. GT6 or six-cylinder Spitfires are particularly prone to wheel spin in the wet, and the dry, as well as on fast corners. For this reason a 'limited slip differential' was developed.

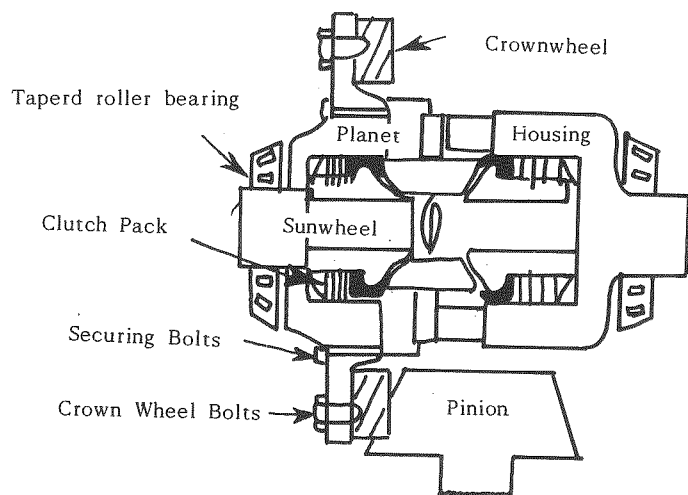
Limited Slip Differential. These units are usually fitted to high-performance cars such as Porsche and Jaguar. Their owners are rarely aware that they are there, except that there is a notable absence of wheel spin. They are torque sensing devices which measure the degree of movement between the two sunwheels, only, they have splined clutch packs connected to the carrier on the outside. There are two cross pins on inclined ramps and four not two planet gears. Shoulders on the planet gears engage with the clutch packs producing the progressive lock up, as one wheel tries to turn faster than the other. The results are drastic.

1. Wheels lock together on acceleration giving double the traction. This is especially useful on wet cobbled streets (e.g. Paris).
2. Wheels lock together on braking, making it impossible to lock one rear wheel.
3. Rear wheels can be lifted off the ground without losing traction giving greatly increased cornering speeds.
4. Tyre wear at the rear is greatly reduced.
5. It is possible to continue driving normally with both wheels on one side off the ground!

Space is such a problem. This is the first time it has successfully been done to these cars. All of these result in greatly improved stability and safety. A special oil is used in such units, and must be changed every 3,000 miles, which is a bit of a chore. The oil becomes very hot when driven hard, necessitating the use of a cooler. 3.27 ratios cannot be used as space is at such a premium. As a tweak it has to rate high in my list for sheer entertainment value!

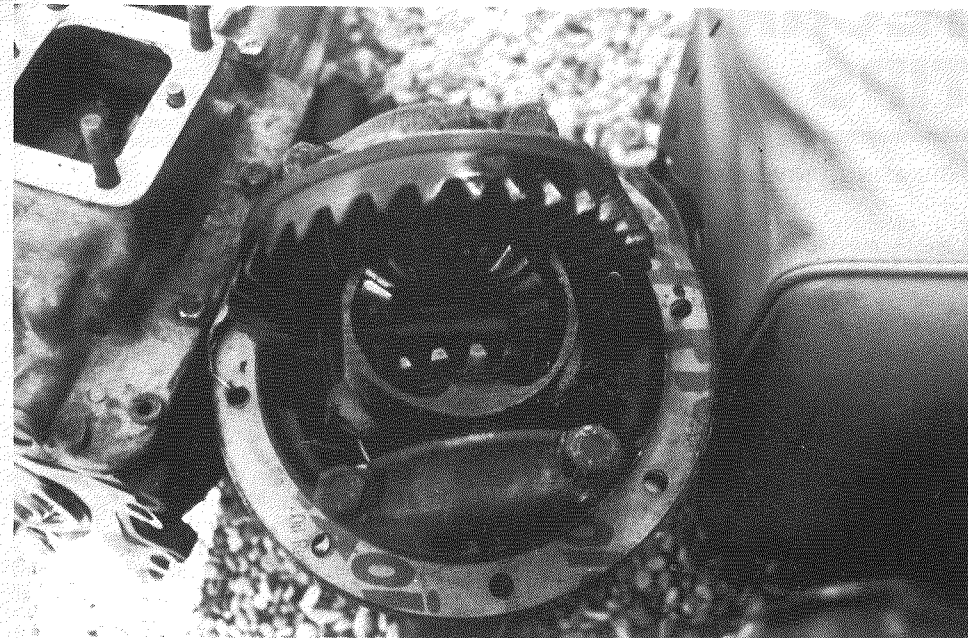
G T Transmissions - Limited Slip Differential - 1983 Version

Schematic diagram © 1985



GARETH THOMAS

Illustration 2, showing Crown Wheel and Carrier and Planet Gears in standard differential



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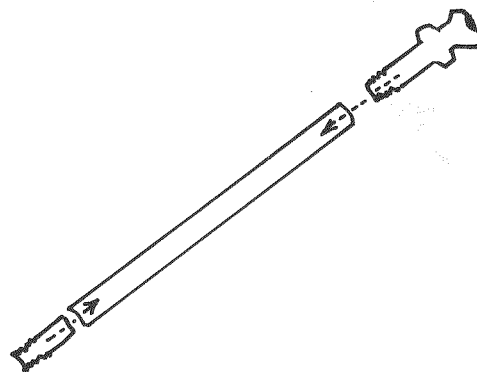
TECHNICAL TIPS

GREASING UNIVERSAL JOINTS

I recently replaced a driveshaft U.J. on my 13/60 Herald which would have lasted a lot longer if I was able to grease it.

Although fitted with a removable plug I was unable to purchase a grease nipple which was long enough to fit into the grease gun without fouling the yoke.

To be able to grease even the most inaccessible U.J. - buy two grease nipples; cut the head off one, retaining the bottom part and remove the internal spring. Rough up the smooth part of its shaft to provide a key. Find a length of metal tube into which the grease nipples will be a tight fit (a piece of old car aerial 1½" long is ideal). Araldite the grease nipples into the tubing as shown.



Another quick tip: if like me, you work with the car half out of the garage and don't want a gust of wind to bring the garage door down onto your bonnet - drill a hole in the door post; cut the point off a 6" nail and use it as a peg to prevent the door from dropping.

ROGER ROSEWARNE - EXETER, DEVON

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PEN TO PAPER ☐ ☐

LETTER FROM STEVE FREESTONE, MARKET HARBOROUGH, LEICS:

I was interested to read in the January 1985 Courier (I've only just got around to writing!), about how to go about converting from positive earth to negative earth, amidst an article on dynamo/alternators.

As I wish to change my Herald 1200 to neg. earth, to ease fitment of accessories, I attempted the conversion. However, it was to no avail, as the ignition light did not go out, as it should have done.

I would be very grateful to hear from anyone who has successfully converted, or perhaps an article in The Courier, for the benefit of other members wishing to do the same.

Incidentally, I don't know if this is characteristic of 1200's but when travelling at between 50 and 60 mph, I get a lot of resonance (or 'boom') feeding back through the exhaust. I notice our 13/60 does not suffer from this and wonder whether the slight difference in bore has any major effect. Can anyone throw any light on the subject? Or even suggest a way of curing the problem on the 1200? Any answers will be much appreciated.

TO LE MANS! - AND HOPEFULLY BACK AGAIN.



It is now 20 years (1965) since 1149cc Spitfires raced and won their class at Le Mans, with a maximum speed of 140 mph and ten years since I began to restore a MK11 Spitfire from an abandoned wreck.

In order to celebrate both events, I have decided to attend this year's race at Le Mans (14th June, 1985) by driving down in my now restored car (KXE 807D). This decision has thrown me into a mild panic, as having the car reliable enough for tootling around Chester is one thing, and getting it 101% reliable enough to take two blokes and their luggage across France is another. The other person in the car will be my brother, Peter, who, as well as being handy with the spanners, also speaks French.

I have, since making the decision to go, been spending all my evenings and weekends madly checking and rechecking everything I can think of.

I have fitted a 'Ridemaster' anti-tuck-under kit to the rear suspension, along with a MK4 transverse spring.

I have fitted copper brake pipes, quartz Halogen headlights, map reading light, air horns, wider wheels and tyres, and, in the tool box are two wheel bearing kits (front and rear).

About the only things left to worry about are the gearbox and differential!

I shall be going in the very good company of most of the world's Lagondas, some Bentleys and a Hotchkiss, whose drivers boast that they have never left a man behind yet!

I hope, therefore, to get myself and the car back in one piece, even if on the end of a towrope.

When the happy day arrives, I shall write and tell you how I got on!

NORMAN STAINTHORP

A TYPICAL REBUILD ??

It all started on 15th March, 1983 when my wife, Julie, deciding that her Herald 13/60 was due for a change, decided on a white Vitesse MKII convertible - TFH 195G. This car had had one owner, and had travelled 51,000 miles. The 13/60 was despatched to a colleague in Hereford and the Vitesse collected from Gloucester. It was fairly obvious that, in months to come, the bonnet would need some attention to the right-hand corner. The first outing was to Stanford Hall, to celebrate the 21st birthday of the Vitesse. This is where Brian Heath and Nuneaton Car Crafts comes into the story. Brian had recently completed a Vitesse convertible restoration so he agreed to look at TFH and quoted £100 to repair the bonnet. Time passed and TFH was used as every-day transport, including some 2,500 miles touring Scotland - the mileage increasing to 60,000 plus. Brian was approached in June, 1984 to carry out repairs to the bonnet, doors, respray etc., to a total of £300. A date was greed and passed! Due to Brian restoring two E-Types.

