

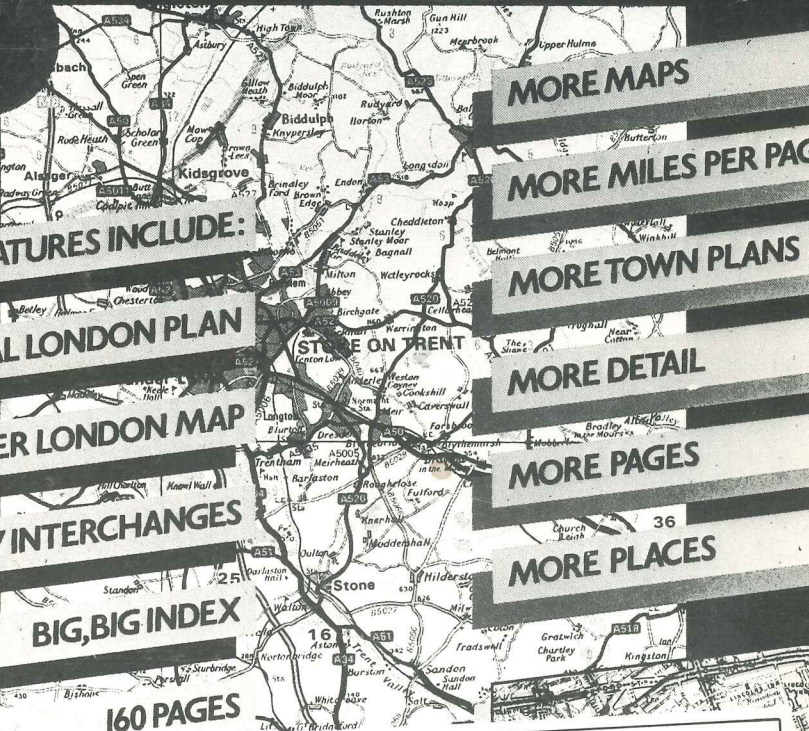


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JULY 1985



OVER 6000 MEMBERS

No.61



THE COURIER

THE MONTHLY MAGAZINE OF THE



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BOB NOTLEY BILL SUNDERLAND

EDITORIAL

If precedents were for setting, then the TSSC personified the perfect example with our stand presentation at MOTOR 100. The theme adopted suitably demonstrated the aims of the Triumph Sports Six Club: to preserve and promote the Herald-chassis car. The stand display comprised of an almost complete range of 'our' cars, many having been rebuilt at one time or another, so that there was much discussion amongst enthusiasts. Considering the immense size of this show, the Club certainly provided an eye-catching display and welcomed much of the general, visiting public in to look around. Very well done to the hard-working organisers.

Time certainly flies as we are now, yet again, embarking on another renewal. Remember, your subscriptions are due by 1st September. Please help your Membership Secretary by renewing early - full details enclosed in this magazine.

Calling all Vitesse enthusiasts! In November we will be producing our next *Turning Circle*, which will be featuring the complete Vitesse range. We would welcome any articles of a technical, mechanical or historical nature that you can donate. Any originals and photographs can be returned upon request. We look forward to hearing from you.

I have a request: mail is beginning to arrive dangerously close to our deadline again. Please, please can members endeavour to send their material in a little sooner as this would make my job a lot easier and would avoid disappointments. Remember - the sooner you provide your information, the surer you can be of it being included in the following months publication. There are occasions when we are forced to 'close' early as we have achieved a maximum size. Thank you in anticipation.

BILL SUNDERLAND
EDITOR

PLEASE REMEMBER
MAGAZINE DEADLINE
15TH OF THE MONTH
FOR THE FOLLOWING
MONTH'S PUBLICATION

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Front Cover: Mr Harry Webster C.B.E., designer of our Herald and Spitfire cars, at Silverstone driving a replica Macau Spitfire in the MOTOR 100 Centenary Parade.

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PRESIDENTS INTRO

May 1st saw my own Vitesse MK11 convertible back on the road after approximately 16 months on blocks in the garage. What a great day! There is still nothing quite so exhilarating as an open-top car, and let's face it, modern convertibles just aren't the same.

Long standing members of the club will know that the Vitesse has a very special spot in my affections. It's combination of performance, agile handling, and good looks makes it a real winner in my book. On clas 'B' roads, I still doubt if there are many cars faster and safer to drive than the MK11 Vitesse. It possesses an amazing ability to change direction quickly and positively, which is simply not found in many cars today. Ones ability to accurately position the car is further aided by the superb 'Chinese-eyed' bonnet.

Whilst the car does not possess outstanding performance by todays standards, it is still effortless and very enjoyable. Top speed of 101 mph and 0-60 in 11.3 seconds, is still probably enough for most occasions. Top gear acceleration is, of course, superb and makes the car easy to drive in all conditions.

I have prepared the following table with the help of Andy Jones, which I hope you will find interesting.

According to the figures, the TSSC has approximately 18.8% of all cars registered with Swansea on our register. In real terms, this is actually quite good, but wouldn't it be great to have them all. The Vitesse is clearly going to become more and more collectable as years go by, particularly bearing in mind its very small production run. We all have a responsibility to ensure as many as possible survive for the future enjoyment of us all.

TRIUMPH VITESSE

MODEL	TOTAL PRODUCTION	CARS STILL REGISTERED WITH LICENCING AUTHORITY	CARS ON TSSC REGISTER
1600 Saloon	22814	) 1367	151 (0.66%)
1600 Convertible	8447	) 424 (lapsed)	96 (1.13%)
2-litre Saloon	7328	)	198 (2.70%)
2-litre Convertible	3502	) 4882	249 (7.1%)
MK11 Saloon	5649	) 1591 (lapsed)	353 (6.25%)
MK11 Convertible	3472	)	508 (14.6%)
TOTAL	51212	8264	1555

% = Percentage of cars on the TSSC Register to original production figures.

RESTORATION OFFER

What a fantastic response I had! Whilst only one car will be eligible to go into the Lindsay Porter book, I am trying to obtain special terms for all those of you who would still like a Morris Minor Centre Restoration. Hopefully, I shall be in a position to print the final results next month.

EVENTS

I have recently returned from my first visit to MOTEC (the Club's National Concours). Whilst I thoroughly enjoyed judging the concours cars, the overall turnout was disappointing. Considerable work goes into putting these events on and naturally the better the support, the more interest for everyone. If you have any comments (good or bad) about club events, please write to Jonty Wild so we can improve/change them as necessary. In the meantime, please support as many events as you can we are always more than pleased to see you.

HAPPY HOLIDAYS TO YOU ALL!

JOHN M GRIFFITHS
PRESIDENT

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AUGUST 1982	COURIER	SEPTEMBER 1984	COURIER
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APRIL 1983	GT6 T/C	NOVEMBER 1984	13/60 HER. T/C
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NEWS REVIEW

OUR SAD LOSS

It is with great regret that I must inform fellow members of the death of Derek Stringman. As I am sure you know, Derek was a very early member of the club (number 75 I think) and was very active and committed to the club and what it stands for. He was instrumental in establishing the Yorkshire Area (North and South) and was its Area Organiser for quite some time. He was also very practical and was the builder of the 'Green Beam', a 2-litre Herald estate, as featured in "6 Into 4 Will Not Go", issue one of Sports Car Mechanics.

He was a true friend and a great exponent of the TSSC, and will be sadly missed by all who knew him. Our deepest sympathies go to his wife, Margaret and children.

Chris Stabler

CASTROL/T.S.O.C. NATIONAL MEETING & CONCOURS

Mr Bill Bolton has written to us, extending an invitation to members of the TSSC to attend the above event, to be held on 28th July. This meeting will take place at Tatton Park, near Knutsford, Cheshire and was well supported by TSSC members last year. Mr Bolton suggests that, because of its location, the event is likely to be of more interest to those members living in the North of England than the South, but will be happy to see as many of our members as possible.

MORRIS MINOR CENTRE RESTORATION WINNER

P.S. Winner of the Restoration offer is Elizabeth Cornish, Ascot, Berkshire. Well done Elizabeth!

RENEWAL TIME IMPORTANT NOTES

As it's that time of the year again, (pens and cheques to the ready), just a few explanatory notes on the Renewal procedure for 1985/86.

As you will see incorporated in this month's magazine is the Renewal Form and Order Form for any regalia you may wish to purchase. I hope you will take advantage of ordering items and renewing simultaneously, as you can see, you will now be able to use the Access and Barclaycard facility.

Those members issued with credit notes should return them with their renewal, deducting the amount of credit from the £13.50 renewal fee.

Please note that new Membership Cards are not issued but new gold stickers will be sent to replace the out-of-date one on the reverse of the card.

FOREIGN MEMBERS

Please help us by using a Postal Money Order or the Master Card or Eurocard facility.

If our overseas members would like their magazines sent Air Mail, please add a further £6.50 to the overseas renewal fee, stating that you would like AIR MAIL rates.

As I have already predicted that our membership should reach 7,000 by the end of August, I can envisage a very healthy renewal rate during the next few months. Please help me to process these quickly by sending a stamped, addressed envelope, not smaller than 5" x 5" with your payment. I would appreciate you sending in your renewal as soon as possible, to enable me to spread the work-load. Maybe this year we'll obtain the best ever percentage of members rejoining.

Don't forget to look at the new regalia lines.

TRUDI SQUIBBES

TSSC KENT AREA

Martin Radford has resigned as Area Organiser and has started a new club, with the help of some other Area members. The new 'club' are using the existing venues and dates for their own meetings, and as the Kent Area is understandably disorganised at present, the members of the new 'club' are using this situation as a propaganda exercise. Acting as if there is now no TSSC representation in Kent, they get prospective members to join them instead.

Obviously something has to be done about this. It is proposed that we form a committee to run the Kent Area TSSC and to change from the present two venues to a single venue, with either monthly or fortnightly meetings, we are at present looking at venues in the Gravesend/A2 area.

As soon as a new venue is chosen, a letter will be sent to all Area members, advising all of the dates and location of future meetings; this will avoid the delay caused by waiting for the next Courier.

In the future, we shall endeavour to organise more social events rather than just monthly meetings, e.g. trips to surrounding Area meetings, inter-Area darts quiz nights etc., and organised convoys to national events.

I would ask now for support from all Area members, especially by attendance at Area meetings, whenever possible. The activities mentioned can only be organised if enough people want them. Further news will appear in the next Courier.

DAVE BRIDLE

SPOTLIGHT

Dave Beechey of Bell Green, Coventry, has written to us recently to recommend a local supplier.

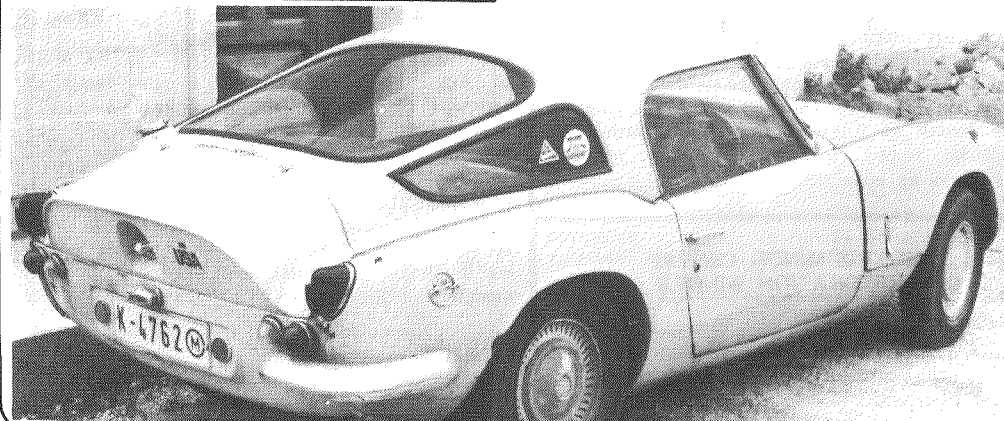
He recently purchased a Britax folding fabric sunroof from Car Craft, who are apparently prepared to offer a 10% discount to club members. He advises that the firm in question recover existing sunroof at about £60 and replace lining at £20; the sunroof could even be removed and sent to them if unable to get there. The company also provide a 24-hour windscreen service. For further information and firm quotations, please contact:-

CAR CRAFT
Unit 7
The Arches Industrial Estate
Spion End
Coventry

Tel: Coventry 714488

Thank you Dave for passing on this recommendation.

The photograph featured below belongs to a French member, Michel Parsy. The picture was taken whilst he was on the Isle of Malta and is a Spitfire MKII, registered in November 1984. It is fitted with a GRP hard-top in the fastback style and Michel wanted to know the name of the manufacturer - we believe it to be an Ashley Fastback type. Nice to hear from you.



TSSC SELF HELP SCHEME 1985/86

So far a very good response to the form for the new 1985/86 booklet in this months Courier - keep it up! **The last date for forms to be returned to us is 20th July, so get posting.** If you wish, you can 'phone your entries in to us by ringing: (0908) 315025.

I would like to make the following points:-

1. CLEARLY write your name and address.
2. Fill in the AREA section in the form with the nearest Area to you, as they are listed in the Self Help Scheme book and not your local club Area, as they don't always match.
3. Try to give your STD code with your telephone number.
4. With amendments, please also include your name and address (we are not mind-readers!).

When using the scheme please show your current membership card to the member coming to your aid.

THE SCHEME IS FOR CLUB MEMBERS WITH CLUB CARS

Do not expect help with your Ford Fiesta (if you've got one of those, you should be prepared for it to conk out on you!). We leave it up to the individual member to decide if he wishes to help 'other' cars.

JULIE KING

COP SHOP

A couple of enquiries I had this month were about Vehicle Tax. Every vehicle on the road **MUST** be Taxed, Insured and MOT'd. This **MUST** even be so where a car is parked on a road for any reason (due to accident or finance etc). The Tax must be displayed in the form of a Road Fund Licence and should be placed on the nearside bottom corner of the front windscreen. The whole licence must be visible from outside the car. The R.F.L. is issued to one car and is **not transferrable**, i.e. it may only be used on that car. One suggestion was that the chassis numbers on a number of similar cars be removed and identical registration plates be fitted to them all. This is an offence, since the vehicles are not bearing their correct registration marks. Various scientific devices are now used by specialist squads in most Police Forces to detect any change in any vehicle, so the chance of getting caught is quite high.

The only sure way of having more than one vehicle on a road at a time is for all of the vehicles to be properly documented. I know that this is expensive but, unfortunately, there is no way round it.

If you have any queries on Road Traffic Law, why not write to Cop Shop. Contact: **Mike Crewes, 24 Otterburn Gardens, Isleworth, Middx. TW7 5JJ.** Urgent queries require an S.A.E. Remember, I'm only a 13p stamp away.

MIKE CREWES

RECRUITMENT DRIVE 1985/86

Firstly, I must say how pleased I am with the way this year's Drive is progressing. In past years the pattern has been a slow start, with the rate of new members joining steadily increasing as the Drive progresses. This year however, we have already gained well over 200 new members. This figure is far greater than in any other year at this stage.

With the large number of leaflets in last month's magazine and with your help, I expect this number to grow even more dramatically.

As our membership generally has grown so quickly over recent months, it is worth briefly repeating the list of prizes.

First Prize: £50 to the member obtaining the most new members.

Second Prize: £100 to the member obtaining the next highest number.

Third Prize: £50 to the member obtaining the third highest number.

An Area Prize of £100 goes to the Area whose members bring the largest number of new members.

Also, there are £5 Halford vouchers drawn raffle-style. 10 at the end of the Drive (last day of August) and 2 drawn each month.

So, as you can see, even if you only gain one new member, you have the chance of two prizes.

A complete list of prizes and rules can be found in the April Courier, or can be obtained from me.

The winners of the £5 vouchers in this month's draw are:

84/7225 John Lippiatt
85/10308 Alisdair Swanson

Congratulations and thanks to both of you.