March 1985 arrived and Brian agreed to take TFH on the 18th. The work to be done included fitting new wings to the bonnet, lead loading doors, respraying the body, new sills and valances - the whole lot to be returned to me for re-assembly. As always, the best laid plans go wrong. I had a change of job, moving to St Albans, which meant the Julie needed transport for work. A 1966 Vitesse saloon, HAL 133D was purchased: it had been standing for two years but was sound apart from a seized engine. A secondhand engine was purchased and loaded into the back of my Cavalier (company car!). I then had to remove the lump from the Cavalier into the garage - not easy on your own. The new engine was installed and fired first time; minor welding was all that the MOT man required. A quick dash to the Coventry Taxation Office, insurance and ready to go with two days to spare - I breathed a sigh of relief.

I happened to notice in the next

Thursday evening newspaper an advert. for a 1970 Vitesse with overdrive, which was being broken for spares. I couldn't resist it and went to have a look. To my amazement, there in front of me was one brand new bonnet and a pair of new doors - a deal was struck. Friday night saw me removing the bonnet and doors in the snow, by torch-light held by Julie. The bonnet was strapped to the roof of the Cavalier and ready to go - that was until I discovered that the Cavalier had a flat battery. Trying to bump-start a Vauxhall Cavalier with a Vitesse bonnet on the roof in the driving snow, with a very cold wife is not the best way to spend an evening!

Saturday dawned and off we went in convoy to Nuneaton Car Crafts. Brian didn't even flinch when we told him to change all his plans - the work now to include a respray and repair of all the new panels and repair of the rear body section. This work took five weeks and the standard of workmanship fabulous.

TFM was delivered back to us in Warwick on a Sunday by trailer, as a pile of repaired and resprayed panels. Four weeks later and two years after purchase, TFH is now looking extremely good and is almost complete. We are hoping the first outing will be to MOTEC on 18th May. £100 worth of work turned into an arm and a leg, but the result justifies the cost. The finished car is not intended to be concours but to be used and kept for years to come.

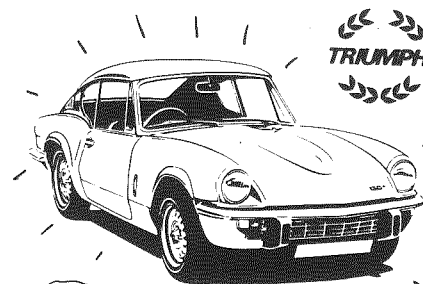
I would like to thank a few people for their efforts in this task, namely Brian Heath and his team at Nuneaton Car Crafts, John Kipping for all those 'fiddly bits', and for cups of coffee, patience, overall washing and all the nasty jobs, my wife Julie - it's her car anyway!!!

ROB JENNER - WARWICK

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NATIONWIDE

AVON AREA NEWS - SUE LIPPIATT REPORTS:

Firstly this month a thank you to Rod Warren and the Central Somerset Area for a good treasure hunt on April 21st, we thoroughly enjoyed it, despite the fact that some of the clues had been painted over!! We hope that they will come and try ours on September 8th (see future Couriers for more details).

Dates for your diaries:

Firstly the skittles match on June 15th against the Central Somerset, South Wales and Gloucester and Hereford Areas. Please come along to the meetings to put your names down as we require money in advance, £2.50 per head with food, 50p per head without.

Secondly we have a repeat of last years very successful barbecue, hosted by Mike and Judy Wakeford. It will be arranged on the same basis as last year, i.e. bring your own meat and drink and pay 50p per head towards the supply of bread, salad and desert. Please come and see us at a meeting for details of their address and directions.

Next comes a reminder of our two planned trips out to Harveys of Bristol Wine Museum and cellars and The Big Pit Mining Museum at Blaenavon. To re-cap: the Harveys trip is on Tuesday 9th July at 6.30pm. Costs £2.50 in advance to Jane Bell and is not open to anyone under 18 years. The trip to The Big Pit is on Sunday August 4th. We advise that you arrive by 10.30am for a 10.45am start. The cost of this trip is £2.95 for adults and £1.95 for children under 16 years. However, no children under 8 years are allowed underground.

Chris and Hilary Owen and John Etheridge. They are all leaving the Area in the not too distant future and we wish them well. Please make sure that if you're back down this way, you will call into a meeting or visit us at home. Thanks for all that you've put into the Area in the past. And Chris and Hilary, make sure you keep us posted about 'Owen Junior'.

AYLESBURY VALE AREA NEWS - W. GREGORY REPORTS:

Yes, we are still here. My laziness, a new born baby and work commitments are the cause for no reports, for which I apologise. Attendances are very much on top, so a note in your diaries, four extra meetings arranged for this summer on the Sundays listed below. Get those O/S maps out and come along in the evenings.

Sunday 9th June - The Shandoss, Weston Turville - O/S SP 858 110

Sunday 7th June - Bridge Water Arms, Little Gaddesden - O/S SP 992 138.

Sunday 11th August - Cock & Rabbit, Lee Common - O/S 907 043.

Sunday 8th September - Alford Arms, Nettleden.

CLEVELAND AREA NEWS - KATHY SLEIGHOLME REPORTS:

On Sunday May 5th, a small number of our local group members were kindly invited by the Cleveland TR Register to join them in a coach trip down to the Classic Car Show at Birmingham. It was definately worth the trip to see one of the best displays of cars under one roof - not to mention the autojumble and trade stands.

Our next group outing was on Sunday 12th May. We once again joined forces with the Cleveland TR Register on a Moors outing. From an overcast and bitterly cold car park at The Ladle, Middlesbrough, one Herald 13/60 convertible, six TR6s, a Riley RM and six 'other' cars set off towards Helmsley. Thanks are extended to Paul for arriving in the sole club car (although there were four other TSSC members present!) and for going topless despite inclement weather.

On arriving in Helmsley the sun was actually shining. There was a strong delegation from the York TSSC waiting for us in the market square: a Vitesse saloon, two Vitesse convertibles, a Herald 13/60 saloon, one GT6 MKII and a MKIV Spitfire - not forgetting a red Ford Sierra! We all set off from the market square towards Bransdale for a most enjoyable picnic and mixing of the clans, before driving to Kirbymoorside, then onto Hutton-le-Hole. Here we had arranged to meet the northern Stag Owners Club - incidentally, one of whose members has a Herald convertible and intends joining the TSSC, York area group. There were five Stags in total - each one immaculate, coming from places as far apart at Pickering and Newcastle.

After a walk around the Ryedale Folk Museum, we waved farewell and went our separate ways home. It was an enjoyable day, thanks to all those who turned out. It was the first time any of the local Triumph marque owners clubs had gathered together in an organised outing, and it was a great success. We intend to repeat joint events like this in the future.

COTSWOLD AREA NEWS - SUE IND REPORTS:

Firstly apologies to the members who turned up to the April meeting - I unfortunately did not. I hope the better weather will encourage a few more members to emerge from their winter hibernation. A few more faces, hopefully, will produce a few ideas on what you want to do during the summer/autumn months. So see you at The White Horse, on the third Tuesday of each month.

DEVON AREA NEWS - GARETH BEECHING REPORTS:

Both of our venues at Totnes and Kenn continue to be well supported, with a few new faces turning up at the last Kenn meeting. Here Adam Egeland had confounded the non-believers by showing his modified injection, fitted to a MKII 2L convertible.

Forthcoming dates to note as follows:

Sunday 9th June - Meeting a Ley Arms, Kenn.

Sunday 30th June - Daytime - Devon Vintage Car Rally (see Mike Atkinson or Stan Walters).

Sunday 30th June - Evening meeting at Dartmouth Inn, Totnes.

Sunday 7th July - TSSC stand at The Powerham Castle Historic Vehicle Rally.

Sunday 14th July - Meeting at Ley Arms, Kenn.

Sunday 28th July - Meeting at Dartmouth Inn, Totnes.

Remember the club have also got a stand at the Yeovil Festival of Transport on 10th and 11th August, 1985. Devon Area are giving Nick Bradbury a hand, so please get in touch with Nick if you can help.

Finally, the Devon Area Newsletter's next issue is overdue - all entries to me at 15 Lower Farthings, Newton Poppleford by the end of June.

DORSET AREA NEWS - ANDY TOPP REPORTS:

Thanks to all of you who have supported

the last few monthly meetings. We now seem to have enough members coming for me to spring a 'Bonnets Up' competition on 26th June. All entries to be at The Antelope Hotel by 8.30pm for judging and prize giving at 9.30pm. I hope to enter this competition myself (with a Triumph!).

Is anyone interested in entering the Festival of Transport? It is a non-concours event and if you require application forms, please contact me as soon as possible as I have a few left.

HANTS & SURREY AREA NEWS - GERALD NORMAN REPORTS:

Unfortunately, I was down under on the 8th May, and was unable to attend the meeting, but a mole has kept me informed of the happenings at The Royal Oak. A survey was completed by those present in an attempt to find what members want from the Area. Also circulating were details of STIR X, which is to be held near Chicago in August.

I hope to see you all at the June meeting, where we can unearth more interesting pursuits.

SOUTH HERTS AREA NEWS - SHERIDAN EARL RUSSELL REPORTS:

A lovely turnout of vehicles continue to sup good beer instead of petrol, dragging their owners willingly with them. Vitesse Spitfires, a GT6 and several Heralds - they're all there, including a Courier van and 948 convertible!

Our next events will be:-

22nd June - a convoy drive to Beaulieu to see the new exhibition there, as well as the rest of the National Motor Museum. A great day out for the whole family.

6th July - British Aerospace Open Day. Not only will you have the chance to go behind the scenes at this amazing place, but we shall be showing off some of our members cars on our own stand, between 'THRUST 2', the British current World Land Speed Record holder and the Bentley stand. Obviously our stand will be the centre of attention.

14th July - Picnic at Henley-on-Thames.

20th July - Night Rally.

25th August - 'HERTACHE' Treasure Hunt.

15th September - 'HEARALDRY' Run.

W. KENT/E. SURREY AREA NEWS - RICHARD AND SUE FRANCIS REPORT:

We had another large turnout at our meet-

ing on 16th April, 29 club cars. It was great to see everyone - keep it up. Amongst the line-up were three 948s (even though they all belonged to the same person - well done Gerry) and a selection of really well preserved cars, including a lovely GT6 MKII, which was new to the meeting.

We have finally drawn up a list of events to take us through the rest of the year. The following is a brief outline and, if you want to know more, come to our meetings on the first and third Tuesday of the month at The Grasshopper Inn, Westerham.

June 16th - BROMLEY PAGEANT OF MOTORING (see below).

July 2nd - Boot Sale to be held during meeting. Please park on the far right of the car park if you wish to attend this. Bring anything you have to sell, money if you want to buy or just come along for a chat and an evening out.

July 20th - Convoy to Anglia Area's Barbecue.

BROMLEY PAGEANT OF MOTORING

The Pageant is said to be the largest outdoor single day motoring show in the country with over 2,300 vehicles on display. This year, as usual, there will be a club stand selling regalia and an entry in the Concours. We will also be entering teams in the Tug-a-Car and Throw-a-Tyre contests. Please come along and support us.

Members wishing to attend can either get their 'One Make Parking Area Stickers' from Practical Classics car magazine or a limited number will be available at our regular meetings.

LEICESTER AREA NEWS - TONY MEE REPORTS:

The new meet at Syston is still a 'great success with nearly 20 people attending the April meet. At this meet there were 2 Bonds parked in the car park at one time - is this a record?

There are still some places left for AVA Go Karting. This will consist of approx. 45 mins. driving on the track against other club members. This should be a good evening out with a trip to a pub for a bar meal afterwards.

You should now be washing and waxing your chariots for the local concours. We want everyone to enter this as it is mainly a fun event.

Towards the end of this month, Mick Maidment is providing us with one of his mouthwatering barbecues. The food is excellent and there is usually too much of it. This will take place at the normal Thursday night venue on 27th June at The Shearsby Bath. Anyone wanting tickets should contact Mick or myself - they cost £2 each.

I was very pleased with the response to my request for volunteers for help at Stanford Hall. However, more people are still needed to help, so please let me know if you are interested.

CITY AND EAST LONDON AREA NEWS - PAULINE BAGNALL REPORTS:

Sadly our Area Organiser, Iain Atkinson, is moving house to is unable to continue in his post. I believe the Thames Area will have a very enthusiastic member - our loss, their gain. Thank you Iain for starting us off on a firm footing - without you, we would never be. Consequently, there are changes and new moves afoot. It has been decided to formalise the meetings a little with more people taking part in the running of the Area. We now have a very healthy turnout with two new people at the meeting. New faces are always welcome. Having got off to a good start, we can now look forward to more events in the coming months. Please note: meetings are now held on the first and third Thursday of each month at 9pm.

RIBBLE AREA NEWS - BILL COULSHED REPORTS:

Our first ever Sunday lunchtime meeting went down extremely well, with almost as many new members as there were regulars! Nice to see you all. I'm having to write this before our 'normal' meeting, but I hope this will be just as well attended.

Our local event, The Woodvale Rally, is set for Sunday August 4th - I've got application forms now (it's free). Those of you who went last year will have received their forms from the organisers. When you've filled them in, can you let me have them and I'll send them all in together. This way we get consecutive numbers and appear together in the programme. We're trying to get a stand sorted out for this year and we'll try to arrive in convoy too. More on this at the meeting. If anyone has any ideas, come along.

SALISBURY AREA NEWS - PETER ELLIS REPORTS:

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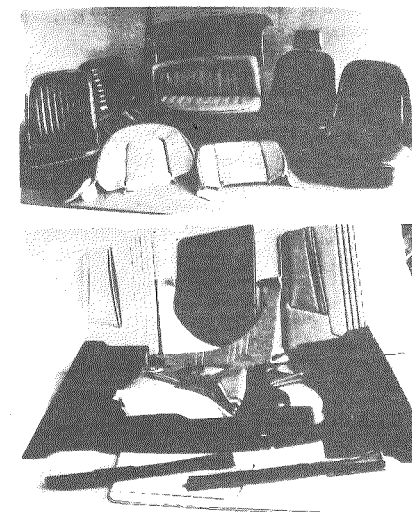
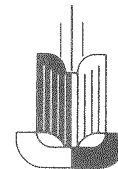
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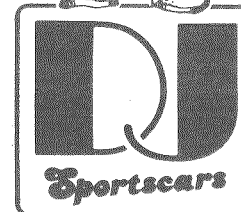
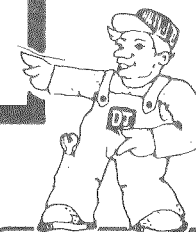
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flourishing. We get a regular turn-out of 12 or so, but there are a lot of members who live within walking distance of 'The Three Crowns' at Whaddon, near Salisbury who never make an appearance. We'd love to see you really. Here are some forthcoming events that this Area will be participating in:-

Sunday June, 16th - Wessex Vehicle Preservation Society, Breamore nr. Fordingbridge in collaboration with the Wessex Area.

June 29/30th - Wales Meeting at Caldicot Castle. Convoy leaves Debenhams, Salisbury 7am, Saturday morning.

August 10/11th - Yeovil Festival of Transport.

August 27th - International Spitfire Weekend, Arcen. Details from Neil Williamson.

SCOTLAND EAST AREA NEWS - ISABEL WHEATER REPORTS:

First of all, I must apologise for the recent lack of news from this Area but with Ian being away, it has been a busy few months for me. Anyway, he will be back in time - I hope - for the next meeting in June, at The Hawes Inn in South Queensferry, where he hopes to meet you all again and discuss the forthcoming events.

I've had some information regarding the 'Subaru Festival of Transport', which is being held at Bo'ness on 29th June, by kind permission of the Bo'ness and Kinneil Railway. Anyone interested in this event should contact me as soon as possible. One another note, there will be a 'Mini--Concours' at Culzean Castle in Ayreshire on 4th August, and anyone interested in this should contact John Malcolm, A.O. for Scotland West. Both these events promise to be a good day out and a nice turn-out of members would be welcome.

SCOTLAND WEST AREA NEWS - JOHN MALCOLM REPORTS:

Sunday 5th May saw a good turnout of club members at Kames, Muirkirk. Some spectating and five competing in the sprint racing. Unfortunately, two members didn't manage to compete at this meeting and a yellow GT6 had to retire after the second practice, due to departing front suspension. This only left one GT6 MKIII, a 1500 Spit. a MKI Spit. and a MKII Vitesse. The 1500 Spit. and the GT6 were close, with good times and the Spit. and Vit. with slower times, all respectively. It was an overcast and windy day, but I can tell by the

smiles on the photographs, that all competitors really did enjoy themselves. Anybody still interested in racing on a low budget please write to me with an S.A.E. in order to get details.

A good turnout of 5 Spitfires, 2 Vitesse, a 2.5PI, a Range Rover and a works van cluttered the car park in The Lugton Inn at the last meeting. Do come along to the next one on Wednesday 12th June; it's only 15 miles from Glasgow, and 30 miles from my house. This meeting will be advertised as an open one to invite anyone with a club car, in order to show them what the club has to offer, so spread the word.

Sunday 23rd June is the date of the treasure hunt in the Clyde Valley, to which the Scotland East Area have been invited. More information from Area Organisers at the next meeting.

CENTRAL SOMERSET AREA NEWS - ROD WARREN REPORTS:

Sarah and I will miss out on the pleasures of going 'topless' this summer, as I have sold that lovely little green Herald convertible (yes, somebody actually liked the colour and has nick-named it Lettie - for obvious reasons!).