Incidentally, because the majority of windscreen leaflets have only just gone out, no one member has a large lead, so even if you haven't started recruiting yet, you're still in with a good chance - SO

GET RECRUITING!

More leaflets are available from your Area Organiser or me, or if you have the facilities, you can photocopy your own. Don't worry about my change of address, all mail is quickly re-directed.

Good luck round your local estates and car parks.

JONTY WILD
13 COMMON RISE
HITCHIN
HERTS SG4 0HN

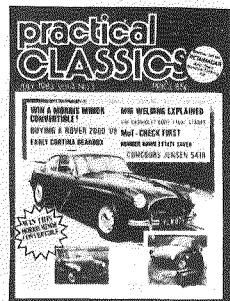
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NATIONAL CONCOURS 1985

The day started with the sun peaking through the mist, promising good weather for all and so it was.

A steady stream of over 400 cars from all over the U.K., Holland and Germany poured in, ensuring the event would be a success.

Trade stands were there in abundance - I counted 14; it was definitely time for those bargains and the Dutch went away, literally, with boot-fulls.

CONCOURS

Cars entered are getting better every year. It was nice to see the Bonds, numerous specials and kit-cars never seen before at this event. Even with the new, improved judging system and our 11 expert judges, results (as follows) were not released until 5.15 pm.

WORKING ORIGINAL

1st	J Carter	Herald Estate
2nd	D Webster	Vitesse Conv.
3rd	D Benson	Vitesse
4th	M Turner	GT6 MK111
5th	G Fletcher	Vitesse MK11
6th	A Robinson	Spitfire 1V

ORIGINAL

1st	Dawn Storton	Vitesse 1600
2nd	W Dixon	Spitfire MK111
3rd	Wendy Jevon	Herald Coupe
4th	C Spencer	GT6 MK111
5th	C Harrison	Spitfire 1500
6th	S Shelley	Vitesse MK11

MODIFIED

1st	M Fothergill	Moss
2nd	R Till	Burlington
3rd	A McGuire	Burlington

WORKING MODIFIED

1st	C Heinlein	Spitfire MK1
2nd	D Jones	Spitfire MK1V
3rd	C Lawson	Moss
4th	S Swain	GT6 MK111
5th	Donald Jones	GT6 MK111
6th	P Bush	GT6 MK1

ELITE

1st	R Rowley	Spitfire MK111
2nd	Sharon Espin	GT6 MK111
3rd	Dawn Storton	Vitesse 1600

BEST GT6

Sharon Espin

BEST BOND

J Barwick

BEST SPITFIRE

R Rowley

A C S CLASSICS BEST SALOON

Wendy Jevon - Herald Coupe

BEST VITESSE

Dawn Storton

BEST HERALD

Wendy Jevon

BEST KIT CAR

M Fothergill

SPITFIRES UK BEST CONVERTIBLE

W Dixon - Spitfire MK111

AUTO-MEC BEST ENGINE

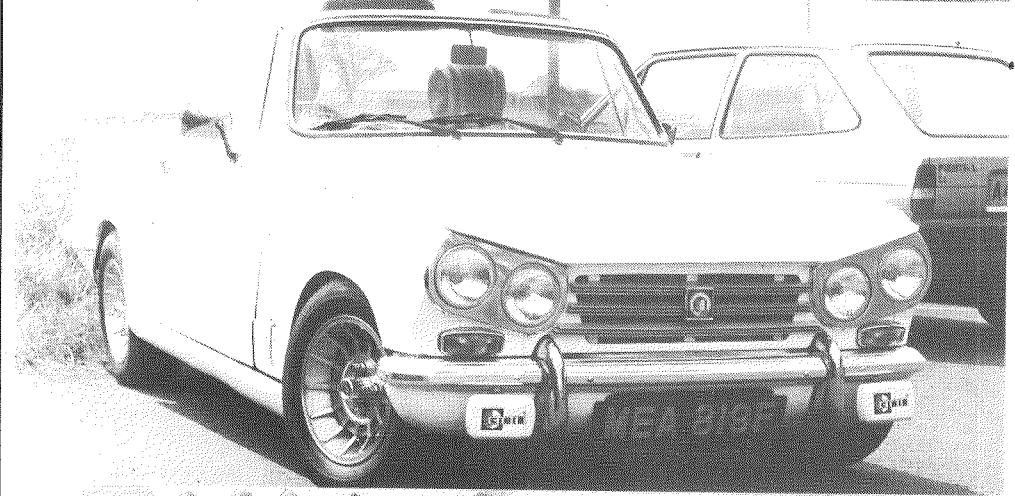
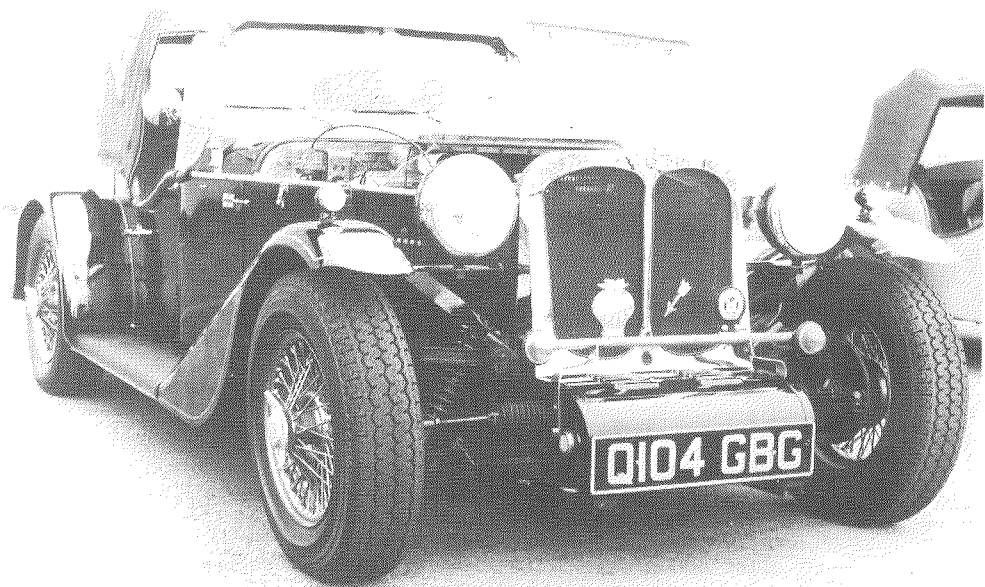
C Heinlein - Spitfire MK1

The disco afterwards was superb - all sold out and everyone enjoyed the light entertainment until the very early hours. We must take this opportunity to thank Mike, Sue, Jamie, Paul and Yvonne for their help, the Northants Area for the Auto-test; the judges - Adrian Storton, Eddie Evans, Matt Maudsley, Chris Allen, Paul Sanderson, Geoff Baker, Paul Skitt, John Griffiths, Bill Hewer and especially Andre Bloom for stepping in at the last minute, and the West Midlands Area Committee for making the event such a success.

REPORTED BY KEN HEATON



MOTEC MAY 1985



MOTOR 100

Ian McKEGGIE

In the Spring of 1983, Silverstone Race Circuit came to realise that 1985 was to be a very big milestone in the history of motoring, as it was in 1885 that the first car was produced by Benz. They decided to hold a mammoth motor show, exhibiting all forms of motoring - be it bikes, cars, lorries, buses or anything with an engine and wheels. In order to do this, they formed a separate company called MOTOR 100. The then Manager of the Company drew up plans, which would utilise the entire area of Silverstone, including car parts. Manufacturers from every corner of the globe would be invited to display the history and how it affected them. Each country would have a designated area, with its own Embassy - this part of the display would take up the entire airfield around the circuit. The circuit itself would be utilised with constant parades of all forms of motoring; Vintage, Classic and Modern, from the slowest to the fastest. The Paddock Area would display the history of motor racing whilst the airfield would hold all the car clubs.

The T.S.S.C. became involved in the event in February, 1984. At our first meeting with MOTOR 100 the projected plans for the event were laid before us and we were left in no doubt that all car clubs would be expected to put together a professional display, with a definite theme. We would also be expected to provide cars for the parades and to assist the relevant manufacturer (Austin Rover Group) with the history. With all this in mind, it was agreed that, as far as we were concerned, our history was started at The Royal Albert Hall in 1959, when the Triumph Herald was launched and this would be the logical theme of our stand. The cost would be £1,000 and, in order to cover this, sponsorship would be raised and a Parts Mart would be tastefully sited at the rear of the stand. These plans were discussed with, and approved by MOTOR 100. The stand itself would need to be 120' wide by 120' deep, displaying one of each car catered for by the club.

the parade cars, we were informed that the drivers would be interviewed on the grid prior to the parade and, if any celebrities were amongst them, then obviously this would be beneficial P.R. wise. To this end Harry Webster C.B.E. was contacted and agreed to do it for the club. So all plans and objectives were set.

A few weeks before the event was due to take place, I re-contacted MOTOR 100 to clarify one or two minor points. This was to prove a very disturbing meeting: the original MOTOR 100 set-up had been totally disbanded and was now run by Silverstone Circuits Limited - still under the guise of MOTOR 100. It now appeared that what was to be the world's biggest ever motor show, could turn out to be the world's biggest mistake! To give details on all the changes made would take up the whole of this magazine, so I will tell you of the effects it had on us:-

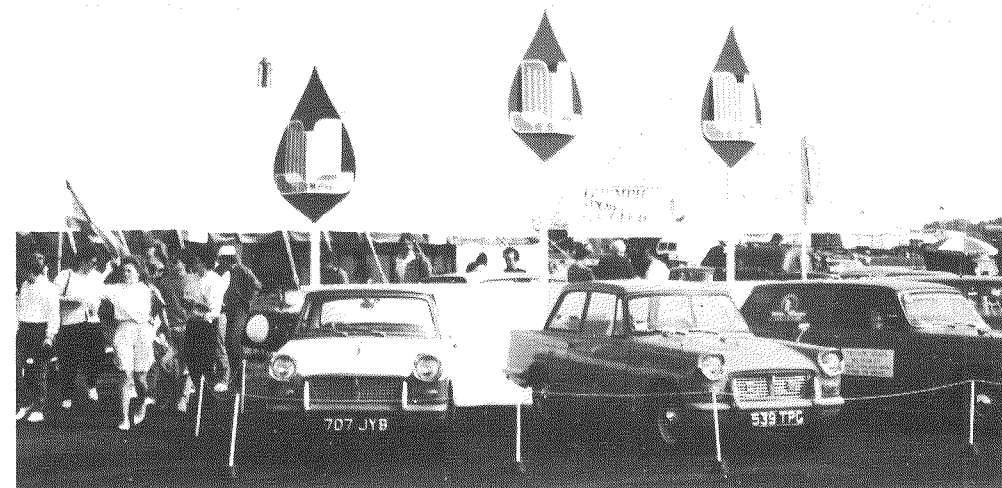
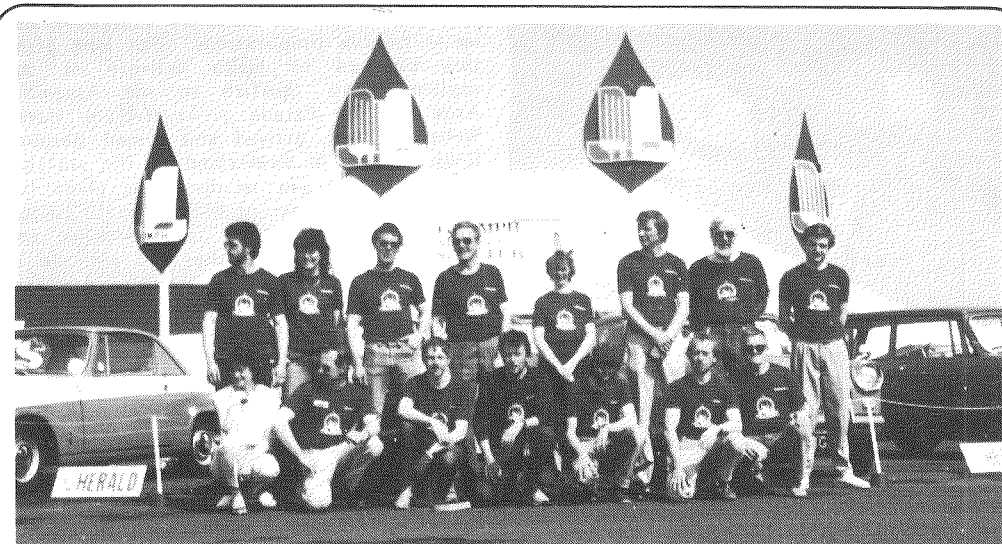
1. Harry Webster was to drive a car in a classic car parade and be interviewed on the grid. The original plan of 17 parades per 8 hour day was obviously not practical - so NO Classic Car Parade and NO interview. Further negotiations gave us an entry to the General Parade.

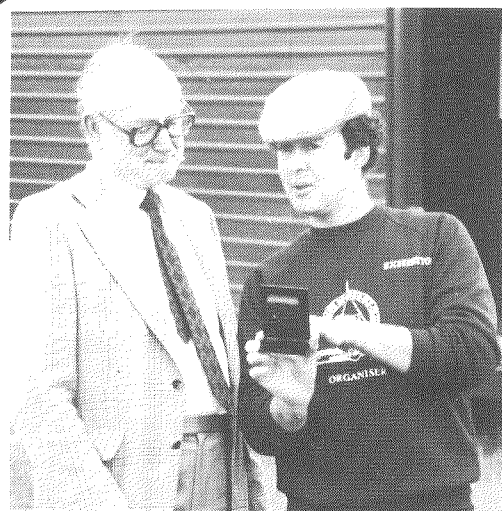
2. Our main source of funding was to be from an Auto-jumble. No Auto-jumbles as this was considered to be too dangerous.

3. 120' x 120' was required to put on the display we had designed. Sorry, you can only have 60' x 120' I was told. This was increased to 90' x 120'.

After some very heavy negotiations, I came out having lost very little.

Following all the ups and downs, the weekend of May 25/6/7th was upon us. Too late to panic - if it's not done now, it's too late! We arrived (Val and I) at Ray Kelly's house to find that over night we had lost a MK1 Spitfire, a convertible Vitesse, a racing Vitesse and a racing GT6! Two hours on the 'phone proved uneventful. Call on Plan B: upon arrival at Silverstone, we found that some club equipment had not been returned from MOTEC and, just to top it off, the wind was blowing and it was raining! We constructed our centre-piece and put it in position. The trouble was that we dare not let go! Jonty Wild's technical expertise saved the day. At 11.40pm on Friday it was time to knock-off and have a barbecue in the marquee.





At 7.00am on Saturday everybody got up to finalise preparations. Not long after this we had to make delivery of the replica Macau Spitfire to the Assembly Area for the Parade. At 9.45am Harry Webster C.B.E. arrived and joined Bernard Robinson and Jo Sunderland on the starting grid. 10.00am saw us discussing plans for BBC TV coverage of TSSC participation and by 11.00am it was time to relax and enjoy the presence of the man we owe it all to, along with his good lady. At 12.00 noon, Webb, as he is known in the trade, was presented with a clock to commemorate this occasion, which was accompanied by champagne - it really set the standard for the weekend. The remainder of the day went like clockwork. A few quiet beers at night and a free floor show of the Marines doing a fine example of the Seven Dwarves. Then it was off to bed. At 3.00am the caravan shook to the sound of thunder. Bernard and his dad, John, fast asleep in the marquee, awoke to a terrific storm.

However, on Sunday we awoke to clear blue skies, bright sunlight and the promise of a superb day. The whole area was packed with people - until 2.00pm that is, which was when the heavens opened and our 50' x 30' marquee was packed with people. At 3.00pm Noel Edmonds and the BBC TV arrived to report on the Triumph Herald (small isn't he!). On Sunday night we had our own party in the marquee.

Monday morning, armed with wellies and brollies, we made through the mud to set everything up for the day. At 9.30am BBC TV arrived yet again to do a report on the Spitfire and to build in coverage of the stand. Sorry, Roger, even after all the detailed shots of your car, they cut it. The remainder of the day was wet and consequently quiet. The highlight of the weekend came for many of us when we took the cars down to the Assembly Point for a run around the circuit. My apologies to the other drivers - I did intend to stick with a convoy but I could not resist playing with that grey E-Type. Then, back to the stand to knock it down.

In short, the Triumph Sports Six Club proved that it deserves to be the world's largest Triumph Club. Forgive me for saying this, but I think everybody who came to the show will agree, that we had the most imaginative club stand and commanded the most attention. Thank you to everybody who contributed.



Special Offers On Triumph Parts

TRIMWORK

Canvas Hoods	
Spitfire Mk. 1-3	£ 79.50
Spitfire Mk. 4	£ 85.00
Herald/Vitesse	£ 79.50
Canvas Hood Bags	
All Models Spitfire, Vitesse, Herald	£ 39.50
Canvas Tonneau Covers	
All Models	£ 39.50

ACCESSORIES

Boot Racks - Aluminium & Wood	£ 15.00
- Chrome	£ 25.00
Roll Bars - Standard	£ 39.00
- Padded	£ 55.00
Electric Aerials	£ 32.50
Chrome Wheel Trims 13" & 14" - Set Of Four	£ 25.00
Headlight Rubbers	£ 2.90 Each
All Models - Headrests (Various Colours)	£ 12.50 Each
Universal Headlight (With Bulb)	£ 25.00

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SPITFIRE, GT6, HERALD, VITESSE

Spitfire Mk. 1, 2, 3/Herald/Vitesse 1600 Upto 1967	
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GT6 2L/Vitesse Brake Discs - Original	£ 12.50 Each
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Spitfire Chrome Headlight Is	£ 7.50
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Spitfire/Herald Front Callipers	£ 42.50 Pair
Spitfire/GT6 1/2 Valances	£ 17.00
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GT6 Mk. 3 Petrol Filler Caps	£ 19.00 Each
GT6/Spitfire/Vitesse/Herald 5/8J Wheels	£ 49.00
Spitfire/GT6 Drive Shafts	£ 39.50
GT6/Vitesse 2L Carburettor Kit	£ 49.50 Pair
Herald (Early) Muntold - ONE ONLY	£ 10.00
Spitfire Mk. 1, 2, 3/GT6 Mk. 1, 2 Rear Lenses	£ 3.85 Each
Spitfire Mk. 3, 4, 1500 Hood & Frame ORIGINAL	£150.00
GT6 Mk. 2 Rear Exhaust Box	£ 37.50
Spitfire/GT6 (Late) Sillionoid SHOP SOILED	£ 24.00
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Vitesse Front Light Panels	£ 45.00
GT6 Mk. 1, 2/Spitfire Mk. 1, 2, 3 R/H Inner Wings	£ 49.50
Spitfire Mk. 1, 2, 3/GT6 Mk. 1, 2 Rear Wings	£ 37.50
Herald Sills - Original	£ 6.50 Each
Herald Boot Lids - SHOP SOILED	£ 22.50 Each
GT6 Rear Tailgate	£ 79.00
Spitfire/GT6 Boot Floors	£ 45.00
Vitesse Mk. 2/GT6 Mk. 2 Rostyle Wheel Trims	£ 12.50 Each
Spitfire/GT6 Outer Chrome Door Handles	
L/H	£ 10.50 Each
R/H	£ 22.50 Each
Spitfire/GT6 Inner Door Handles	£ 10.50 Each
Spitfire Mk. 1, 2, 3/GT6 Mk. 1, 2 Chrome Wing Trims	£ 12.50
Spitfire/GT6 Front Bumpers	Exchange £ 42.50
Spitfire Mk. 4/GT6 Mk. 3 Rear Bumpers	Exchange £ 42.50
Spitfire/GT6 Rear 1/2 Bumpers	Exchange £ 25.00
All Models - Wooden Steering Wheel	£ 42.50

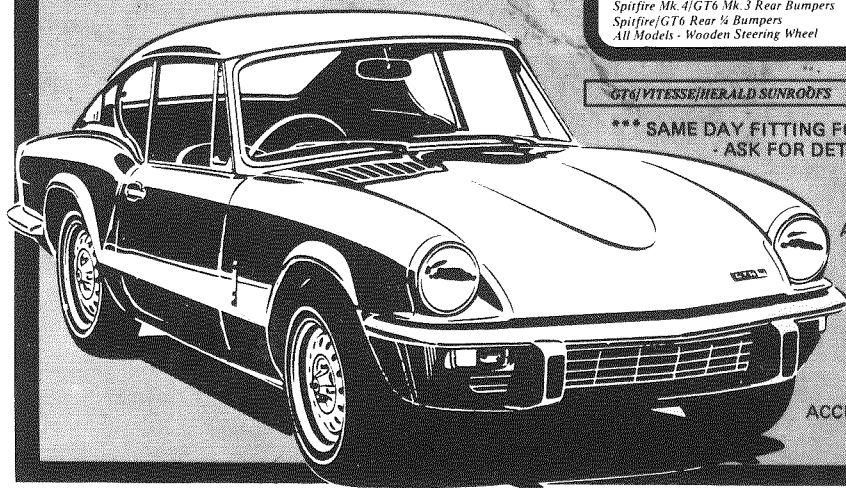
GT6/VITESSE/HERALD SUNROOFS £ 96.00 Including Fitting

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WHATS ON IN
1985 !!

FULL UPDATE
JULY '85

FULL 1985 CALENDAR

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 Potterspurty 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.

* Sun 28 - Vintage Vehicle Rally -
Springfields, Spalding - Sharon Espin (0775)
88335.

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'Ele-
gance, 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, Hartorst End, Rosedale Abbey, Nr.
Pickering, N. Yorks - Stephen Boyne
(0904) 39420.

OCTOBER:

* Sat 5 - The Malvern Motoring Event -
Three Counties Showground, Malvern &
Justin Barwick (098 981) 506.

NOVEMBER:

Fri 1 - Sun 3 - Brighton Classic Car Show,
Brighton Metropole Hotel - Colin Harrison
(0444) 413607 (ammendment).

PLEASE NOTE we are looking for Areas or
members to organise TSSC participation in
the following events. If you can help or
want further information, contact **Jonty
Wild** (details on inside front cover).

JULY:

Sun 21 - Festival of Yesteryear - Brands
Hatch.

AUGUST:

Sun 4 - National Component Car Show,
Sandown Park, Esher, Surrey.

Sun - 11 - Westhoughton Summer Show and
Davalcade of British Motoring, North
Manchester.

Sun 11 - Bognor Regis Motor Gala, West
Park, Bognor Regis.

SEPTEMBER:

Sat 14 - Sun 15 - Wheels - Lincolnshire
Showground.

Sat 28 - Sun 29 - Northern Classic Car
Show, Belle Vue Exhibition Centre,
Manchester.

11.00 A.M.

ANGLIA AREA

11.30 P.M.

☆ PRESENT ☆

20TH JULY 1985

8TH INTERNATIONAL BIRTHDAY BARBECUE

NEW VENUE: SHELFORD RUGBY CLUB PAVILION & GROUNDS

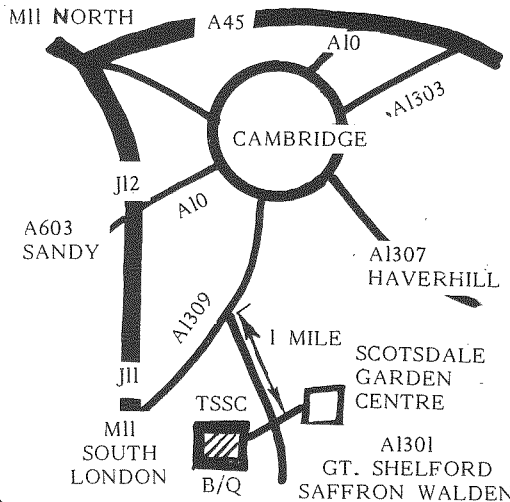


CAMBRIDGE RD. GT. SHELFORD. CAMBRIDGE.

BARBECUE EXTRA - EXTRA

Six beautiful trophies to be won "Marshalls Choice Car". Don't miss out - order your tickets NOW!

Also, Sunday morning: full English Breakfast at the newly opened tea rooms at East Anglia's largest garden centre, opposite our barbecue site. Purchase your £1.95 breakfast ticket from T.S.S.C. control caravan on the Saturday ONLY.



A FEW REMINDERS - Please drive slowly along single-track road to the site. Report to Control. Park in your car in the Marque car parks. If you wish to camp as a group, please arrive as such. And finally if you have not ordered your barbecue tickets yet, then do so NOW - ticket sales must close on Saturday 13th July. Do not leave it to the last minute!

SEE YOU ON THE 20TH JULY FOR A GREAT DAY OUT FOR ALL!

FURTHER DETAILS IN JUNE COURIER

POTTERSPURY FOUNDATION FESTIVAL OF TRANSPORT - 13TH AND 14TH JULY

This event is to be held at the Milton Keynes Bowl and starts at 10am on Saturday, 13th July. There will be entertainment of all types for all the family - not just the dads.

HOME MADE REFRESHMENTS - LICENSED BAR
CONCOURS ON SUNDAY WITH 15 CLASSES

ALSO

By kind arrangement of the Foundation, we will be holding the Milton Keynes Area TSSC Working Car & Concours Awards.

FOR FURTHER INFORMATION, CONTACT:

GEOFF AND JULE KING
19 HERDMAN CLOSE
GREENLEYS
MILTON KEYNES

TEL: (0908) 315025

Come and join your fellow members at The Yeovil Festival of Transport for the weekend, (see map for directions). The stand will be set up on Friday, 9th August. Would all those persons, whose cars have been requested for use on the club stand, please arrive as early as reasonably possible, during the evening of the 9th, with a view to getting cars in their respective places in relation to other items to be used on the stand. Facilities for an on-site barbecue will be arranged for the Saturday evening; 'light' refreshments may be provided, but extra supplies are most welcome!!! Please bring your own supplies of steaks, beef burgers, bangers or whatever. Cooking implements/barbecue grille, etc, will be provided - but a nominal 50p fee will be charged per person for lettuce, tomatoes etc., and possibly (?) chips - to cover the cost of these items.

***Please note: all fellow campers, Yeovil Car Club are charging a fee of £1.50 per caravan or tent this year, partly to deter persons unconnected with the Festival from camping, (like the motorbike mob, next to the wooded area last year) and partly to reimburse the Y.C.C. for the 'extra' facilities they have apparently provided for this years campers. *** I am requesting camping permits for 20 tents/caravans, from the organisers; though there may be some available at the entrance to the campsite during the weekend. Also note: camping is only for exhibitors and stand participants. Any further details, or further information may be obtained by 'phoning me, Nick Bradbury, on North Petherton (0278) 662698.

Yeovil Car Club Limited

Yeovil Festival of Transport

August 10th, 11th, 1985

Barwick Park, Yeovil.

CONCOURS D'ELEGANCE
AUTOJUMBLE STALLS
MOTOR TRADE EXHIBITORS
SCALE: APPROX. 1 INCH = 10 MILES

MAIN RING ATTRACTIONS
CUSTOM CARS

FINLUX NATIONAL TRIUMPH RALLY



There will be a fully-licensed bar for members use in the marquee. A barbecue will serve hot meals from Mid-day. A brass band - Southfields Concert Brass - will play for your entertainment during the afternoon and throughout the day our 'Lucky Number Tombola' will announce winners of cars parked in the concours area. We could go on to tell you all about the 'Autosnooker Driving Gymkhana', 'The Shank's Pony Treasure Hunt', 'Finlux Satellite TV Demos', not to mention home-made cream teas, Club Regalia and all the trade stands, but we don't want to spoil it for you. So don't miss the best club event of 1985.

See you at Stanford Hall - August 4th

JOHN AND MARY THORPE
for LEICESTER AREA COMMITTEE

As August 4th draws close, we, the Leicester Area, are putting the final touches to our Finlux National Triumph Rally at Stanford Hall, near Lutterworth, Leicestershire.

This will be our third National Event at this magnificent venue and we have broken new ground by obtaining a national sponsor - Finlux TV of Finland.

As a result, we are able to provide a more ambitious programme of events than ever before, giving you, our fellow members, even better value for your money.

For campers, we are providing exclusively for TSSC member use, both Ladies and Gents proper toilet facilities.

A super disco and barbecue is being held in the marquee on Saturday night, as a pre-rally event for campers and anyone else who wishes to come along. This will be held from 8pm until Midnight.


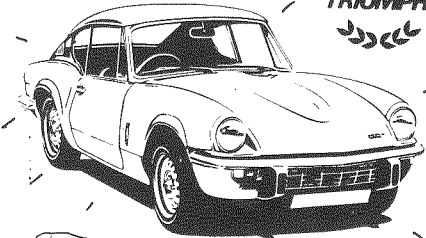
On the Sunday the whole of the riverside concours site has been booked for member's use. No additional charge is made for the concours and all cars will be considered in the preliminary 'Concours D'Elegance', with our judges making their choices of each model for the final 'Concours D'Etat'.

It is not intended to run the concours along the strict rules of a national concours, but rather to appraise cars on their individual interest and merits.

You will be able to picnic alongside your car on this very pleasant grassy riverside area.

JOHN WOOLLEY

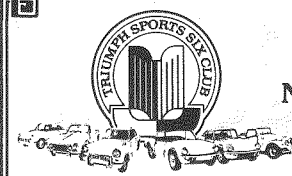
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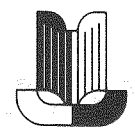
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FINLUX T.V. LEICESTER NATIONAL TRIUMPH CAR RALLY STANFORD HALL



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 | - THE FINLUX T.V. CUP |
| TRIUMPH OF THE DAY | - JARROLD'S SHIELD |
| BEST INTERIOR | - AUTOTRIM (LEICESTER) LTD. CUP |
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ALL DAY LICENSED BAR IN MARQUEE • PRIZE DRAW •
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Live Music by:
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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

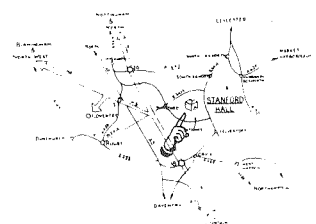
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I require units @**£7.50** per unit

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
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NORTH YORKS CONCOURS & MOORS RUN

ENTRY FORM

NORTH YORKS CONCOURS & MOORS RUN

Sunday 1st September, 1985

You are invited to enter our 4th light-hearted Concours & 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: 11.30am Presentation of Prizes: 2.15pm Moors Run: 2.30pm

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:

JOHN KIPPING'S — THE ENTHUSIASTS CENTRE

BOOT HINGES — Herald —
Spitfires I/II/III *BACK IN STOCK AT LAST* **£4.60** EACH
REAR SPRING for late GT6 Mk III
Spitfire IV & 1500 **£43.00** P&P £5
REAR HANDBRAKE CABLE —
GT6 Mk II and early Mk III **£2.50** P&P 50p
TRACK ROD ENDS with Grease Nipples —
ALL MODELS **£2.50** EACH P&P 50p EACH

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MODEL	AREA 1	AREA 2	AREA 3
HERALD 948, 1200, 12/50, 13/60	£66	£76	£97
SPITFIRE 4, MKII, MKIII, MKIV VITESSE 1600	£94	£108	£135
SPITFIRE 1500 GT6 all models VITESSE 2 LITRE	£120	£140	£185

The above rates are for age 25/29 and
age 30 to **49** inclusive — Deduct 10%.
Age 50+ — Deduct 20%. Age under 25 — Rates on application.

Cover

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GT6 REGISTER

Due to a recent clearout, I have discovered the following spares, which are now surplus to requirements. I need the space, so the bits are free if you can collect them - give me a call first.

One complete MKIII exhaust system, only used for about 1,000 miles. The back box still has its paint. One naff diff. Vitesse rear seats, black. One plastic centre console for MKIII Spitfire - original Sixties bolt-on goody.