The first round of our treasure Hunt was held on Sunday 21st April. It was a great success with 20 cars attending, including several from Devon and Avon. We also met two new faces - year-long members who had not attended previous meetings or events. The hunt was thoroughly enjoyed by everyone and the afternoon sailed by with only a couple of minor mishaps. The winners were Margaret and Ruth from Devon - well done! I must thank Mike and Liz Goldsmith for their help in photocopying the clue sheets etc. I took a video camera along for the event and filmed some of the action. I do hope you all and more will attend the next round of the competition at a date yet to be fixed.

I have now had the new list of members in the Area and I see that there are quite a lot of members in Glastonbury and Cheddar area; if any of these would be interested in having a bi-monthly meeting in that part of Somerset, please give me a ring and I will see what can be arranged.

THAMES AREA NEWS - MIKE CREWES REPORTS:

As you know folks, S.E.M. '85 was April's main event and because of this, very little else happened. I was surprised by the

small Area turnout at S.E.M. meaning, as usual, the same half a dozen people did all the work. My overwhelming thanks to those who made it possible and who put in a lot of hard work. I know who you are and that's what matters. See elsewhere in The Courier for a full report.

For those of you who are short of Windscreen Leaflets, I have more - let's get the most members this year. We only needed one more last year!

EVENTS IN JUNE:

6th - Meeting at The Firestone.

20th - Auto-Gymkhana at The Firestone. Starts 8pm. Who is going to try and beat me this year?

22nd - Best of British Vehicle Spectacular at Thamesmead, S.E. London. Marshalls needed as are a good condition GT6 for the Club stand. See me for more details.

TRENT AREA NEWS -

MIKE COSTIGAN REPORTS:

Thanks to Dave and Sheila for organising our Spring Treasure Hunt - when are you entering the Mastermind Competition, Dave? Our 'Brain of Lincolnshire' turned out to be Clive, but he comes from Coventry, which just shows that local knowledge was no help!

I found a warning of 'ducks crossing', had a goat take a bite out of my coat, got chased by two bleating lambs and ignored by a Shetland pony, but I never did find the partridge in a pear tree, nor the swan's nest! Judging by most people's score sheets, neither did they, but we all enjoyed a sunny morning touring some pretty villages.

Our monthly meetings continue to be well supported both by locals and visitors. The Robin Hood food is still enjoyed by many - it seems to be months since you last read of Andy's barbecued sausages! And we look forward to welcoming many more of you now that the long summer evenings are here.

SOUTH WALES AREA NEWS -

ROB PUGH REPORTS:

The May barbecue was enjoyed by all that came. Luckily the weather was dry and, after our long walk up the hillside to the barbecue site, the food and drink was very welcome. Where were all you from Neath and Swansea? It would have been nice to see you.

After our next meeting at The Caesars on 4th June, we have the inter-Area skittles at The Plough, Pilning on 15th June. This is followed by our national event 'Wales meet' at Caldicot Castle. See our advertisement for details or ring John, Caldicot 421264.

WEST MIDLANDS AREA NEWS - TONY SPICER REPORTS:

Sunday meetings are proving to be very popular with 60 people filling the club room at our new venue. We also saw the first issue of the Area magazine OVER-DRIVE with which we hope to keep you more informed. Anyone with any interesting stories, tips or adverts please contact us. Congratulations to Gary and Angela on getting married. Our next meeting 8th June (Fun Day), then 11th June in the evening and Sunday 30th lunchtime.

8TH JUNE

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WEST MIDLANDS

→ FUN DAY

WOLVERHAMPTON AREA NEWS - KIM NEVILLE REPORTS:

Our April scatter event really brought out the super sleuths among us. More than 50 members followed the great clue trail - carefully prepared by Ann and Roger and, thankfully, the event passed without the notice of the majority of householders along the route. Malcolm Brooks' team not only picked up most points with a score of 60, they were also first 'home' to the Old Gate at Heathton. Malcolm Shakespeare's crew took the runners-up place with 58 points with Graham Swinge-ford's car taking third place with 56 points and Nick and Hayley occupying fourth spot with 53½ points. Alan Cooper took some consolation after coming in last by winning the 'feely bag' contest, identifying all nine items.

Everyone who attended the event were more than impressed by the way it had been organised and top marks must go to Ann, Roger and Vi and John who put in a lot of hard work 'behind the scenes'.

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A three-way tie in the quiz caused a nail-biting finish at the April meeting, which was attended by 45 members. Darryl eventually agreed to do the honours and pose questions at the May meeting. The next meeting will be on Monday June 10th, at The Merry Hill.

**WORCESTER AREA NEWS -
EWAN MCKAY REPORTS:**

An excellent turnout of over 20 members including Bill Dixon and his wife, with their excellent rebuilt Spitfire MKIII.

We saw a lovely white Vitesse also lovingly rebuilt. We welcomed several new members again this month. The Area certainly seems to be expanding at a steady rate, although there are quite a few local member who haven't been to a meeting yet - I'm sure they wouldn't be disappointed!

**NORTH YORKS AREA NEWS -
SALLY HURD REPORTS:**

The first quiet meeting for months, not a new member in sight! Thanks to Steve for organising an entertaining competition. The events calendar is hotting up - here follows a resume:

9th June - Dales Outing. Meet Borough-bridge Market Cross at 10.30 am to 11.00 am start.

7th July - Humberside Air Fair and Car Show. this event is being held at Humberside Airport, Kirmington (just off M180). If you would like to display your club car on our TSSC stand, please get in touch with Steve Boyne a.s.a.p.

9th July - visit to RAF Fylingdales (that's the one with the big golf balls!). This is a once in a lifetime opportunity to see what really goes on. Meet entrance car park (A169 Pickering Whitby road) at 7.30pm. Drinks later in The Saltersgate Inn.

1st September - 4th North Yorks Concours & Moors Run. See What's On pages for further details.

25th September - Visit to Blacks Motor Museum, Keighley. Another chance to see these highly acclaimed exhibits of the motoring world. Numbers will be limited so its on a first come, first served basis. Please get in touch a.s.a.p.

Finally a reminder to all Hull Area members: a meeting has been arranged for Thursday 13th June at The Darleys pub on the A63, Boothferry Road, Hessle nr. Hull. Meet from 8.00pm onwards. See you all at the next meeting on Wednesday 5th June.

**WEST YORKSHIRE AREA NEWS -
CHARLES HENDERSON REPORTS:**

Another rowdy meeting was held in May at The White Bear. The sight of all the Vitesse convertibles (about 119 of them at a rough guess) made me wish I had my saloon back on the road. One or two new members turned up, both in Vitesse convertibles (what else?), so welcome to Alex Back and David Elliot.

Next meeting, June 4th, includes a buffet which has been arranged by Glennis Travis. The cost is £1 per head. Also, as a result of continual pestering by David Driver, I shall make a supreme effort to remember to bring the 'feely bag' on that date.

I've decided that it's time we had a convoy run - so June is when this will take place. It will include a 'compulsory' concours, details at the next meeting.

N. Yorks are holding a Dales Run on June 8th, so if anybody is interested in joining them (start Boroughbridge) let me know on June 4th.

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BILL SUNDERLAND — EDITOR

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CAR MART

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LOOK GT6 II: taxed/MOT'd; white bodywork - tatty but repairable. I want to exchange or sell - Spit. or Herald. Good runner important or £400. For further details, contact: Simon Cox, tel: Chichester 528118 - 83/6975.

Spitfire 1500: April, 1976; 71,000 miles. Cobra seats. MOT Dec. 175 - 70SR Good-years. New seat belts, new rear spring, hood cover, tonneau, chassis and bodywork sound - cherished toy. £850. Contact: Barnes, tel: Hayfield, Derbys (0663) 42756 - 83/6608.

Vitesse MKII saloon: excellent mechanics (new diff), sound chassis/body, excellent interior, sunroof. Accident damage front o/s but still driveable. Excellent restoration project. £250 o.n.o. Contact: A Thompson, tel: Wells (0749) 74604 - 84/9339.

For spares or rebuild: 13/60 Herald conv., MKIII Spitfire, 2L Vitesse plus garage full of spares - must go. Contact: J B Knight, tel: Ruthin 4217 - 82/4587.

Spitfire MKIII, 1970: B.R.G.; O/D; new MOT; good engine, gearbox. Body needs a couple of weekends tidying before summer. Good buy at £450. Contact: G J Anderson, tel: Billingshurst 2501 - 83/5289.

Spitfire 1500, 1976: just finished FULL RESTORATION. House purchase pending. £2,200 spent (bills available). Professional body work and respray. Rebuild from chassis up. 56,500 miles. 12 months MOT and tax. Telephone for details. £2,500. Contact: C R Fulford, tel: Horley (0293) 775682 - 84/7365.

Herald 13/60, 1971: 76,000 miles; chassis-up rebuild. Stored last 18 months. Many new parts. 12 months MOT. Good reason for sale. £500 o.n.o. Contact: O'Gorman, tel: Hull (09644) 2107 - 84/7548.

GT6 MKI: Signal Red; wire wheels, Sundym HRW (good, original rear hatch available if preferred). Good engine and mechanicals. Bodywork fair. Radio. MOT May '86 and taxed. Inc. new full carpet set. Good buy at £600 o.n.o. Contact: Pete, tel: c/o (0536) 760769.