I have started the mammoth task of putting you all on a card index, but progress is very slow and I can't even see the tunnel - let alone the light at the end! It may surprise you to know that the IVR form that you completed when you joined is now residing in a box in my lounge and there are THREE boxes. Hopefully, as the details unfold, I can start to give you information that is useful.

NOT WHAT YOU MAY EXPECT

A few years back I was using a GT6 as everyday transport, covering some 25,000 to 30,000 miles a year. Naturally, being a Triumph, not a lot went wrong!

One thing that did catch me out was an intermittent misfire, plus loss of power. After checking all the usuals; plugs, points, condenser, ignition timing, compressions, need for a de-coke etc., and finding nothing wrong, I was starting to think, "This is going to cost a lot of money". One wet and windy night, my misfire and I were on the last lap of the Mill rush-hour Grand Prix when I was overtaken by a Capri and it was only a 2-litre 'S'. In desperation, I pulled over and flung open the bonnet and saw it straight away: the problem is when working on your cars, try and do it on a sunny day, not out in the cold night rain. There were water droplets on my ignition leads (it's not contagious) and the spark to number 4 cylinder was running to earth via the top of the plug-cap and distributor cap clip. A strip of insulating tape over the clip cured it until pocket money day, when new ANGLED plug-caps provided the permanent cure.

No real moral to this tale but, if your engine is not quite as clean as those that win concours, try lifting your bonnet one dark, damp night - it's very pretty and I don't think it's illegal.

PIG JOB OF THE MONTH

Try removing your rear bumper without taking out the fuel tank. Nuff said?

BARRY THURGOOD

HERALD REGISTER

HERALDS IN INDIA (PART 3)

In this last section, we will look at the Standard 'Herald' Gazels. These cars featured a re-designed body; a re-shaped rear end eliminated the familiar fins and the front end was modified from the MKII and III Standard Heralds. The Gazels seem to have only existed in four-door saloon form - at least I have not yet seen photographs of any other version.

The Gazel existed in two versions. The MKI, badged as a Standard Gazel, had the re-designed body but retained the familiar tilt forward bonnet of early MKI and MKII Indian Heralds. It had chrome bumpers without overriders and a bright metal side strip (Fig. 1 and 2).

The Gazel MKII had a fixed front end, similar to the Standard Herald MKII, with a conventional bonnet, that was hinged at the front (front cover and Fig. 3). Chrome overriders were fitted to the front and rear bumpers but the bright metal side strip was lacking. The car in the photographs is badged as a Triumph Gazel; I don't know if this is true of all MKII Gazels.

The most radical difference between the Standard Heralds and the Gazels is the adoption of a live rear axle on the latter. This is located by arms to the chassis and fitted with coil springs. More details of this chassis arrangement can be found in Courier number 41, November, 1983. The front suspension, drive train, engine etc., of the Gazel is conventional 948 Herald. A photograph of the rear underside of a Gazel can be seen in Fig. 4; the rear anti-roll bar locates on brackets on the rear outriggers.

If anyone else out there has any more photos or information on Indian Heralds/Gazels, I would like to hear from them! In the meantime, thanks to Mike Long, Chris Bailey, Rene Pollak and John Moon for photographs and J K Das Gupta for the Gazel Owners Manual.

CHRIS LONGHURST



FIG 1

Standard Gazel MKI
Four-door saloon
(photo: Mike Long)



FIG. 2

Rear view of Standard Gazel MK1
(photo: Mike Long)



FIG. 3

Rear view of Triumph Gazel MK11.
Note chrome overrides and
appalling fit of doors
and side valance

(photo: Rene Pollak)

See front cover for front view of MK11

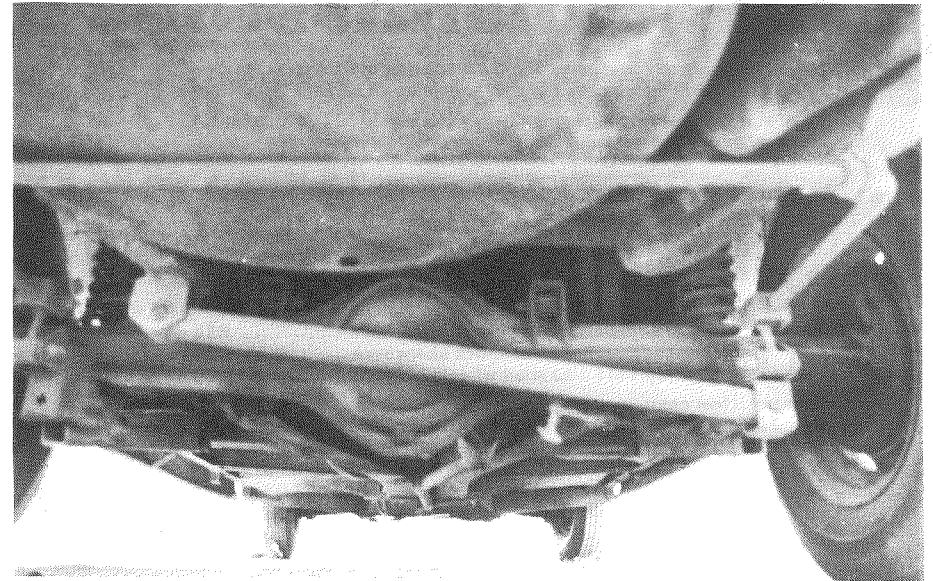


FIG. 4

Back axle of Gazel MK11;
the location bar from
axle to chassis and
rear anti-roll bar can
be clearly seen.

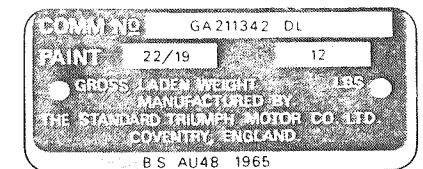
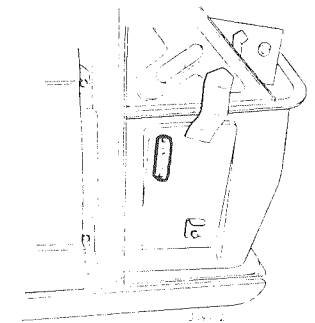
(photo: Rene Pollak)

RENEWAL TIME

Renewal time is nearly here again; you will notice that the IVR section of the forms have been re-designed to include the vehicle body number. I hope to use information from these numbers to work out yearly production of each marque, export numbers and production numbers for vehicles such as vans, 948s and twin-carb 948 saloons.

The body number is on the right-hand side of the front bulkhead on the Heralds. The commission (or chassis) number is to be found on the left-hand side of the bulkhead. The number starting B.S. AU is not the commission number, it is the British Standard code number for the commission plate design.

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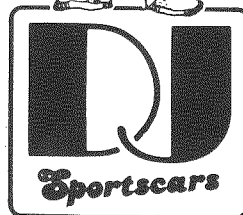
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SPITFIRE REGISTER

Not much of a report this month as I'm on holiday in Jersey. I'm over here camping, having come by Sealink ferry from Weymouth, with a 13/60 convertible. This is an ideal car for the island, as it is a convertible, agile for all the twisty lanes and being low-geared is very nippy to to the 40 mph speed limit that covers the island. A bit slow, you may think, but the roads are very small and twisty.

In my first two days here I have seen several Heralds and Spitfires, two GT6 MKIIIs and one Vitesse convertible. It is interesting to note that they were all the last model of each marque, i.e. MK4/1500 Spitfires and 13/60 Heralds. Most of the cars out here seem to last quite well rust-wise and they never get hammered because of the speed limit.

Driving around is great fun, hood down, of course, and is all the better because no matter how lost you get, you are never more than about 8 miles from where you want to go! Add to this, petrol at £1.40 a gallon and it seems worth bringing the car after all. I know it wasn't that long ago petrol was £1.40 a gallon, but at £2+ now on the mainland, it seems very attractive.

By the way, did you know that sending you all a postcard through The Courier like this is saving me over a thousand pounds, which is what it would have cost to send you all one individually! Wish you were here.

ODE TO A LOST BEARING

Oil light, Oh oil light

Brightly lit,

Shining out

In the darkened cockpit,

It's no good now,

This cursing and swearing,

I should have changed

That blasted bearing!

Dedicated to the memory of my most recent Spitfire engine.

JOHN REESE

SPECIALS REGISTER

I would like to introduce myself as the International Specials Register Secretary. My name is Dave Bayliss and my address and 'phone number are on the inside front cover of The Courier. Having recently taken over from Roger Powell, I am in the process of going through the IVRs and seeing what we have. I know, for example, that the most popular special at the moment is the Marlin, but this may change sometime soon. I also know there are cars lurking in the other registers that really should be on the Specials Register.

In the Club we have ninety-two cars which are on the Specials Register, and they breakdown as follows (if you will excuse the expression): Marlin (20), Spartan (18), Moss (16), Burlington (12), Hurricane (8), Gentry (7), Dutton (4), Stanbury (1) and others, all one-offs (6). These figures, of course, are for manufacturers numbers on the Register. Moss and Burlington for example would be lower placed if their numbers were sub-divided into individual models.

Although the following information is not fully researched, there are about nine manufacturers producing something like 18-20 models which use the chassis and/or running gear from club cars.

DAVE BAYLISS

SPEED HILLCLIMBING

It's funny how things develop, isn't it? I have a colleague at work who has this 1972, 3-litre Cortina Big Six, who has been campaigning in the NMCC (National Motorcycle and Car Club) Natal Hillclimb Championship for the last four years. Being a very keen competitor he took the Championship in 1982 and came runner-up in 1984. Of course, he wanted to know why I wasn't involved. I wasn't sure whether I understood what it was all about and decided to find out.

There are two venues in Durban, the very fast Newlands circuit of 1.6 km and the very tight and steep climb at Mariannridge. Both circuits are tarred and are laid out on housing estates 'not yet built'. The racing machinery takes all forms from ex-Manufacturers Challenge Chevairs through Escorts, formula Ford, Motorbikes, Karts to older racing cars such as Jacobsen's 1948 MB single seater. And all these race against handicaps that they set themselves to make the whole thing fair.

I felt that this was a great idea for the classic sports cars and went ahead with the organisation of a Hillclimb for these club cars in June, 1984, using the normal NMCC Championship. The venue was Newlands, but at the last moment it was cancelled. So near to the last moment that I could not inform the other clubs. I went along to the circuit at the required time to inform eager classic car entrants that the event was cancelled but not a soul turned up. So much for racing enthusiasm amongst the clubs.

My first event came at the Mariannridge circuit and I entered the Herald Coupe in bog standard form, except for some wider rims obtained from Nic Rautenbach in Pretoria. Why the Herald, you ask. It is so well balanced and easy to drive and has such a good potential for tuning, it was a natural to use. My first run gave me my handicap (118.3 sec) whilst the next three climbs were used for improving my time. I ended up at 114.0 sec and came fourth from 15 entries. Other times included a Lotus Cortina at 77.6 sec, Escort 2000 at 80.5 sec, Cortina Big Six at 87.4 sec and the Chevir at

75.4 sec. But the enjoyment of driving the little beast as fast as possible was pure pleasure. I talked for hours at night. Couldn't stop. What fun!

The next outing was Newlands - 1.6 km of fast sweeps. Peter Du Sautoy (our Chairman) came round to see what I was getting up to and saw me gain fifth place (0.1 sec off the winner). I really was thrilled to see my time of 74.3 sec, only 10 secs off the quickest. Now I was really bugged.

The next round saw me fixed up with Spax adjustables, but I only managed to reduce my time a Mariannridge to 113.7 sec (9th position). Round 7 at Marinannridge was incredibly hot and just about everybody failed to achieve handicap time. My 114.7 sec gained me 6th position.

Round 8 took us back to Newlands, where I improved my time to 73.2 sec and took third place! Gracious, this is really good fun. The final round was back at Mariannridge, but I had fitted a free-flow exhaust system to the car. My first run was 115.0 sec (1.8 sec off my handicap), the second run brought this down to 113.3 sec which put me in the points (0.9 sec up on the handicap). But my colleague in his Big Six was now up 1.2 sec on his handicap after his third run, so I had to really motor! The last run brought my time down to 111.7 sec, 2.5 sec up on handicap - top score, I thought. However, the sealed handicap was 2.0 sec improvement, so instead of top spot, I came 9th.

I intend using the Coupe in the 1985 Championship, but have a list of modifications to carry out. These will start with a Spitfire differential (4.11:1 instead of the Coupe's 4.55:1) and follow with disc brakes from a Spitfire. Then whilst I am overseas, I will organise a camber compensator (to reduce rear wheel movement), a race-rally profile camshaft, freeflow inlet manifold and exhaust manifold (for use with 150 CD Strombergs) and will purchase a Vitesse/GT6 gearbox (which has beautifully close ratios). Back home I will purchase a 1296 cc Spitfire motor and completely rebuild it in a balanced and lightened form. I expect to increase the power output from about 45 bhp to about 90 bhp, so the little car will fly!

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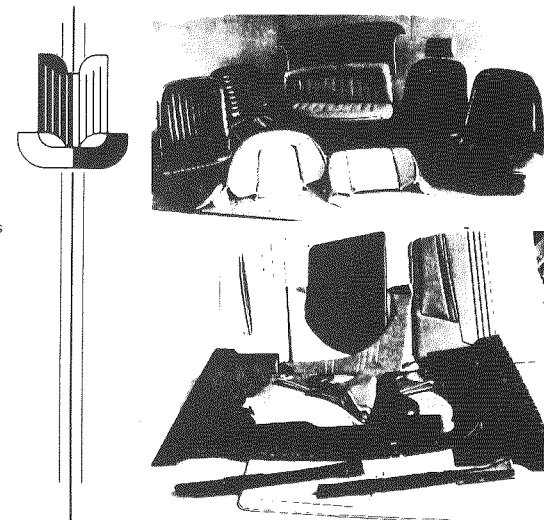
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THE TRIUMPH CAR

By Mike Thomas SHETLAND

- where did Triumph belong and what became of this once great sporting marque?

PART 1

During the 1900s, the area known as The Midlands was the meeting place of some remarkable people: through mostly desire, private enterprise and the need to compete, Automobilists of various types established registered premises and set about designing and building their own motor cars.

In basing these enterprises in The Midlands, the early firms had access to every type of craft it could possibly need - iron works and design interest being a most important aspect of this. Already the centre of industry, Birmingham, or particularly Coventry, became the birth-place of Britain's production cars.

Singer, already part of Rootes ownership, were one of the more dashing. The nimble Singer Ten, made as early as 1912, influenced 'Contract work only' firms to produce their own cars. In those days a successful car was rarely copied, but note was made of the type of person buying the cars, so that although rival companies often competed for a particular market, the actual cars looked quite different. The attitude was "I like the car and I'm going to build it and sell it to those that like it", which is not the attitude as we know it now where to a great extent, expense dictates the look of the car.

In 1938 Sunbeam and Talbot merged and created some confusion as to which car should carry which name - let alone what the public thought! 'Badge engineering' was born as a result of this situation. In The Midlands the most influential car of this period was the Hillman Minx; it was sporty (curvy mudguards, running boards, a taper bonnet, wing-mounted lamps, all

wood dash and trim upon the doors) and more importantly, it looked handsome both in the saloon version and the stylish convertible. In truth, everyone started building everything, the important factor being that to sell it, it had to look different and had to create its own followers.

The Standard Company was formed by Reginald Maudslay and was later to be known under the names of Standard Triumph and then Triumph. The cars of our Club had their origins in the Standard range of cars designed by John Black. By 1940 Standard production had expanded to 60,000 cars a year; these were known as the Flying Standard and they were largely humble saloons of medium to small size, yet they were based upon very strong mechanics. These cars 'went' and sold very well and the age of 'sales gimmicks' began: Standard used an enamel Union Jack on this car, which popularised them greatly and became a tradition of the early Herald (remember the crossed flags on the rear wing?). Export here we come!