Herald 13/60 convertible: blue with beige. Used daily until Christmas. Good chassis and recent suspension service. Engine useless but complete MKII Vitesse engine, O/D gearbox, prop. All fittings. May split. £250? Contact: Paul, tel: Barnsley (0226) 281343 - non-member.

GT6 MKII, 1971: white; sunroof, O/D; rear seat. MOT Nove. V.g.c. House forces sale of 'loved' car. £1,290 o.v.n.o. Contact N Scott, tel: Croydon (01) 686 6981 or East Horsley 2926 - 83/5772.

Vitesse 1600, 1974: too good to scrap. Recon. head, good interior, sound body; engine siezed. No reasonable offers refused. Contact: D W Doughty, tel: Harpenden 63743 - 79/00807.

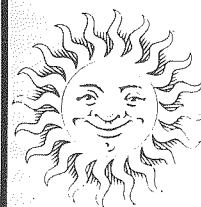
Vitesse MKII 2L conv., 1969: colour white, overhauled gearbox; new side channels, rear and side valances, sills, carpets, tonneau cover. Body good. MOT October '85. £950 o.n.o. Contact: Gordon Hadley, tel: Hemel Hempstead (0442) 43392 - 24hr answerphone - 82/4197.

Moss Roadster MKI in Concours condition: many awards. 13/60 based; 12,000 miles since construction. The definitive Moss featured in Specials Turning Circle, Kit-Car magazine, S&KCB. Genuine reason for sale. A bargain at £2,500 o.n.o. Contact: Ronald Butcher, tel: Ashford (0233) 24737 eves - 82/4712.

Triumph Vitesse convertible 2L, 1969: MOT September, tax March '86. V.g.c., excellent reliability. New tyres. £1,500 or offers. Contact: Peter Moriarty, tel: N8 (01) 348 7573 - 84/8901.

Bond Equipe, 1967 GT4S: needs attention (paint). Very reliable. MOT'd til end May. £125. Tel: (01) 639 5838.

Vitesse 2L MKII, 1969: Valencia Blue/tan interior. New clutch, f/tyres, battery, r/brakes, r/shocks, carpets. MOT April '86. Taxed. Sound car - needs tidying £575 o.n.o. Contact: John/Jackie, tel: Thornton Heath (01) 689 7262 eves or w/ends - 84/8962.



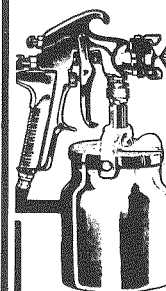
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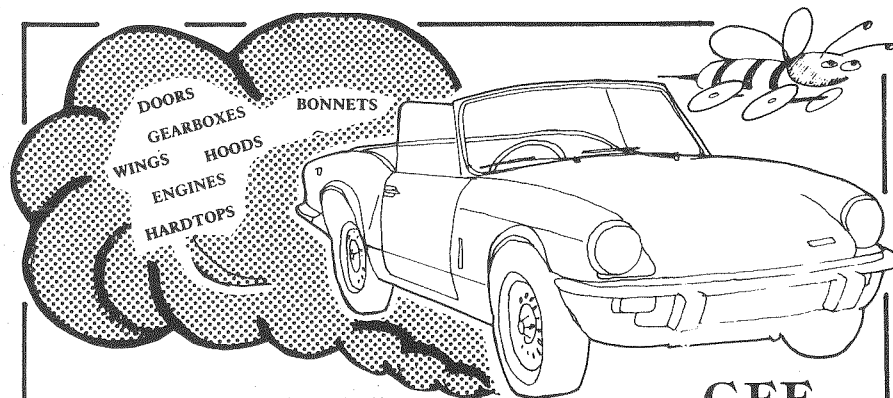
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DESIGN BY J I FROY LUTON 882102

Spitfire MKIV, 1972: red, new hood and battery. Reasonable condition. Recent MOT. £495 o.n.o. Contact: John Gascoine, tel: Letchworth (04626) 78900 - 81/2264.

GT6 MKI, 1968: Magenta; wire wheels; new battery; reasonable cond. Recent MOT. £495 o.n.o. Contact: John Gascoine, tel: Letchworth (04626) 78900 - 81/2264.

Herald 13/60 Saloon: G reg; 47,000 miles; 7 months tax; 11 months MOT. Body in good cond. Nice runner. £325. Contact: John, tel: Coventry (0203) 413169 - 83/6738.

Vitesse MKII saloon: J reg; O/D; sunroof; servo; stereo radio cassette; 5½J alloys; Taxed, MOT. V.g.c. New carpets, entire transmission replaced during last 10,000 miles. Many other extras fitted. Cash crisis forces sale. £495 o.n.o. Contact: Richard Goldschmidt, tel: Hounslow (01) 577 3294 after 6pm - 77/00007.

2L Spitfire, 1976: Java Green. MOT July, tax June. Rebuilt Vitesse engine, gearbox and O/D. Spax; o/cooler; uprated camshaft; t/pipe exhaust; 6 branch manifold; 185/70s. New hood, front suspension bushes and trunnions. £1,500 o.n.o. Contact: Steve, tel: SW8 (01) 735 8751 - 84/7515.

Vitesse MKII convertible, 1968: full working order. One user only. £1,850. Contact: Ernest Last, tel: Brightlingsea (020 630) 3338 - non-member.

GT6 1973: 60,000 miles; MOT Nov. One owner last 7 years. Regularly and reliably used. Silver re-spray 1980. body now needing attention. East B'ham area. Engine/chassis sound. New wings and bumper included. £550. Contact: Mr R Waters, tel: (021) 707 7646 - non-member.

GT6 MKIII, 1972: black fabric sun roof. Long MOT. New quarter valences. £975. Further details contact: T D Cartwright, tel: Kingswinford (0384) 273461 - non-member.

Vitesse MKI: 2000cc; O/D; 1968; convertible. Recon gearbox. New clutch January. Taxed and MOT Oct. £1,200 o.n.o. Contact: B G Roberts, tel: Seaton (0297) 23552 - 81/3055.

Triumph Vitesse 1969: 'H' reg; 12,000 only. Immaculate inside and out. White saloon with full sunshine roof. Third in class at S.E.M. '84. £2,400. Contact: Roger, tel: Surrey (01) 941 1261 - 83/6852.

Triumph Spitfire MKII: Pedig White; MOT Dec '85. Taxed May '85. Mileage 66,700. £450 o.n.o. In v.g.c. Contact: Mrs P A Holt, tel: Runcorn 67050 after 5.30pm - non-member.

Vitesse 2L MKI: abandoned rebuild. body off chassis refurbished. New outriggers. Good mechanics. Genuine reason for sale. Must go. Offers? Also another good condition nice runner, MOT, extras. Offer? Contact: Matthew, tel: Brixham, Devon 58664 - non-member.

GT6 MKIII: red; L reg; Tax and MOT; sunroof; O/D. Good condition with recent new parts inc. gearbox, exhaust, rear wheel bearings and doughnuts. £875 for quick sale. Contact: Richard, tel: Crowborough 2276 (E. Sussex) after 10th June - 83/6790.

Vitesse 2L convertible MKII 1970: complete but stripped to chassis (expertly restored). Engine 69,000 miles - good. Rare new B/L panels to enable top class rebuild. Much regrettable sale. £250. Contact: Doug Kendall, tel: Peterborough 205368 and leave message. Non-member.

Spitfire MKI: poor condition but complete and runs. Should MOT. £120 or p/ex. GT6 MKIII body panels. Contact: C D Hawley, tel: E3 (01) 515 1973 after 7pm - 85/10503.

1967 Herald 13/60 saloon: MOT/taxed Oct. Good cond. Recent work done: factory short engine fitted, radiator rebuilt, gearbox O/haul, all UJs replaced, new exhaust, brakes O/hailed, doors reskinned. £350. Contact: David Marlor, tel: Stroud (0634) 717914 - 85/5737.

Triumph Herald 13/60 convertible, 1970: Dark Blue; 12,000 miles service April, 1985. MOT until 1986. Reliable - ideal for renovation. £575 o.n.o. Sills rusty. Contact: P Badham, tel: Corsham, Wilts (0249) 715688 after 6pm - non-member.

Triumph Herald 1200: completely original. 1967; Green. All documents and receipts from new. Tax 'til Aug., MOT 'til Nov. 4 new tyres, new starter motor. Chassis, engine and mech good. Body needs tidying. £250 o.n.o. Contact: Martin, tel: Malvern (06845) 64586 - non-member.

13/60 saloon: J reg; body rusty but chassis and mechanics fine. New clutch, tyres. MOT 'til March '86. Not taxed. £175. Contact: S E Russell, tel: NW9 (01) 205 6397 - 82/4538.

Herald 12/50, 1966: original immaculate condition. No rust. Waxoyled. 40,000 miles. £1,500 o.n.o. Contact: Peter, tel: (nr. Kings Lynn) St. Germans 468 - 84/8288.

Herald 12/50, 1967: 63,000 miles, engine etc. perfect. Bodywork needs attention. Excellent runner used daily. 12 months MOT. All original panels. £350 o.n.o. Contact: O'Gorman, tel: Hull (09644) 2107 - 84/7548.