John Black was good for the Triumph firm; he was a bit of a perfectionist and he realised that his cars lacked the 'upper market', glamour image. He really wished to join (Sir) William Lyons' thinking in his new S.S. car project. William had decided to diversify his Swallow sidecar body business into one for car bodies and he also had it in his mind to build an all independent car with lots of style the S.S. Jaguar. John Black wished to join him in this project but was always turned down. This initial friendship was to break down. The acquaintance had begun out of mutual needs - Black supplying a chassis for the Lyons car body (one of which was even displayed at a Motor Show). It could be said that Lyons used Black in the respect that it doesn't matter how good the body is - its no good flashing it at the 'upper market' without any guts underneath to support it.

In fact, William Lyons' "bread and butter" came from his building of the small, yet quality body work for the Austin Seven, no less!

Sensibly Black continued with his own projects, rather than to hanker after his dream partnership. Yet, with all credit, by 1932 the first S.S.I. saloon (Jaguar) emerged as a reality: at first its roofline was most ugly and this was subsequently changed to produce a very good-looking

car.

Work on these cars for 'sporty bodies' was started by Joseph Patrick, now of Patrick Motors Group (Sales) fame, and proprietors of a super new British car museum at Lifford Lane, Birmingham, near my childhood streets.

Black found another way out - sports-cars. He had seen the Wolseley Hornet look, with its tailor-made bodywork, produced at Avon Coachworks in Warwick. He had similar sporty bodies built upon the Southern Cross, which, after many successful Motorsport results, was also known as a Gloria. The success of this car was due to its strength of build rather than performance, yet a good car it was.

Design of many 'sporty' cars commenced in this period. In 1931 Jenson Brothers left from West Bromwich and produced their own cars from 1936. At this time, sporty meant new and it also meant Spartan in finance outlay. It was an era of promotion and sales (e.g. the Rover idea of a car racing the famous Blue Train which occurred in 1930).

So emerged a diversification - saloons by Rover and Austin, sporty cars by Riley, Triumph and Alvis, although Alvis produced a rather up-market car which combined luxury with sports appeal, an expensive combination which sent many such motor names to the wall.

The market at the time consisted of youngish, sporty drivers who wanted a light, reasonably inexpensive car to road-race or take part in events or to tootle about in - shall we say an everyday, yet fun-car. Not many buyers, on the other hand, wanted an expensive luxury car or a heavy car which had an open roof. Then developed among these more expensive taste firms, a need to produce cars with or without a hard saloon roof; big tourers which, although beautiful to look at, proved most expensive and had a limited market.

Triumph was to be found in the mid-market area, producing the 2-litre roadster, with its lovely waterfall cowl, a smallish, two-seater car of refined quality Triumph survived.

Next came the American crunch - Fords first £100 car! This effected not so much the British cars themselves as to the sales of them. Most people opted for a

cheaper costing car and aerodynamics in the form of fins and chrome were the vogue of the time. It represented motoring rather than how one motored - does that remind one of the change from '60s to the '80s? I think so.

It was also the emergence of the streamlined or G.T. car. Think of the difference in looks: the Herald and Vitesse are winged, sleek, toothed; the Spitfire and the GT6 smoother, like the Jowwet, the E-Type Jaguar and the Bristol. The Herald and Vitesse retain the 'tough' of the square look and companies producing cars such as these began to modernise. Yet for all this, cars were still a thing of quality: leather, wood, two-colour paint and various things we now call non-viable in our production cars, were evident from the largest Lagonda to the smallest M.G. It was the introduction of the Hitler-/Porsche creation of the V.W. Beetle which produced the indirect death of many quality cars as it promoted a change of buyer attitude to one for business and that of "Let's sell, to hell with anything else". Sell it surely did and the 'look alike' syndrome was born.

So by pre and post Second World War in the late '30s to '40s, individuality was dying out. If someone had conducted a study they may have concluded that the larger the management, the grosser the combine and the greater the effects of standardisation and phasing out of private venture products. Was it the 'writing on the wall' for unworkable and idealistic combines such as British Leyland G.M. or Chrysler?

Why did small combines such as M.G. (Morris garages) and B.M.C. (British Motor Corporation), wish to join larger magnates? Where was the line between tradition of the founders and the economics of pure business? One thing was certain that change was largely due to decisions of management, rather than of public taste; decisions were made as to the future of British cars, by persons largely unconcerned about those themselves. It was the view of the Oxford/Cambridge undergraduate business director that sales of names rather than what they had represented, 'buy British' would come to mean, 'buy British and contribute to a Motor Monopoly', which itself would see the extermination of so many proven cars and, in Leyland's case, the extermination of

profitable sports cars (M.G. and Triumph T.R.3A in the Americas).

Panhard Et Levassor went, Delahaye and Delage, Armstrong Siddeley, Alvis, Riley, Lagonda, (Bently to Rolls Royce, though remaining with distinction), Fraser, Nash. In short, you cannot 'badge engineer' a poor car into a good one; people buy elsewhere and the name folds up.

Triumph went to the Receivers in 1939 and was purchased by Thomas Ward of Sheffield to manufacture aircraft engines. In 1944 John Black again asked William Lyons for some involvement with Jaguar cars and the rock-like Lyons, wanting no outside influence on his cars, refused. It was an angry John Black, in that same year, who replied by stating that he intended to force his Jaguar rival out-of-business and bought outright the Triumph Company.

It could be said that the reality of Standard Triumph to produce cars was certainly born from the desire to produce a superior product as compared to those around it. It is also true to say that at that time, the Triumph product was far more sports car orientated than the com-

paratively cumbersome S.S. cars of Jaguar. It was the S.S. 90 which first carried the Jaguar name as its title - S.S. being dropped soon after the Jaguar 100 sports car. Design and production in 1935/36 respectively, was surpassed by the Triumph Dolomite of 1934 Motor Show fame; this Triumph, as mentioned earlier, was a look-alike Brown Alfa but a tribute to a certain Donald Healey. It was a super-charged car with an Armstrong Siddeley pre-select gearbox, in full touring trim. It was a real 100 mph car, unlike its rival Jaguar, which struggled to top 94 mph; yet soon after in 1936, Jaguar was timed at Brooklands at 104 mph but in stripped racing form. The Triumph was abandoned after only a few cars were built, though not through any fault of the car, it surely put Lyons' Jaguar 'to the weeds' for a time and one wishes that they could have raced one another. One also wonders about Lyons' super fast 'chopping' of his S.S. saloon into a production sports car, almost at the same time as Triumph (who had been producing open cars for some years) - was it espionage? Certainly, both cars were superb and competition was healthy for the car market.

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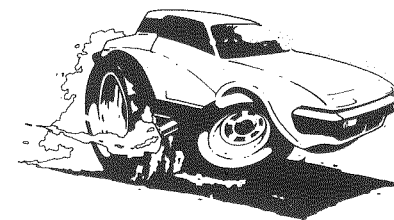


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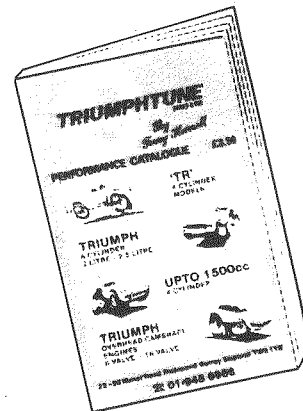


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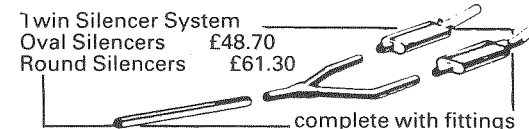
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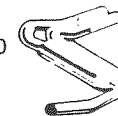
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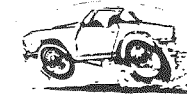
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COMPETITION NEWS

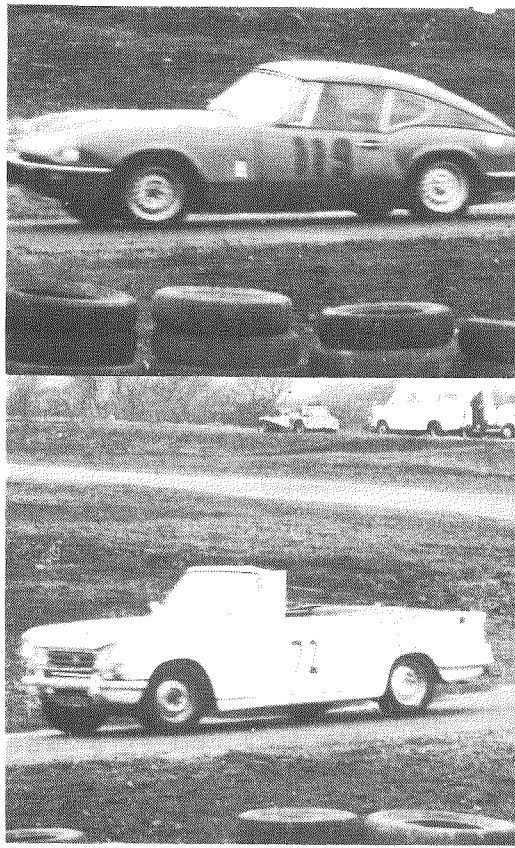
KAMES SPRINT - 5TH MAY

It is fortunate that brass components do not feature strongly in the construction of Triumphs, otherwise none of the five gallant entrants would have reached Kames circuit in darkest Ayrshire for the first sprint in the TSSC Scottish series.

Weather notwithstanding, all arrived and passed scrutineering (except for one crash helmet). The next problem was to find out why the marshals were standing around what looked like a rather up-market garden path. That, we were told, was the track. Nevertheless, with an entry of over 100, ranging from a 602cc Citroen Lomax through Davrians and Mallocks to a vintage 3-litre Bentley, who were we to complain?

First off in practice after all the 'Euroboxes', Ginettas and headbanger sideways Escorts, was John Whittaker in his well preserved and cunningly tuned Spitfire MKII 1300. A respectable time, but he'd been here before. Then Charles Sutherland (nice engine, pity about the bodywork), in his Spitfire 1500 and local TSSC supremo John Malcolm in his white Vitesse MKII, went out for a whirl. Finally the well sorted GT6 MKIII (pre. KE 20,000) of Richard Robb, and the GT6 MKIII (swing spring) of Alasdair Lowe appeared and looked impressive, Richard setting a particularly good time for a first event. Alasdair's excuse was that he hadn't realised that he was being timed and was just out for a cruise to get the feel of the circuit. Unfortunately, Alasdair had to retire after second practice, when John Malcolm noticed that the GT6 was listing to starboard, because one of the front lower wishbone brackets had separated from the big, strong metal bit in the middle of the car. Discussions over

lunch were of what use to make of the gearbox over three laps of the 600 yard circuit. Despite its short length, the circuit has some interesting corners and the quickest way round is not immediately obvious.



In the afternoon, competition for F.T.D. (faster Triumph of the day) developed into a keenly fought duel between Richard Robb and Charles Sutherland with Charles only just managing to maintain a lead at 0.3 seconds. Richard, it is suspected is looking forward to a return match to prove the (unlikely) superiority of the six-cylinder engine.

A good time was had by all with a bit of insight into what circuit driving is all about being gained. Everyone agreed that entering a competition stimulates car improvement. John Malcolm for one, hopes for great things from some new tyres and doubtless everyone will find some subtle tweaks to improve performance for the next event on July 7th, when we hope for more close competition in addition to some sunshine.

If you are a Scottish TSSC member and would like to try circuit driving in a sprint, 'phone John Malcolm on (0292) 56624.

Our times for this event were as follows:-

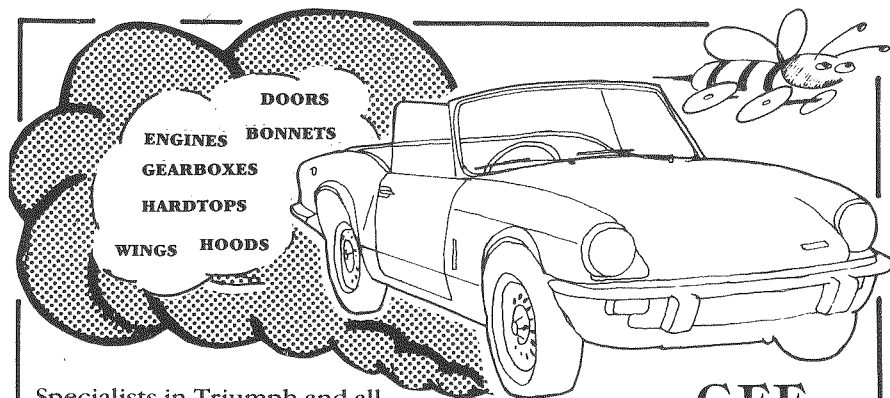
Charles Sutherland	Spit. 1500	79.4
Richard Robb	GT6 MKIII	79.7
John Whittaker	Spit. 1300	82.9
Alasdair Lowe	GT6 MKIII	86.3
John Malcolm	Vit. MKII	90.1

And just to put you in perspective:

MG Midget 1275 - 80.1; Morgan + 4 - 74.7; and the other F.T.D. - March 782 - 59.8 seconds.

Reported by LAYCOCK MCNORMANVILLE





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1985 TSSC HILLCLIMB &

SPRINT CHAMPIONSHIP

Goodwood Sprint, May 19th 1985

Reported by Neil Williamson

Having rained the previous night, practice was very cautious, with no one taking any unnecessary risks - especially the newcomers, Ian Malcolm and Ian Nash. However, times for the slippery practice were as you can see.

			TIMES
Ian Malcolm	GT6	Standard	139.32
Ian Nash	Vitesse	Modified	158.07
Paul Unwin	Vitesse	Modified	134.83
Andy Lacey	Vitesse	Modified	138.82
Bill Haseldine	Vitesse	Modified	133.91
Hugh Davies	GT6	Modified	134.30
Dave Young	GT6	Super Mod	117.61
Julian Mendus	Herald	Super Mod	118.59

The two competitive runs were altogether different, as by this time, the circuit had dried and everyone could give their all. And they did, with some very creditable times indeed. Ian Malcolm, in his first ever event, did 129.14 in his standard MKIII GT6. Also, very well done to Ian Nash, who produced 134.34 in his Vitesse, running in the Modified Class because of 60 profile tyres. Paul Unwin drove a flawless run in his Vitesse in 130.67. Andy Lacey in his much modified Vitesse from last season, equalled Hugh Davies' time in a GT6 from last year, with 120.07. However, Hugh and the GT6 were not to be outdone with a 2500cc lump, which had a very impressive run of 116.40. Bill Haseldine, having returned from far-off places, ran two smooth and confident runs but I think he can beat Andy Lacey in a car which is very similar. Super Modified saw Dave Young get a good time of 116.29, but an oil leak did not help performance. Julian Mendus came away with the quickest time of the day in his V8 Herald of 105.77. All in all, a very enjoyable days racing with some extremely good times.

POINTS

Class	Name	Car	Points
Standard	Ian Malcolm	GT6 MK3	5
Modified	Ian Nash	Vit MK2	2
Modified	Paul Unwin	Vit MK2	4
Modified	Bill Haseldine	Vit MK2	6
Modified	Andy Lacey	Vit MK2	8
Modified	Hugh Davies	GT6 MK1	10
Super Mod	Dave Young	GT6 MK3	4
Super Mod	Julian Mendus	Herald V8	5

To clarify any queries regarding points: if a class has less than five entrants, the points will be halved.

As you will also notice, there were no four-cylinder cars on show. We need both Herald and Spitfire cars to compete.

FUTURE DATES

July 20	- Oulton Park
August 31	- Cadwell Prk
September 15	- North Weald or Gurston Down
September 29	- Goodwood
October 6	- Gurston Down
October 20	- North Weald

TOP TRADERS-JULY 1985

The following list shows traders who have, on the whole, given satisfactory service, according to the collective opinions of members supplying the information. It represents those giving most satisfaction and does not imply any recommendation or otherwise.