1968, Bond Equipe 2L GT: rare 6-cylinder G.R.P. sports car. Good mechanical order. Requiring respray and cosmetic attention. £350 negotiable. Tel: Beds (023 063) 252 eves - non-member.

Vitesse MKII: white; sunroof; 88,000 miles; regularly maintained with long MOT. £800. Contact: David, tel: Copthorne (0342) 712216 - 84/7345.

Vitesse MKII, 1969: engine/body all rebuilt. Nice car. £900 o.n.o. Tel: Mansfield 36028 after 6pm - 80/01138.

Spitfire 1500 coupe, 1976: 75,000 miles; Pimento Red; in running order. Gearbox worn but new battery, radiator, alternator, differential, silencer. Five good tyres. Body reasonable. £850. Contact: Steve Sutton, tel: SE27 (01) 761 4428 eves - 82/4621.

Vitesse 1600 O/D saloon, 1965: excellent engine; good chassis; new tyres (5), exhaust, clutch and brakes. Recon. gearbox and starter motor. Lumenation ignition. MOT but body in need of restoration - hence £375. Contact: Nigel, tel: Medway (0634) 684135 - 85/9854.

Spitfire MKIV 1300cc, 1974: white; 72,000 miles. All bills since new. 2 new tyres, new hood. Tax and MOT. Good reason for sale. £700 o.n.o. Contact: Ian, tel: Beckenham (01) 650 5427 eves. - 85/9787.

MKI Spitfire, 1963: red; MOT and tax. Body tatty and dents. Price with hard and soft tops and original tonneau. £195 o.n.o. or will sell hard top for £75 and tonneau at £25. Contact: Peter, tel: Shepherds Bush (01) 743 5611 - eves.

Triumph Herald 13/60 convertible: Dark Blue; 1970. 2 new tyres; 12,000 miles service. MOT April 2nd, 1986. Reliable - still goes like a rocket. Rusty sills. Ideal for renovation. £600 o.n.o. Tel: Corsham, Wilts (0249) 71 56888 after 6pm.

Herald 1200 saloon, 1968: white, good working order. Plus bonnet with right offer. Lady owner, looking for a considerate buyer. Needs little attention. No tax or MOT. Offers £175. Contact: Karen, tel: Redhill (07374) 2821 after 7pm - 85/10055.

GT6 MKIII, 'K' reg: yellow; 43,000 genuine miles. All perishable parts renewed following six years storage. Completely original condition, paint, panels, chrome. Virtually unmarked interior and exterior. Offers? Contact: Hughes, tel: Riccall (075 784) 315 - non-member.

Spitfire MKIV, 1972: 85,000 miles; mechanically fair; body tatty - mainly rust in usual Spitfire places. Hard/soft tops. As it stands £285. Prefer sell complete. Contact: Roy Burson, tel: Hull (0482) 227897 (after June 8th) - 85/4569.

GT6 MKIII, 1973 convertible: new hood, t/cover; new rear wings, sills; new tyres. Triumph-Tune twin exhaust. Electronic ignition. O/D. V.g.c. £1,400. Contact: Peter, tel: Launceston (0566) 3431 - 84/9395.

GT6 MKIII: MOT Feb, 1986. One owner driver. Good cond. Sunshine roof. £1,775 Tel: (0473) 86352 - non-member.

GT6 MKIII, 1973 L: French Blue; MOT Oct.; O/D; bodywork excellent and completely original car. New exhaust. Reluctant sale for a more practical car. Must go to a good home. £1,600. Contact: J O'Brien, tel: Leicester (0455) 43561 after 6pm - 82/4769.

GT6 MKIII: L reg; White; excellent mechanics, bodywork and interior. Lovely smooth runner, carefully maintained. MOT'd, taxed. Recon. g/box, new tyres. Radio etc. £1,600 o.n.o. Contact: D Sangway, tel: Brendford (01) 568 6809 - 83/5918.

Vitesse 6: 'C' reg. Red. 12 months MOT. Good cond.. Spare engine and g/box. Other spares available. £450 o.n.o. Contact: Lee, tel: Torquay 214530 or Southampton 732909 - 84/9318.

Triumph Herald convertible, 1966: white with black hood. Good cond. MOT to August; 61,400 miles. 2 careful lady owners. £850. Contact: M E Fenn, tel: Peterborough 45967 after 6pm please - non-member.

Triumph Herald 13/60 conv., 1970: recent hood; good tyres; twin carbs; new carpets. Needs a little tidying. Short MOT. Must be a bargain at £325 o.n.o. Contact: Jim, tel: Peterlee (0783) 868737 - 81/1910.

Spitfire 1500 TC, 1979: T reg.; 46,000 miles; hardtop; new respray (Blaze); stereo radio; 1 year MOT, taxed; new tyres. Very good condition and well maintained. £2,200 o.n.o. Contact: Alan, tel: Knightsbridge (01) 245 9477 (24 hrs) or (01) 607 5313 (business hours - speak to Paul) - non-member.

Vitesse convertible MKII: white; genuine mileage; 58,000 miles; original; radio; toolkit; manuals etc. V.g.c. throughout. Recent hood, clutch, carpets, radiator. £1,400 o.n.o. Need more economy. Price negotiable - make me an offer for it. Contact: Martin, tel: Stockport (061) 480 9310 after 5.30pm - 84/9397.

Spitfire 1500cc: T reg; 32,000 miles; tax July, MOT Sept. Full tonneau, hard and soft tops. Radio; boot rack; Ziebarted. Immaculate throughout. Polar white finish. £2,350 o.n.o. Contact: L Peacock, tel: Billericay 53326 84/7638.

Herald Estate 1200: 1965, MOT Feb '86. Running smokey, good chassis etc. Body and interior fair. £75. **Herald saloon 1200:** 1965. Very tidy, T&T. £295. Contact: Andrew, tel: Tisbury, Glos. (045 278) 673 anytime - 84/9506.

Vitesse 1600 MKI 1964: under 50,000 miles since new. Engine does run; good condition but needs some work for MOT. Offers around £200. Contact: Mr A Waller, tel: Melksham 706136 - non-member.

Herald Convertible: rebuilt to Vitesse specification. Ground up rebuild chassis and underbody sandblasted. 2L, O/D, MKII rear - all new and reconditioned parts. Excellent condition, all parts cleaned and painted. Rebuild took 4 years. 90% completed. £995. Contact: Barry, tel: Wolverhampton 788647 - N/A.

GT6 MKIII: red; K reg; MOT June '85. Rebuilt engine; recon. axle; 3 new tyres. Rear wing damage but driveable. Some spares. £400 - no offers. Contact: Crispin, tel: W4 (01) 995 0950 after 10.6.85 - 84/9139.

Triumph Vitesse MKI 1967: sunroof; O/D. Good all round condition. Waxoyled; recon. g/box, clutch, carbs, distributor. New exhaust back box. £450 o.n.o. Contact: William Winstone, tel: Slough (0753) 821755 - 84/865.

GT6 MKIII, 1972: K reg., white, v.g.c. Recon engine. Sunroof; stainless steel exhaust fitted. House purchase forces reluctant sale. Offers around £2,000. Contact: Paul, tel: Woodbridge (03943) 7616 - 84/8805.

Triumph Vitesse MKII saloon: body sound but tatty in usual places. New outriggers, etc. both sides. Reconditioned gearbox. New clutch, prop, water pump, shock absorbers (rear). £400 o.n.o. Contact: Richard Rogans, tel: Tunbridge Wells (0892) 34135 - 84/9280.

CARS WANTED

GT6 MKI for spares or restoration. Prefer O/D gearbox. Not too expensive please. Contact: Richard Owen, tel: Stockton (0642) 550936 after 7pm - 85/10413.

WANTED Herald 13/60 convertible having undergone extensive rebuild or due completion or due completion this year/next. White preferred but consider any colour. Must be built to last years. All enquiries genuinely replied. Contact: Alan, tel: Fife (0383) 823980/723094 - 82/3772.

GT6 under £1,000. Contact: Jackie, tel: South Godstone 893155 - non-member.

WANTED: STEEL BONNET for Triumph GT6 MKIII. Contact: Mr Goodwin, tel: Staffs (0538) 360795 - non-member.

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4. Please note, the photograph (photographs) you send in are kept permanently on file with your insurance records.

7. SPECIAL EXTRAS (STEREOS ETC.)

Initially it has been hoped to provide special additional cover for such items of value. This would have been arranged under a separate policy and, naturally, a small, additional premium would have been payable.

THIS HAS NOT PROVED POSSIBLE

However, if you have a very expensive stereo system in our car (valued at £250/£300 +) and consider that it does add value to the vehicle, please specify on a separate sheet of paper when you submit your valuation certificate. A copy of the purchase invoice should be attached and exact details of the make and model listed. The valuation of your car will then be considered carefully in light of the information given.

THIS DOES NOT COVER YOUR STEREO EQUIPMENT SHOULD IT BE STOLEN FROM YOUR CAR

8. RENEWALS

Don't forget you can request a further Valuation Certificate from me at any time (please enclose an S.A.E.) if you want to alter your valuation to reflect further improvements/restoration work done.

Having obtained your Valuation Form from me, resubmit it with a new photograph (not polaroid) plus just £3.00 (inc. VAT).