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| 1. B.L. Network | 11. Tridon Autos, Thronton Heath |
| 2. John Kipping, Coventry | 12. Mumfords, Exeter |
| 3. Transpeed, Hove | 13. Greenwish Autos |
| 4. Spitfires UK, Leicester | 14. TSSC, Jeff Baker |
| 5. SAH, Dunham & Haines, Luton | 15. Whites, Camberly |
| 6. Sparshots, Batley | 16. Kingston Sports Cars |
| 7. ACS Classics, Burton-on-Trent | 17. Leathwoods |
| 8. John Mann, Chesterfield | 18. British Sports Car Centre, London |
| 9. Unipart Network | 19. G & K Barnes, Lyneham |
| 10. Triumph Hospital | 20. Lex Cockshoot, Stockport |

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Guide to services available

Some time ago I said I hoped to produce a comprehensive guide to traders based on information received from members via the Top Traders system. This has proved too time consuming to keep up with, however, I now hope to produce a section each month which illustrates your opinion of traders used.

The list, the first section of which is below, is in alphabetical order and if each monthly section is retained, you will eventually have a complete guide.

KEY: - below average
A average
+ above average

TRADER	SERVICE PROVIDED	GENERAL OPINION	PRICE	CUSTOMER CO-OP.	QUALITY
ABC Body Components, Altrincham, Cheshire.	Body panels	+	+	A	A
Aberdeen Motors	B.L. agent	+	A	+	+
ACE Auto Centre		+	A	A	-
ACS Classics, Burton-on-Trent.	Restoration	+	+	+	+
Appleyard, Aye, Scotland	B.L. agent	+	A	A	A
Astley Components, Leyton, London	Helicoils	+	A	A	A
Auto Electrics, Areham, Hants	Electrics	+	+	A	A
Autoware, Chingford Essex	Spit. parts	+	A	A	A
Barrield Motors, Hull	B.L. agent	+	A	+	+
B.L. Network	B.L.	+	+	+	+
Beswick, Richard, Bolton, Lancs	Restoration	+	A	A	+
Blue Ridge Promotions, Leicester	Parts	+	+	A	+
Blunsdon Motor Supplies, Nr. Swindon	Consumables	+	+	+	A
Bradbury, N	Parts	-	-	A	A
Brake Parts Southwest, Plymouth	Brakes	+	A	A	A
Bristol Motors	B.L. agent	-	A	A	A
British Sports Car Centre, London	Parts	+	-	+	A

If you have any fresh information on these or other traders, then please let me know by letter or Top Traders form, and include your membership number.

**EDDIE EVANS
TECHNICAL SECRETARY**

PEN TO PAPER



CAN ANYONE HELP?

The Cornwall Area's venue for its monthly meetings has been taken for a ride by someone introduced by a person who claims to be a club member.

At the end of April a person called Videll Tillman, who apparently is known as 'Tilly' to his friends, rang The Farley Hotel in Turo and asked if there were any vacancies for a friend of his - a person known only as Mr. Mitchell. The hotel agreed to accommodate him, even though he had no luggage because of his association with the club. Neither did he sign in. Mr Mitchell, however, stole three sums of money from reception, i.e. the contents of the staff box and two charity collection boxes, one of which was for the British Heart Foundation and contained an estimated £50.

Such behaviour does not help our relationship with the owners, but they have been very good about it. Even so, it does not reflect well on the club, so if Mr Tillman or anyone who knows him, can put me in touch with Mr Mitchell, then I will be very grateful - tel: 0726-883140.

DAVE BUXTON - CORNWALL A.O.

LETTER FROM ROGER ROWLEY - SOLIHULL, WEST MIDLANDS

At the risk of boring everyone, I would like to make some comments on the thorny topic of concours d'elegance judging and marking. My own car has now been fortunate enough to win outright at the TSSC concours for the past four years, so I feel I am, perhaps, as qualified as most to comment on this subject.

Every year at the National Concours we seem to run into the same problem of lateness in announcing the results. Last year the results were so late that many people had gone home by the time they

were announced. This year time became so pressing that the Elite category was not marked at all, and one poor couple from Yorkshire in a Spitfire, paid their £2 entry

fee and sat around for seven hours, only to find their car was not even looked at! Finally, the overall winners were decided by the judges on a show of hands; a far from satisfactory situation.

May I propose the following changes to get over these problems once and for all:-

Firstly a start time for judging of 12.00am seems to me to be far too late. As most of the serious contenders had arrived by 10.00am, a more sensible start time would seem to me to be 10.30am or 11.00am. Anyone arriving later could be accommodated for subsequently during the day. As the number of participants increases, it is obviously becoming impossible to comprehensively judge every competitor. I therefore propose an initial simplified judging scheme for the four categories: original, working original, modified and working modified. This would take the form of a rapid assessment under four headings of exterior, interior, engine bay and underside, each area being allotted 25 points maximum. An initial visual inspection without marks would obviously be quicker, but is precluded since every competitor should at least be given the courtesy of some sort of mark. A preliminary assessment in this form would mean that the initial large groups of entrants could be whittled down very quickly to, say, five or six contenders in each group. These condensed groups would then be marked together with the Elite group, using the more comprehensive marking book currently in use to assess group and overall winners. The previous practice of re-marking group winners with the Elite category seems to me an unnecessary and time-consuming exercise.

I would also like to see a greater degree of contact between competitors and judges after the marking is complete. Owners are often blissfully ignorant as to why a particular area of their car has been marked up or down and for anyone aspiring to a concours win, it is vital to know why points have been deducted. I must commend Matt Maudsley in this respect, having shown himself on previous occasions to be very willing to advise owners about their cars.

Finally, whilst the assessment of originality in club concours is very important, it seems to me that almost total judge-representation by TSSC members is rather excessive. I know that many of our club judges are both very competent and experienced, but I would still like to see their number reduced to 50% of the total, and other people with wider vehicle experience brought in to complete the number. I am sure several experienced judges participating in larger events like Bromley, Stoneleigh and the Thoroughbred and Classic concours, et cetera, would be very willing to help in our national event and this can only benefit competition in the long term.

In conclusion, we already have several members who are becoming disillusioned with the club concours and we must seek to reverse this trend. It should be possible to produce an end result which is both fair and on time so please let's get it right next time.

LETTER FROM R SLOGGETT - BRISTOL

Having passed my 16th birthday and rapidly approaching my 17th in late summer, the search began for my 'first car'. After much nagging to my father, I acquired a late MKIII Spitfire for what I believed a reasonable sum. I discovered the car had been parked-up for over a year after its MOT had expired and, due to a badly fitting soft top, subsequently filled up with water. The car was put through its MOT before being bought home and, surprisingly, passed first time.

Noticing large amounts of rust around the rear arches, I then proceeded to 'phone around various establishments for quotes on panels. As I was restoring the car on a shoestring budget (at present), I hit on the following idea: cutting out templates of the arch, I went to my local panel-on centre, who informed me no arches were available for my car. After matching up my template against various, popular arches, I discovered that a MKII Cortina arch was of the same design. After matching these arches against my car, I also discovered that the left MKII Cortina arch had to be fitted to the right side of my Spittie and vice versa. These were welded in place, then covered in fibreglass fillogap and finally filled with normal auto-filler. The result? New arches at a fraction of the cost of a whole new back wing.



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**LETTER FROM BEV WARREN -
HITCHIN, HERTS:**

I wish to congratulate Ian McKeggie and all who organised the MOTOR 100 event. In my view this was the best stand we have ever had, with a very good selection of cars.

It was a shame that the weather was not as good as it could have been, but it didn't spoil the weekend. Comparing our stand with other clubs, the TSSC put up a fantastic show.

I wish to thank all concerned for the invite to MOTOR 100 and showing my Vitesse 1600 - this was a great honour.

**LETTER FROM ALEX MITCHELL -
CLAYGATE, SURREY:**

In April, coming back from a skiing trip in Grindelwald, Switzerland, the coach I was travelling in went past a small car/scrap yard. Naturally I had a good look, as we went past and, to my amazement, I spotted a GT6 bodyshell. The car was missing glass and tailgate, sitting on a few other cars. I believe it was a GT6 MKIII in a Cherry or Burgundy colour. It seemed in reasonable condition as far as I could see (doing 30 mph about 15ft away!). The scrapyard is situated on the road to Grindelwald from Interlaken (about 5km from Interlaken). I hope this information will be useful to our Swiss friends.

**LETTER FROM PAUL SHEARMAN -
WYMONDHAM, NORFOLK:**

My Targa Vitesse

YPW 120J was advertised in the local press some 4½ years ago for the princely sum of £350. I had endured nearly 10 years of biscuit tin motoring since my last Vitesse convertible and, when I saw the ad. in the paper, both my wife and I decided to get it.

She did look a little sad when I first saw her (the car not the wife!), but we had set our hearts on it. The car had a good chassis, which had been Waxoyed from new and she only had 60,000 on the clock.

She had just passed her MOT but the steering and braking system left much to be desired, so I set to and ironed out the many little faults before starting on the bodywork. The body, although scruffy, was relatively rust-free, so I just replaced the sills and quarter valances and gave the damson paintwork a blow over to tidy it up.

The only things that bothered me about the car were the lack of space - as we had increased our family by two since my last Vitesse, and the lack of safety or protection for my rear seat passengers. My sister suggested a roll-bar would be a good idea, but the ones that I had seen lost you even more room in the back. So, back to the drawing board. Why not an integral roll-bar I thought, that wouldn't give any extra room though. I know, why not a Targa!!

Well, I did a few drawings and measurements, then decided that it would be rather neat and convenient to have a three-position steel and vinyl roof to suit any type of weather.

I gutted the interior and cut the hood frame assembly so that only two hoops were left. These were then cut and welded to increase headroom by 3 inches, so that the roof followed a more graceful curve, rather than taking a dive to the boot. A local coachtrimmer made up a rear hood with a larger rear window and no side quarter panels, which fitted just right. The roll-bar itself was constructed from 10 guage one inch square box section, in two hoops sheathed in steel with integral seat belt fixings for inertia reel belts.

Two steel sections were made up, complete with guttering to join up to the windscreen cowl, and were welded in place. Next, a steel lift-out centre roof panel was made and the whole roof trimmed inside and out with vinyl.

The interior was modified to accept saloon rear seats and side panels and fixings were made to take the wood cappings, which, along with the dash, were all refurbished. A new overdrive and reconditioned gearbox was fitted, along with soundproofing in the appropriate places and all the underbonnet area was totally repainted - due to brake fluid contamination and rust on the engine side panels. The head was lifted and de-coked, all valves replaced, along with springs and the engine block checked for wear (none of any significance found) so back together it goes and off we go.

Well, we have used it in that condition for 2½ years and last winter I was made redundant. I went self-employed in the building trade, so different transport was needed, so it is time to say goodbye to Tessie. She was laid up all winter and had a complete rear suspension rebuilt, along with new Leyland Rotoflex couplings

and has just been refinished in Triumph Damson. If anyone is interested in her, I would be glad to supply photographs of her, for a small remittance, but failing that, give me a ring on Wymondham (Norfolk) 604525.

**LETTER FROM HARVEY G TROTH -
PETERSFIELD, HANTS:**



I call it 'Seasons In The Sun' for a number of reasons, one of which will be obvious from the photograph.

We had owned Herald estates for many years and always threatened to get a Vitesse. My mistake was to buy a car magazine for my eldest son, who was home from college. He said, "Look, it's got triple Webers gas-flowed head and racing cam". I said I couldn't afford it, with three sons to support and he replied, "You've always said that Vitesse convertibles would increase in value!" Eventually, I gave in and we went to see the car. Obviously, it needed quite a lot of work doing on it and the non-mechanically minded owner decreased the price appropriately. I was still undecided until I drove it - at that time it seemed like driving a racing car, with tremendous acceleration after 4,000 rpm - now it seems normal. Needless to say, we bought it and I had a hell of a job keeping up with it in my 2-litre Cortina estate.

Since buying Seasons in the Sun, I have replaced almost all mechanical parts and am thinking of putting the following

inscription on the boot: TSSC Health Warning, "Webers can damage your vital parts". The improvements include a Spitfire IV anti-roll bar (the original gas-flowed head, webers and SAH exhaust, a Gareth Thomas overdrive gearbox, two differentials, rear shocks, Viva IIC engine mountings to assist the rear spring and an enormous Peugeot 505 straight-through exhaust box.

I'm still a bit worried about the low end torque and 19 mpg. To solve this problem and for greater economy, I've bought a 2.5PI and removed the engine, gearbox and petrol tank and pumps ready for installation. But the weather is against me - I can't take my car off the road in all this sunshine can I? So, it will probably be a winter project.

The purpose of writing is to try to find out the previous history of XXC 750F: I think it must have been modified for sprint racing and hillclimbing in its earlier days. Any information would be most interesting.

TECHNICAL TIPS

**FROM LAWRENCE KOHLER -
HEMEL HEMPSTEAD, HERTS:**

1. Fitting an electric washer pump to early cars (with pull switch dash)

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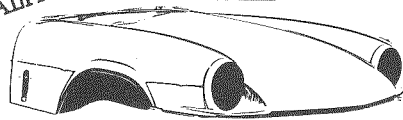
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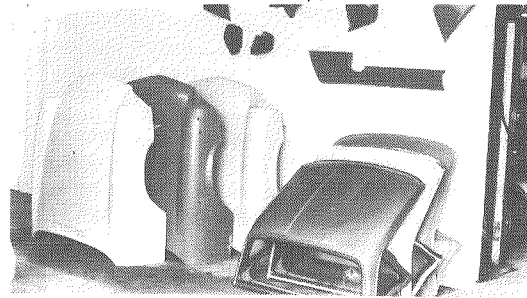


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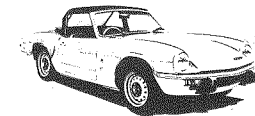
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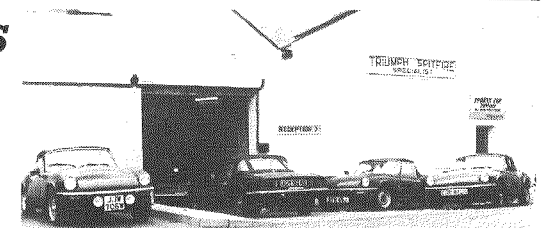
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NATIONWIDE

CLEVELAND AREA NEWS -

KATHY SLEIGHTHOLME REPORTS:

Is European football more interesting than a TSSC local meeting? This question was answered by the Cleveland Area members, because our last pub meeting, which happened to coincide with a televised European football match, totalled no more than four people in attendance.

Can I remind you that our meetings are on the final Wednesday of each month, at The Ladle Hotel, Ladgate Lane (opposite Stewarts Park, Middlesborough). We hope to organise a trip to the North Yorks Concours and Moors Run on Sunday September 1st. This will be arranged at our next meeting.

CORNWALL AREA NEWS -

DAVE BUXTON REPORTS:

I have just received a lot of ribbing about reporting our Christmas lunch, which was attended by over 20 people - a great success with much credit due to our hosts, the Simmonds of The Farley Hotel.

Looking to the future, we have now organised our summer calendar as follows:-
20th July - Barbecue at Jack and Jean Hart's home for the price of £2 per head. Bring your own drink (meet at 4pm) to: 3 Maymar Terrace, Whitestock Road, Wadebridge Tel: 2373

18th August - Moors Run and Picnic - Meet at The Plume and Feathers in Mitchell at lunchtime, leaving at 1.30, arriving at Bodmin at 1.45 and being joined by any eastern members at The Priory car park. Leaving at 2.00 and heading on to Bodmin Moor calling at Respryn and the new reservoir and stopping en-route for a picnic. Completing the days travelling at Jamaica inn in the evening.

22nd September - Treasure Hunt with details to be announced.

CUMBRIA AREA NEWS -

MALCOLM BUTLER REPORTS:

Junes meeting was cancelled due to a poor response. Only two members 'phoned to confirm that they would be attending the meeting. I had to tell them it was off. I also had a 'phone call from a new member, Anita Raffo, who wants to attend

the meetings. We have a very small band of enthusiastic members - small maybe, but willing to get involved.

Next months meeting will be on the 1st Wednesday in July (2nd), where the Holter Hall venue will again be the main topic. This year will be better than last year!

ESSEX AREA NEWS -

PAUL HARRIS REPORTS:

Gosh! By Jove! Wow! Were some of the the comments passed at the fantastic turnout of almost 30 club cars at the June meeting. Two main elements assisted this: there wasn't a boot sale and there was lots of sunshine. Please note that the meeting at Walton on the Naze will be in lieu of the August meeting - details of the meeting point etc, will be available at the July meeting. The July evening meeting will go ahead as planned. The next newsletter will also be available at this meeting.

To all those members that haven't been to a meeting for ages, can I invite you once again to come along.

GLOUCESTER/HEREFORD AREA NEWS -

JUSTIN BARWICK REPORTS:

Our June meeting was well attended and plans were finalised for the skittles match versus Avon Area, and for the Cardiff Pageant of Motoring.

We have been invited to the Border Counties Vintage Club Barbecue and ancient tractor display on Friday, July 5th) that's tonight probably by the time you read this). 'Phone me now if you want details. Hope to see some new faces in sunny July on **Tuesday 9th**. If anyone local needs any spares, give me a call.

N. HERTS/S. BEDS AREA NEWS -

STEVE BEDFORD REPORTS:

Apologies for missing the deadline for the last Courier. My thanks to Joe Bowers for the talk on the electric powered Bond Equipe at our May Whitwell meeting. I wish you every success with the project. Our June meeting was very well attended with 40 members present, and a rather packed room! The joint meeting with the TR Register was a success with the canal trip and everyone certainly enjoyed themselves. A sour note at the end of the trip when leaving the car park, was that Mike Clarke of our committee, had an accident. Some clown drove into the side of his immaculate red, Vitesse convertible. Fortunately, no one was hurt but the car

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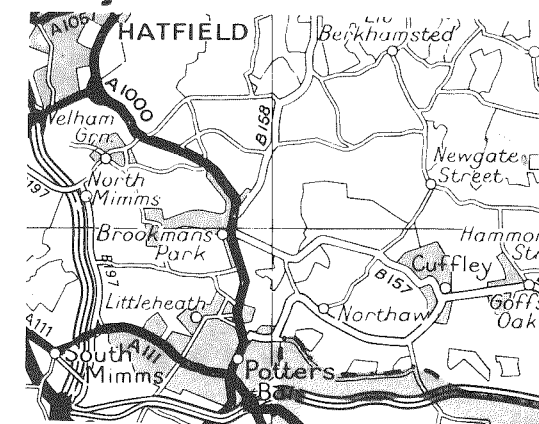
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was a mess.

The rounder match with the Anglia Area was well attended and was great fun. A further event has been promised for the Autumn.

Our treasure hunt will be on Sunday 14th July, meeting at The Angel's Reply in Hitchin at 2pm. Food has been arranged for the evening so I will need to know numbers a.s.a.p. This is another joint event with the TR Register, so we need a good turnout.

We, as an Area, are organising the driving tests this year at the Cambridge barbecue. Your support is needed to help man this event. Further details will be available at our meetings.

Best wishes go to Dave Young, who got married at the end of June. All the best for the future and good luck with racing your GT6 with Kevin Ginger's 'old' engine.

SOUTH HERTS AREA NEWS -

SHERIDAN EARL RUSSELL REPORTS:

Sorry I wasn't around at the club night, due to water problems - the car, not me. Congratulations to Chris and Joe for winning our raffle, and also thanks to Peter for a great Newsletter.

Forthcoming Dates:

Saturday 6th July - British Aerospace Open Day, Hatfield. An impressive display of vehicles by S. Herts, sandwiched between 'Thrust 2' and the Bentley Owners Club, and that's apart from the main event inside the building.

Sunday 14th July - Picnic at Henley-on-Thames. Good weather and scenic route have been ordered for this day. Same meeting place as our Beaulieu visit, at 10am. Bring your own food, although a side salad will be provided after that. For further details, 'phone Peter (eves.) 0442-43392.

Saturday 20th July - HEADACHE III Herts. Extended and Diabolically Ambiguous Car Handling Exercise) Night Rally. This will be run over a maximum of 300 miles and will take around 6 hours. The entrance fee will be £3 for car and driver, £1 per passenger. All maps and other necessary material will be provided for your £4 entrance fee. Meet at The Coach & Horses at 10pm.

For further information, please 'phone Jeff Moore at (day) 01-882 7728, or (eves.) 01-363 7960.

LEICESTER AREA NEWS -

TONY MEE REPORTS:

Just a short report this month, as we are all very busy organising Stanford Hall. As you will see from the advert. in The Courier, a very full day is planned. This has taken a lot of hard work from the committee, so let's see you all there on the day.

The next Sunday meet will be followed by a short run into the countryside. John Thorpe will be making a video record of this, so if you want to see your car on the telly, be there on the day.

Due to the cost of postage, we will not be sending out diary sheets in August; they will be available at both meetings if you want one.

One final word - can all the volunteers for Stanford Hall please attend the meeting on Thursday 25th July, as this is when the final arrangements will be made.

CITY AND EAST LONDON AREA NEWS -

PETER TARSHIS REPORTS:

Although the Area officially covers the City and E. London, we do get one member who travels north through the Blackwall Tunnel. There are plenty of other members living just south of the tunnel, so how about paying us a visit. If we get a reasonable response from you South Londoners, we intend to arrange a venue south of the river. So come along and meet us - we know you're out there!

If anyone needs a front valance for a 948 Herald, we've got a few in stock.

Our first meeting of June saw us organising events to take us through the start of Summer - so here goes:-

Thursday July 4th - first Thursday meeting at The George.

Sunday July 14th - Picnic in Epping Forest.

Thursday July 18th - 3rd Thursday meeting at The George.

Weekend of July 20/21st - convoy to Anglia Area Barbecue.

We've also got plans for a day-trip to France and a convoy to the Spitfire Weekend in Holland. For more details of these events, and others to be planned, you'll have to turn up at the branch meetings!

MANCHESTER AREA NEWS -

DAVID EVANS REPORTS:

Following the drop in the numbers attend-

ing monthly meetings at The Midway in Stockport, the meeting will be moved as from July to The Nag in Bowden, out on the road to Mere. This is a beautiful pub, which is better situated to serve those in Liverpool and Chester - we have not seen members from these areas since our last move. Ring me for directions if required - Poynton (0625) 871558. See you on the **third Thursday in July** and/or subsequent months.

PETERBOROUGH AREA NEWS -

SHARON ESPIN REPORTS:

Third time lucky! Blame the Post Office for late delivery of previous reports. Anyway, I would like to thank everybody who attended the darts match with the MG Owners Club. It was an extremely close defeat. Please note: we have a return match at the next meeting - unfortunately the darts board is unavailable (saved!) so we will be playing pool instead.

This month Barry Newitt paid us a visit and sold several of his tickets for the excellent Anglia Barbecue.

It was decided to organise a treasure hunt for Sunday 14th July, finishing at a Public House for a bar snack. Further details at the next meeting. Mark (from Skegness) we are looking forward to meeting you.

Forthcoming Events:

8th July - The Plough, Deeping St Nicholas - Pool Match with MGCOC.

12th July - Convoy to Anglia Area BBQ.

4th August - Convoy to Leics Area, Stanford Hall.

12th August - Three Horseshoes, Yaxley. We are having a barbeque, so bring along your sausages, beefburgers and rolls, to be cooked by two superb chefs, Diane and myself - you will never have tasted anything quite like it!!

RIBBLE AREA NEWS -

BILL COULSHED REPORTS:

What great weather for our trip to the Pendle Rover Rally in Burnley! It was all the nicer for meeting the Pennine Sporting Triumph Club, there to double the turnout of club cars. I think this show will become an annual event for us.

The Sunday lunchtime meetings seem to be getting very popular now - keep it up! A few ideas have been put forward for the next couple of months or so, including a treasure hunt and a trip to Leyland Commercial Vehicle Museum, and who's interested in going to the North Yorks

Moors Run?

Plans for the Woodvale Rally are progressing - we should have a proper stand this year. There's another event the following weekend (August 11th): the Westhoughton Summer Show at Bolton. We'll have to see if we can meet the Manchester Area there.

SALISBURY AREA NEWS -

NEIL WILLIAMSON REPORTS:

I would like to think that the Salisbury Area is starting a new era. The Area has been running for just over three years now and I am the fourth organiser in this time. It is my policy to expand the Area as much as possible, to a degree where we are able to organise our own events. The first thing is that we hold a monthly meeting at the Three Crowns at Whaddon; two miles south of Salisbury.

The June meeting was the best attendance seen for many a month, and it should be, as we have many members who live within walking distance of the pub who never even put in an appearance. The August meeting will be a 'clean a car' competition, so get cracking all you budding valeters. July 13th is yet another round of the infamous TSSC Sprint Championship, this one being held at Oulton Park in Cheshire. The Salisbury Area have, at present, four cars entered in the Championship, namely Andy Lacey in his MK11 Vitesse, Hugh Davies in the 2.5 MK1 GT6, Mark Malcolm in his MK111 GT6, and my own MK4 Spitfire. At the recent Goodwood event, there were seven cars from the whole club, four of which were Salisbury Area cars - it must be the beer! 28th July is also a date for Gurston, so come and support us.

Any information regarding the Salisbury Area should be directed to myself on Fordingbridge 52301.

SCOTLAND WEST AREA NEWS -

JOHN MALCOLM REPORTS:

Sunday 26th May saw an eager turnout at the Loch Lomond barbecue, despite the threatening weather. We found a pleasant sheltered spot, beside the loch, underneath some trees. We spent a couple of hours eating and retired to the Salmon Leap for coffee and a pint.

Junes monthly meeting saw three new faces bringing a Spitfire, Vitesse from Bristol and a GT6 from the North East. Their loss, your gain. New faces at meet-

ings are most welcome and all members that turn up regularly have not formed into groups. It's all one group and anyone that comes along joins that group and should feel one of us by their second or third visit. Nobody is allowed to be left out on a limb, so forget your inhibitions and come along to the Lugton Inn.

Sunday 21st July is the Largs/Millport Fun Run. We will be meeting about 11am and, hopefully, catching the ferry for lunch in Millport. Please check for details at the **monthly get-together on Wednesday 10th July**. Sunday 4th August is the Culyear Classic Day, in which we hope to have several cars displayed. This is an extremely popular spectator event, so come early, say around noon, to avoid traffic-jams. We trust that anybody wishing to attend Doune Weekend has made arrangements. I shall be competing for the concours body prize again with my shabby, dented Vitesse.

CENTRAL SOMERSET AREA NEWS - ROD WARREN REPORTS:

Thanks to David, Mike, Nicky, Sarah, Adrian and a friend for representing our Area at the recent MOTEC event. It was a lovely hot day and I am delighted to have been able to capture many of the excellent cars on my video camera. I will, of course, bring the film to show you all at future meetings. You will see from the results that the Threlfall gang and myself took both first and second prizes, consecutively, in the Autotest.

I have now decided to hold two meetings per month from now on - this was agreed at the last meeting. We will be holding the new meeting on the 2nd Wednesday of the month at The Manor Hotel, Pawlett, which is on the main A38 road between Bridgwater and Burnham-on-Sea. The meetings will commence as before at approx. 8pm. **Our first meeting at this venue will be on 10th July.** I shall bring the video films of our last treasure hunt and MOTEC - so come along and see what you have missed.

**Forthcoming events/Dates for your diaries:
Wednesday July 10th - Meeting Manor Hotel.**

Thursday July 25th - Meeting Creech Castle Hotel, Bathpool, Taunton.

Sunday July 28th - Round II Treasure Hunt Competition. Start at 4pm at the 'new' main public car park at Bridgwater, followed by a barbecue at Sarah's house, The Old Vicarage, Stockland, nr. Bridg-

water. Entry 50p per car for the Hunt and £1.50 per head for the barbecue.

August 10th/11th - Yeovil Festival of Transport.

Sunday August 25th - Picnic with the Devon Area. Meet at The Creech Castle at 12 noon for a convoy to Doone Valley.

Date for 3rd and final round of the Treasure Hunt competition is yet to be fixed.

SOUTHERN AREA NEWS - TONY FARBY REPORTS:

Our convoy to SEM went well after an initial delay repairing a certain persons leaking problems! Congratulations to Ray on winning the 'Best Special' and 'Best Car at Show', with his lovely Burlington Arrow. Since then this car also managed second placed Special at MOTEC.

Our snooker challenge against the Stag Owners Club ended in defeat, I'm afraid, but it was good fun. Incidentally, the slide show, which was planned in conjunction with the Stag Owners Club, never materialised and we will have to wait until the Autumn.

Thanks to Patric for organising, with his neighbour, the treasure hunt held in May. I'm sure that the fact that the winners were the organisers wives was a coincidence!

We hope to have our own stand at the Beaulieu Autojumble this year, so please get in touch if you have any parts for sale.

WEST SUSSEX AREA NEWS - TULLIO DI FRANCESCO/MARINO REPORTS:

My apologies for the lack of news in recent months, but I am going to make up for that now. The number of members coming to our get-togethers seems to be very inconsistent, since the beginning of the year. For instance, we had more people attend in January than we did in April - and I thought soft-top weather was here! A possible reason for the non-attendance I suggest, is due to the lack of events occurring or being planned by myself - or laziness!! Well, I have been busy organising events that we could possibly attend, so long as we get support from our own members.

If you are in the class of Concours d'Elegance, you may be interested in the 1985 Guardian South of England Motor Show at Goodwood Race Circuit, which is to be held from Thursday the 11th to

Saturday 13th July. For this event we have been reserved a maximum of 10 places, so, if you have a car which you think could be a 'show stopper' and wish to enter the show, do call me.

I have also just been notified by Jonty Wild of an event which is the Bognor Regis Rotary Motor Gala of 1985 and is to be held on 11th August. I will not be able to attend this event, due to my Summer holiday so, if you wish to help organise and are prepared to help on a possible club stand or you wish to show your car, either contact me on (0883) 46464 (work) or number on inside front cover. Better still, you can support your local Area by attending our very informal get-togethers which are held on the last Wednesday of every month at The Five Bells in Pulborough.

Dates for your diaries:

Thursday 11th July - Goodwood.

Sunday 11th August - Bognor Regis

We look forward to seeing you at future meetings.

THAMES AREA NEWS - MIKE CREWES REPORTS:

There are a lot of weekend events now, so come along and tell us where you've been - we are all interested and bring your photos too. Most of us will be drinking outside now, peering into engine bays. By the way, is anyone interested in a Car Ambulance (an 'A' frame car hoist on trailer wheels) - let me know. The area Ambulance is for sale at £150. Perhaps another Area is interested. I'd also like your views on renting a lock-up and stocking it with Area equipment. This time, we'll make sure it does not go missing!

Meetings in July:-

4th - American Independence Day Celebrations at The Firestone. Your chance to walk bow-legged and slur "Howdy" at everyone.

14th - Uxbridge Autosunday at Hillingdon Show Ground. Come along and cheer us on the club stand.

18th - Another of my gruelling treasure hunts. Everyone welcome, particularly other Areas. Start 8pm at The Firestone.

I would like to wish every success to the new West Middlesex Area trying to get under-way at The Viking pub, Ruislip, second Tuesday of the month.

SOUTH WALES AREA NEWS - BOB PUGH REPORTS:

This month, for a change, we will focus on people and not events. First, a big thank you to everyone that gave a hand with the Wales meet - without your help it would not be possible. Thanks also to Sue Lippiat of the Avon Area for getting together the inter-Area skittles match, it was great fun.

John Reese, our Spares Secretary has just bought a GT6, for winter use he says, but we think he's going for a full set!

Dave Mansell, one of our Area founder members, has just moved out of the Area - best of luck Dave, hope to meet up with you at some of the national events.

Congratulations to Denise and Reece on getting married.

Our next event will be a barbecue, so come along to the next meeting for details.