If you have more than one club car, you will need a Valuation Certificate for each. These are obtainable from me (please always enclose an S.A.E.).

9. OFF THE ROAD COVER

Footman James also offer club members special 'Off the Road Cover'. This scheme provides for Accidental Damage, Fire and Theft cover for vehicles at all times except when they are being driven under their own power. It includes trawling and exhibition risks and damage whilst on show at concours or displays. The premium is only £0.50% of the value - £15.00 minimum per policy (not per vehicle) E.G. CAR VALUED AT £3,000.00 - PREMIUM £15.00.

10. COVER FOR STUDENTS

(Please see my comments under paragraph 4 re: Young Drivers)

I am aware that a couple of student members have not been able to obtain cover from Footman James. However, I can assure all student members that they are not automatically excluded from the scheme, but unfortunately for you, students do appear to represent a bad risk as far as insurance companies are concerned. It is necessary, therefore, for them to look very carefully at individual cases and much will depend on the following variables.

- Your age.
- Your driving record (convictions, no claims bonus etc.).
- The type of car.
- Where the college/university is.
- Where the car will be kept (campus car parks are well-known areas for theft!).

This is little comfort to you, but the scheme is arranged through a major, highly respected Insurance Company, who naturally have firm and clear rules on what is an acceptable risk. If for any reason any member considers that they have been unfairly dealt with, please let me know immediately.

PARTS MART

GT6 MKIII wheels (4) + spinners and nuts, £30; Sharp stereo cass/rad + Clarion speakers and semi-auto ariel, £50; Spit 1500 BL Workshop Manual and Parts Cat., Haynes Spit and GT6 manuals. Late Spit. 1500 steering wheel as new, £10. Contact: Pete Hall, tel: Middx (01) 561 1458 - 85/9727.

SPITFIRE .IV BREAKING: excellent chass, £75; gearbox, £35; halfshafts, hubs etc., £20; doors excellent cond. no rust, £45; black reclining seats, £70 - mint. BL steel hardtop. Many more parts. Contact: D Sharp, tel: SE3 (01) 534 1981 - 82/5004.

Herald 13/60 estate and convertible breaking to pay for Vitesse rebuild: engine, rad, doors, trim, dashboard, suspension parts, plus loads more. For details, contact: Martin Lewis, tel: Stevenage 60191 - 84/8889.

Breaking Spitfire 1500: hard/soft tops, tyres on wheels, most parts available. ALSO brand new parts: n/s rear wing, bonnet locks, decal 'Spitfire 1500'. Contact: J Fenwick, tel: Snodland, Kent (0634) 243353 - 81/2207.

Many parts inc. three weber 40 DCOE carbs (will split); J-type O/D gearbox; O/D gearknob, new; 195/70 x 14 firestones; windscreen wiper motor; Vitesse MKII rear suspension front springs; fan; rear quarter lights. Offers? Contact: Jeremy, tel: Redhill 65141 - non-member.

GEARBOX MANUAL from Vitesse II, to suit GT6 MKIII, £50. Contact: Martin, tel: Durham 69890 (eves) - 84/8650.

VITESSE PARTS FOR SALE: glass-fibre bonnet, £80; glass-fibre front and rear valances, £20; rear quarters, £10; sills, £10; gearbox, £20; radiator, £25. Contact: David, tel: Garston 662448 after 7pm weekdays - non-member.

VITESSE/HERALD PARTS: dynamo; door trim (black); wheel trim; new rear and side valances; Herald rocker shaft; steering wheel and binnacle. Various bits of trim and other parts - too numerous to mention. Contact: D W Doughty, tel: Harpenden 63743 - 79/00807.

GT6 MKIII recon. engine, excellent dash, lower wishbones, good power-bulge, new clutch, 175/70HR13 tyres, petrol tank, O/S door, electric washer switch, instruments, rear light clusters - all in good cond. Contact: Paul Briden, tel: Billingshurst 4582 - 84/7837.

1998cc ENGINE, O/D gearbox plus all ancillaries. 8,000 miles since rebuild. Grage stored for 2 years. Contact: John, tel: Wantage (02357) 65275 - 84/8115.

WHITE EIGHT SPOKE WHEELS to fit most vehicles, 13", £85. Set of four includes P&P VAT. Contact: Leo Watkins, tel: Preston (0772) 24867 Access/Visa card holders order by 'phone - non-member.

MK1/II GT6 bonnet: dark blue, good general condition but some rusting around side lights, £35. Also hardtop for Spitfire. Seibring fibreglass. GT6 'look alike'. Reasonable offers to Rod Ascott, tel: (0602) 259591 - non-member.

Spitfire MKIII 60% rebuilt. 1300 engine, £25; twin SU, £20; diff, £20; g/box £20; tank, £5; exhaust, £5; hood frame, £10; bonnet £10; dash with instruments, £15; screen £5; seats £5; doors £5. Contact: S Elliott, tel: Stroud (04538) 73336 - non-member.

SPITFIRE exhaust manifold, RKC 0684, £8; front spring/damper unit £5; r/hand front vertical link, £4.00; GT6 rear suspension overhaul kit, £3 - ALL NEW. GT6 MKII rear 'Triumph' badge, £4; £13/60 speedometer, £2. For list contact: Martin Lange, tel: Warwick 400357 - N/A.

Brand new Triumph 13/60 bonnet, £150. Contact: Brian Johnson, tel: Nordelph 312 - 80/1454.

VITESSE SPARES: full set red interior, 1600 radiator, roof, boot, bonnet (needs att'n), set wheels and trim, propshaft, 4.1l:1 differential plus many more. Contact: Lee, tel: Torquay 214530 or Southampton 732909 - 84/9318.

GT6 gearbox, good condition, £35 o.n.o. Front disc, £5. Spitfire suspension turret LH £10. Contact: Martin, tel: Brentwood 222573 - 83/5791.

UNUSED B.L. SPARES: Vit MKII still in primer, must be the last - chassis, £350, bonnet £150, scuttles £150, bootlid £30, rear end £300; front valances £40. Many more spares. Contact: Mr G Parr, tel: Mansfield 36028 after 6pm - 80/01138.

NEW, UNUSED SPARES: Delco Remy 6-cyl. distributor, £25. Smiths Gauges: speedo and rev. counter (as in GT6), £12 each or £20 the pair. Also Smiths voltmeter, £8. Contact: Dave, tel: SE13 (01) 697 2579 - 85/10091.

VITESSE MKI PARTS: interior trim (red) seats, bumpers, dash, bootlid etc. Offers? Contact: Arthur Claxton, tel: Newark (0636) 86356 - 83/6235.

BREAKING GT6+ MKII: all part except chass/running gear. Saffron pain, light tan trim. Contact: Simon Pearse, tel: Bradford (0274) 729 306 work - 85/9951.

BREAKING 1966 TRIUMPH VITESSE 1600: all parts available inc. engine, recon gearbox and O/D. Contact: C J Ellison, tel: Ascot 22667 - 85/10039.

TWO 13/60 BONNETS - corroded D-plates. Two 13/60 chassis backbones solid, outriggers rotten. 13/60 conv. rear section, poor cond. Herald 1200 engine, gearbox, spare block, two roofs. Offers? Contact: Tony Cassidy, tel: Milton Keynes (0908) 666468 - 85/9963.

VITESSE PARTS FOR SALE IN WEST YORKSHIRE: loads of parts going cheap - trim, seats, chassis, two engines, drive-shafts, front suspensions, wiper motors, petrol tank. Contact: Charles Henderson, tel: (0422) 45607 - 79/01019.

SPITFIRE OWNERS! I have broken two MKIIs. Lots and lots of parts cheap. Everything must go. Soon moving stock from London to Leicester so contact: Nick Lord, tel: Hounslow (01) 572 9386 or Leicester (0533) 395131 - 83/6018.

FOR SALE Spitfire III steel hardtop: Wedgewood Blue. Good condition. £50 o.n.o. Contact: R C Blake, tel: Hereford 273508 - 83/6588.

BREAKING VITESSE MKII saloon. All parts available, also GT6 MKI chassis and tailgate; Vitesse speedo; Vitesse 2L MKI bootlid, hood frame; Vitesse 1600 bootlid. Contact: Ian Thornton, tel: Southend 218308 - 77/0084.

GT6 MKIII abandoned restoration project with perfect chassis and 2.5 fuel injection engine with high lift cam. Engine has cost over £400. Will be a good fast car when complete with MANY new parts. £350 o.n.o. complete. Contact: Andrew, tel: Wetherby (0937) 73543 - 84/7829.

VITESSE SPARES for sale: doors, MKII engine, radiator, black trim; MKII rear

suspension. Lots of oddments. Also Herald radiator, red trim; 13/60 dash complete. Plus lots more. Please ring for details. Contact: Rob Jenner, tel: Warwick (0926) 490558 - 81/2929.

GT6 MKIII instruments (late); speedo re-calibrated 3-63. 2500S engine, low mileage complete except carbs and manifold. GT6 USA side markers (rear). Non-O/D prop; Vit heater assy. nearly new; non-O/D prop; windscreen; locakge steering column; Lucas recon alternator. Contact: Steve, tel: N17 (01) 801 4577 - 82/3806.

VITESSE 2L MKII: one 811797 hub cap, £10; GT6 MKI and MKII o/s grille, £5; 108977 steering bushes 42p each; 515754 parts book, £10; 612962 bonnet peg 90p each; 132588 hadbrake rods, £2.50 each. Contact Mr D Holmes, tel: Edgware (01) 951 4575 eves - non-member.

New, genuine Stanpart/ARG parts for all models: virtually all engine/gearbox/axle parts, Vitesse 1600/2L1/GT6 I rocker shafts available again, all suspension parts, drive-shafts, brakes, overhaul kits for GT6 III servos, £27.50; chassis outriggers, wings, sills doors, skins. Some carpets, Herald/Vitesse rear overriders, £20 pair. Wheel trims, hub caps, door and window seals etc. Send SAE for list, stating model, to John Mann, 5 Nevis Close, Loundley Green, Chesterfield, Derbys, S40 4NS. Tel: Chesterfield 71036 - 81/01941.

SPITFIRE MKI/II/III parts: glassfibre fast-back GT6 shape, £30; fuel tank, £10; 4.1l diff, £12; driveshafts, £10 side; rear springs, £10; new RH side inner rear wing, £35; front suspension, £10 side. HERALD 1200 saloon trim, dahsboard. Plus many other parts. Contact: Andy Jones, tel: Coventry (0203) 452541 home or (0203) 452152 ext 3025 work - 78/0402.

Spitfire 1500 front s/absorbers; full set clocks. Dual holed wheels and centres. Silencer, twin SUs for Spit 1300 and e/manifold, camshaft and followers for Vit MK2. 13/60 diff. Contact: Steve, tel: SW8 (01) 735 8751 - 84/7515.

BREAKING 1967 2L VITESSE saloon: most parts available except g/box, O/D, tan interior. 2 nearly new 145 x 13 tyres, £10 pair. Exchange for g/box, O/D, prop, good doors, black front seats VITESSE conv. Contact: David Jarman, tel: Broadstairs (0843) 61870 - 85/10002.

VITESSE MKII PARTS: chassis, compelte front/rear suspension, steering rack, carbs,

dashboard, diffs x 3, distributor, wiring harness, prop, 5 x 5½J alloys, 4 x Rostyles, manifold, compelte set wood and glass, engine, 2 x heads - plus much more than space permits. Contact: Richard Goldschmidt, tel: Hounslow (01) 577 3294 after 6pm - 77/00007.

Spitfire hood and frame (complete soft top) - never used. Bought new 7 months ago for £145, original BL soft top and stainless black painted frame. £100 o.n.o. Contact: R Safi, tel: Manchester (061) 225 7302 - non-member.

TWO HERALD 1200 STEEL BONNETS - both rebuilt and genuinely rust-free. Finished in primer, £65 each. Delivery arranged W. Midlands. TWO BL grille surrounds for same; one new £8, other excellent used £6. Contact: Mr J Dudley, tel: Birmingham (021) 778 2755 - 81/3208.

BONNET FOR SPITFIRE III: v.g.c., £50 o.n.o. Soft top frame (no cover) £10. Contact: Stephen Whitehead, 6 St Peters Road, Cirencester, Glos - eves or w/ends. -85/10442.

Spitfire MKIV fastback hardtop, £140. Vitesse 1600 O/D gearbox, £35. Vitesse 2L gearbox, £25. 3.89 diff, £25. Pair KC Daylighter 100W spot lamps, £30. Contact: Stephen, tel: Tilbury, Essex 2447 - 78/555.

4 x 13 x 15½J cobra Supaslots, £60. Spitfire engine, £20. Spitfire gearbox, £20. Herald gearbox, £20. TX Tripper body shell, £75. Hood for Tripper, £15. All prices negotiable - ring me and have a deal. Contact: Nick, tel: (01) 989 9445 (w) or (01) 504 2158 (h) - N/A.

MKIII Spitfire for spares, £60. Vitesse, Herald 13/60 engines and gearboxes. Wind-screens, bootlid, seats, doors, hood frame - much more, all cheap. Contact: J B Knight, tel: Ruthin 4217 - 82/48812.

TRIUMPH CONV. HOOD FRAME AND HOOD: reasonably sound, £30. New O/S quarter valance (BL), £7. New front chrome overriders for 1200, £7 pair. MINI METAL CUTTING MACHINE: makes light work of cutting metal to 16g, £30.95. Many other tools/joddlers/welding consumables available - send SAE for details. Contact: Geoff Lebbon, tel: Birmingham (021) 358 7448 - 82/4081.

Estate 13/60: engine gearbox, £20; wheels, £2.50; sills, £2.50; bonnet, £5; petrol tank, £2.50; boot lid, £5. Contact: Felix, tel: Fife (0383) 414897 after 1.30pm - 82/4812. by 6215433.

PARTS WANTED

Hood frame for Vitesse MKII. Must be in very good condition. Contact: Cameron Shenton, tel: Macclesfield (0625) 26839 - 84/7900.

WANTED: GT6 MKI bonnet and driver and passenger doors. Must be in good condition. Will pay good price. Contact: Andrew Moss, tel: Ely 778028 eves and w/ends only - 84/8350.

FOR MKI GT6 - desperately wanted to finish ground-up concours restoration - immaculate parts only. Top prices paid for the following: white MKI headlining; original floor pans; any original carpeting; gearbox cover; R/H original wheel arch; engine bay and inner front valances. Also high-back export GT6/Spitfire reclining seats - preferably in red. Contact: Bernard Robinson, tel: (0604) 716068 day or (0604) 67965 eves - N/A.

WANTED early 1200cc Herald bonnet in good condition. Will pay good price and collect. Contact: Paul Sojka, tel: Galashiels (0896) 57337 - 82/3543.

Vitesse MKI bonnet and grill in good condition. Contact: Tony Kelleher, tel: Cheshire (0625) 74680 - 85/9872.

GT6 MKI STEEL BONNET WANTED. Must be new or in v.g.c. Contact: Dave, tel: Walsall (0922) 405491 anytime - 84/9366.

BACK, FRONT AND REAR SEATS for 13/60 convertible. Trade for light blue or buy outright. Please ring Peter, tel: Barnsley (0226) 247278 after 7pm - 84/8012.

URGENT REQUEST: someone went into Spitfires UK as they were converting GT6 into convertible, therefore have spare GT6 MKI windscreen frame for sale. Please contact: Justin, tel: Heathfield, E Sussex 2757 eves - 85/9676.

CLOTH SEATS WITH HEADRESTS for GT6 MKIII in black or navy. Must be in good cond. Contact: Peter, tel: Ashford, Middx 55409 - 83/6178.

WANTED good condition 3.27 diff. Possible exchange for good 3.89 diff. Preferably Southern area. Contact: Trevor or Howard, tel: Salisbury (0722) 72760 - 83/6718.

AREA DIRECTORY 1985

AREA	AREA ORGANISER(S)	TEL. NO.	VENUE	MEETING DAY
01 ANGLIA	Giles Tinkler	0223-210166	The Coach & Horses	1st Thursday
02 AVON	Leslie Wrighton	0454-321531	Travellers Rest/The Talbot	1st Mon/3rd Wed
03 AYLESBURY VALE	William Gregory	0296-661909	The Cow Roast	4th Tuesday
04 CLEVELAND	Jimmy Johnson	0642-469380	The Ladle	last Wednesday
05 CORNWALL	David Buxton	0726-883140	The Farley Hotel	last Thursday
06 COTSWOLD	Susan Ind	0285-61137	The White Horse Inn	3rd Tuesday
07 CUMBRIA	Malcolm Butler	0946-830017	Ye Old Queens Head	2nd Wednesday
08 DERBY JUNCTION 29	Geoff Parr	0623-36028	The Elm Tree	2nd Sun/Last Sun
09 DEVON	Mike Atkinson	0626-890214	Ley Inn Arms/Dartmouth Inn	2nd Wednesday
10 DORSET	Andrew Topp	0963-25189	The Angel	last Mon/2nd Wed
11 ESSEX	John Reed	0628-33365	The White Bear	1st Sun, lunch
12 GLOUCESTER/HEREFORD	Paul Harris	045-323681	The Loughboal	2nd Tuesday
13 HANTS & SURREY	Justin Barwick	023-23549	The Royal Oak	2nd Wednesday
14 HERTS NORTH & S. BEDS	Cerald Norman	0923-23549	Eagle & Child/Bird in Hand	1st Wed/3rd Tues
15 IPSWICH	Steve Bedford	01-343 7960	The Coach & Horses	last Wednesday
16 KENT EAST	Jeffrey Moore	0473-830457	The Rushmere Falcon	2nd Wednesday
17 KENT WEST	Bill Yates	0222-21056	Cock House Inn/Princes Hotel	1st & 3rd Tuesday
18 LEICESTER	Martin Radford	0689-36288	The Grasshopper Inn	last Thurs/2nd Sun
19 LEICESTER	Richard Francis	0533-889079	Bath Hotel/Gate Hangs Well	1st & 3rd Thursday
20 LEICESTER	Tony Mee	01-986 5153	The George	
21 LEICESTER	Peter Tashis			
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