WEST MIDLANDS AREA NEWS - TONY SPICER REPORTS:

Did you see the results of the Concours? The West Midlands cars walked off with no less than 10 trophies, proving, once again, that we've got the best cars! Congratulations to you all.

The Fun Day went well, as usual. We especially welcomed Maxine, Doug, Paul and Helen, Graham and Nigel and many more.

The Two Day Event has, unfortunately, had to be cancelled - more details next month. **Next meetings - Tuesday 9th July, evening and Sunday 28th July, lunchtime.**

WOLVERHAMPTON AREA NEWS - KIM NEVILLE REPORTS:

A busy time lies ahead for all members of the branch, many will have frolicked in the midsummer sun at our first weekend at Hampton Loade, Bridgnorth in June. But even before the sun begins to fade, John Cox is setting his sights on planning a Christmas Dance at our usual venue, The Merry Hill pub, Wolverhampton on December 14th. Most of us are reluctant to dismiss the summer so early in the season but everyone should ring the date in their diary to ensure a 100% response.

May provided our branch with its first opportunity to travel in convoy. About 12 cars travelled to MOTEC at Telford and were able to cheer along 2 members to

success. There were no surprises when Roger won the Elite Class (and earned himself a TV interview with the Beeb). The twins, Dave and Dek did us proud by taking the runners-up spot in the Working Modified Class.

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

Another well attended meeting with good weather for a change, unlike MOTOR 100, which we talked about.

Trevor and I were were lucky enough to have been given a blast in Bruce Atkinsons Triumph-powered Dutton Phaeton - quite an experience! It was certainly set up well and should do well at Hillclimb events and Sprints.

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

It definitely isn't new member weather at this time of the year, but we did welcome back Fred Brown in his immaculate black GT6. Thanks must go to Steve Boyne for organising such an enjoyable 'Day out in the Dales'; 12 members attended the event.

Dates to remember:

9th July - visit to Fylingdales. Passes are needed to get in so names must be in by 3rd July to Steve Boyne.

1st September - North Yorks Concours and Moors Run. Entries must be received by 10th August.

The next meeting at The Hopgrove Inn, Malton Road, is on Wednesday 3rd July. See you there.

**SOUTH YORKSHIRE AREA NEWS -
JON WOLLARD REPORTS:**

Our monthly meetings at The Lumley Arms, Maltby on the 4th Thursday in each month, continues to be well supported, with lots of new members. Most of these new members own Spitfires, so come along the rest of you.

We now have a second monthly meeting on the 2nd Sunday at The Norfolk Arms on the A57 between Sheffield and Lady Bower Reservoir, which is being well supported, so why not come along at 12 noon to this lovely pub in fantastic surroundings.

Forcoming Events:

7th July - Humberside Air Fair and Car Show at the Humberside Airport at Kirmington. Meet Lumley Arms, 8.45am.

21st July - Skegness plus a Lincolnshire RAF base - meet Lumley Arms 8.30am.

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

Many thanks to Glennis and the ladies for the buffet which they put on at the June meeting. It was good value to as it was only 50p per head, as opposed to £1, as advertised in The Courier!

I have entry forms for the following (thanks to Phyllis Bush and Stephen Boyne), so if anyone wants to go, please see me at the next meeting on July 2nd.

28th July - TSSC Tatton Park Concours, Knutsford.

3/4th August - Woodvale Rally, Southport.

1st September - N. Yorks Moors Run.

15th September - Holker Hall Historic Vehicle Rally, West Cumbria.

STOP PRESS!!!

NORTH EAST - DAVE MARTIN REPORTS

During the summer we will continue to meet twice monthly. I have recently be contacted by various prospective members and I look forward to seeing them at future meetings. We are currently looking at various ideas, such as premises for Club Spares, to enable us to keep a better supply and the possibility of getting together some club tools.

DEVON AREA - GARETH BEECHING:

Dates for your diaries:

Sunday 7th July - Devon Area stand at the Powderham Rally, held at Powderham Castle.

Sunday 14th July - evening meeting at the Ley Arms, Kenn.

Sunday 28th July - daytime Somerset Area treasure hunt and barbecue.

Sunday 28th July - evening meeting at Dartmouth Inn, Totnes (Stan Walters in charge).

Details of forthcoming attractions can be obtained from Mike Atkinson on Starcross 890214 or Stan Walters on Plymouth 700555.

ANGLIA AREA - GILES TINKLER:

July sees the final run-down to the Club's Birthday Barbecue, which is held on 20th July. Tickets available from Barry Newitt. See advert for further details. Local members will be required from Thursday, 18th July for setting-up - so do your annual good deed and volunteer your services.

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CAR MART

Herald 1200 convertible: white, D reg. One lady owner since 1966. 66,800 miles. MOT and tax until Nov. 1985. All garage bills, original Log Book, outriggers replaced. Mechanically sound. Excellent runner. Retirement forces reluctant sale. GOOD HOME WANTED. £450. Contact: Joyce, tel: Surrey (01) 668 6905 - 80/01140.

Vitesse convertible MKII 2L: 1970, red, reliable, taxed and MOT. Needs much work to return to its best. ONLY £550 o.n.o. Contact: Dave, tel: Byfield, just north of Banbury (0327) 60550 - 84/8192.

Spitfire MK4, 1973: 83,000 miles, good mech. but body needs attention. For spares or repair. £250 o.n.o. Contact: Trevor, tel: (0525) 373442 or 71795 - 83/6219.

The last Spitfire???? featured 'Turning Circle' May 1985. Complete new body; 2,500 summer miles only - 56,000 total. Extras include O/D, tonneau, hood and cover, rack. Hardtop extra. Further improved. £2,495 or offer. Contact: David, Kings Lynn (0553) 840639 - 85/9667.

GT6 MKIII, 1973: Mimosa, sunroof, s/steel exhaust. Good condition. Brake calipers, valances, radiator, alternator, carpets all new. £1,300 o.n.o. Contact: F Emery, tel: SE26 (01) 761 0076 - N/A.

Fast Spitfire MKII: full stage three 1300cc. Spokes, hard and soft tops, Spax, K & N's, MK4 gearbox. Absolutely beautiful cond. for year. Mech. sound. Maintained and driven every day by aircraft fitter. £800. Years MOT. Contact: S Crossland, tel: Amesbury (0980) 23187 - 84/7604.

Bond Equipe 2L: for spares or to renovate. Engine in perfect condition. One owner from new. Contact: E R McGuire, tel: Altrincham (061) 928 4757 - non-member.

1966 Bond Equipe II47cc: suitable for repair. Offers please. Contact: Paul Hopwood, Woodlands, Broadwoodkelly, Winkleigh, Devon - non-member.

Vitesse MKII, 1971 saloon: Saffron; 46,000; one owner; new radiator; outriggers renewed; overhauled rear suspension; good tyres; MOT Jan. '86; excellent condition; undersealed when new. £1,200. Contact: J Hemingway, tel: Keresley, Coventry 2282 - 84/7938.

Triumph Herald 1968: one owner from new. MOT failure May '85. Full history. New tyres, battery. £85 o.n.o. Space needed. Contact: Chris Lane, tel: Hallaton (9889) 368 - 80/00194.

Herald 12/50, Jan 1967: one family ownership from new. Full service history 84,500 miles. Mechanics and chassis good. Recent new clutch and recon. g/box. Superficial rust. 6 months MOT and tax. Looking for enthusiast (or good home). £325. Contact: Peter Davis, tel: Guildford (0483) 64321 - non-member.

Triumph GT6 MKII: M reg; sunroof; cloth seats; white/black trim. £399. Contact: E Davies, tel: Gwent (0495) 312012 - non-member.

1962 Vitesse 1600 saloon: white with red interior. Good runner but tatty around the edges, top half good. Taxed and MOT'd. Suit someone with time and facilities for running concern. £275 o.n.o. Contact: L Evans, tel: Waterlooville 255127 eves - non-member.

GT6 MKIII, 1973: reg. MAR 701L. Blue; alloy wheels; few new parts. Restoration project. Buyer collects. £150. Contact: David Howard, tel: Seascale, Cumbria 28340 after 4pm - 84/9064.

1968 13/60 Herald saloon: incredibly lively engine at 98,000 miles. Mechanics and tyres good; bodywork very tatty. Taxed and MOT'd Sept. Non-mechanical owner - unable to refurbish. Offers please. Contact: Reg Chamberlain, tel: Cheddington (0296) 661838 - 85/8131.

Vitesse MKII saloon: Royal Blue/white stripe. Years MOT. No rust anywhere. New clutch; SS exhaust; engine beautiful - lovely example of a quick, super car. An appreciating asset, not a depreciating one. £1,500 o.n.o. Contact: Ron, tel: SE13 (01) 855 6587 - non-member.

Spitfire MKIV 1972: hardtop, MOT Sept '85. Very reliable. £350 o.n.o. Contact: David Witty, tel: Hull (0482) 843784 - 84/9434.

Vitesse 1967 2L O/D: radio; original p. blue; thoroughly garage-overhauled; new exhaust etc. MOT, taxed. £535. Contact: G W Larkman, tel: S. Croydon (01) 680 2840 - eves - 84/9973.

Vitesse 1600 saloon, 1962: daily, reliable runner. MOT April, 1986. Genuine 59,500 miles. Needs some attention. Must go to good home. £500 - to include some spares. Contact: Andrea Dugdale, tel: York (0904) 23311 - 83/6741.

Spitfire 1500, 1975: ONE OWNER, 67,000 miles. French Blue; hard/soft tops. O/D; radio; cassette. New Grand Prix 'S' tyres, battery. Copper brakes. Complete underside Hammerite; regular Waxoyl treated. Much above average cond. £1,400. Contact Barry Puddifoot, tel: Cambridge (0223) 833893 - 82/4334.

Herald 13/60 estate: Maroon; H reg; long MOT. V. reliable. Reasonable body. Good tyres; new clutch; new brake linings. Taxed. £350 o.n.o. Also breaking 13/60 conv. - many parts available. Contact: Jasper, tel: Marlborough (0672) 870225 - 84/8859.

Vitesse MKII conv: with O/D. 1971. Blue with white flash. Tax and MOT. £875 o.n.o. Contact: John, tel: Nunney, Somerset 214 (eves) - N/A.

Rare Vitesse MKII 2L Targa: 3 position steel and vinyl roof; 8-spokes; re-trimmed; new O/D, g/box, suspension and rotoluxes. Refinished in Damson with tan interior. £1,550. For full spec and colour photos, contact: P J Shearman, tel: Wymondham (0953) 604525 - 81/01949.

Herald coupe 948cc, 1960: imported from South Africa in 1966. All new outriggers, runs well. Full MOT. £375 o.n.o. Also **Vitesse conv. MK1 2L, 1968:** rebuilt engine, O/D gearbox, new diff, driveshafts, brakes etc. Full MOT. £450 o.n.o. (both need respray). Contact: Andy Jones, tel: Coventry (0203) 452541 home or (0203) 452152 ext 3025 work - 78/0402.

GT6 MK1, 1968: F reg; Valencia Blue; new battery, tyres, exhaust, carbs. V.g.c. all round. Have many invoices from work done and original Bill of Sale. 2 previous owners. MOT £950 o.n.o. Contact: M J Sadler, tel: Wakefield 840349 or Worksop 731001 ext 202 - 84/7712.

Vitesse MKII, 1970: needs door skins and rear wheel arches - parts already bought. Otherwise bodywork in good cond. Fitted brake servo; alternator; rotoluxes changed '84. £975. Contact: David, tel: Congleton, Cheshire 277286 - 84/7977.

Triumph Spitfire 1500cc: red, Aug. '81 X reg. Soft top; rad/cassette. Well maintained. Covered only 28,000 miles. T&T. V.g.c. Reluctant sale. £3,000 o.n.o. Contact: J R Cocking, tel: Frodsham, Cheshire 32056 - 84/9213.

Vitesse 1600 saloon 1962: taxed and MOT'd, runs well, v.g. body and chassis. £495.

Also Spartan Sportscar: based on Herald/Spitfire. Runs well, but needs a little tidying. £425. contact: Mr M Pope, tel: Bratton (Wilts) 830847 - 85/10314.

Vitesse conv. 2L MKII: K reg; white, immac. body, no rust. Tan interior incl. spare new carpets; new hood; Rostyle wheel trims; 12 months MOT. 76,500 miles. Totally reliable. £1,400. Contact: P Fletcher, tel: Walton on Thames (0932) 227081 - 85/10859.

Vitesse 2L MKII: red saloon, 1967, 90,000 miles. Recent exhaust, new clutch, new tyres. No MOT. No tax. Chassis, engine sound, body needs attention. Ripe for conversion or restoration. £400 o.n.o. Contact: Raymond, tel: York (0904) 52316 eves - non-member.

1969 13/60 Herald: 31,000 miles on engine. Recon. g/box, diff, strong, chassis, MOT'd and Taxed until September. Needs slight attention to body and steering rack. Some spares. £180 o.n.o. Contact: Course, tel: SE26 (01) 778 5736 - non-member.

Triumph Herald 12/50, 1964: CDA 484B; Red and white; excellent cond; 83,000 miles; beautiful runner; engine superb. Well maintained and cared for. Being sold by administrator of deceased estate. £650 o.n.o. Contact: Revill, tel: Stafford (0785) 212797 - non-member.

Vitesse MKII convertible, 1970: Saffron yellow; chassis sound; bodywork fair; needs some work to tidy. Unused last two winters, car laid up at present but has current MOT. £600 o.n.o. Contact: S Lee, tel: Uxbridge (0895) 33002 eves - 81/3122.

GT6 MKIII August '73: tax and MOT; Blue; good cond; O/D; many extras. £995 o.n.o. Contact: David Williams, tel: Knebworth (0438) 811354 home or (0582) 604176 work - 85/10185.

Vitesse convertible 2L, 1968: immaculate; restored; new parts inc. diff, prop. (both B.L.), recon g/box (G.T. Transmissions), radiator, shock absorbers, hood, resprayed original white, new doorskins, valances, carpets, 5½" steel wheels with SP sports. £1,700. Contact: Graham Jones, tel: Newport (0633) 895631 - 79/00976.

Vitesse MKII convertible: totally restored to modified concours spec., winner of class and Best Convertible trophy MOTEC '84. Not used in winter. Many tasty extras. Must be seen. £3,500. Contact: Stan Walters, tel: Plymouth 700555 - 8/1400.

Spitfire MKIII, 1967: red; h/top, s/top; taxed and MOT'd. Completely rebuilt. 1,100 on new engine. Present owner 6 years. Excellent cond. throughout. £850 o.n.o. Contact: P R Lee, tel: Towcester (0327) 53067 - 84/8029.

Spitfire 1500, 1979: 44,000 miles, excellent cond. 12 months MOT. O/D; hard and soft tops. £2,300. Contact: Ian, tel: Huntingdon (0480) 55027 - 83/5689.

Bond Equipe 2-litre MKII: O/D. Much work done - welding, Rotoflexes etc. Good runner. Tested. Space needed, hence £395 o.n.o. Contact: Chris Stabler, tel: Doncaster (0302) 743579 eves and w/ends - 79/945.

Vitesse MKII saloon, 1969: Valencia Blue. Complete rebuild in last two years. Steering lock, new engine. £900 o.n.o. Contact: Mr G Parr, tel: Mansfield 652279 after 6pm - 80/01138.

Triumph GT6 MKIII, 1973: Sapphire Blue, totally restored with no expense spared. Family history of two owners from new; 31,000 genuine miles only. Call me and haggle a price around £3,000. Contact: Keith Ward, tel: Runcorn (09285) 68785 - non-member.

Herald 1200 coupe, 1961: £2,000 spent on rebuilding to concours condition. 6 months on road. Insurance write-off driver's side. 90% of parts new. Offers? Will reluctantly consider splitting if enough interested. Contact: D Walker, tel: Doncaster (0302) 845533 after 5pm week days - 84/7343.

1967 GT6 MKI: blue; wire wheels; overhauled; v. sound and original; resprayed; garaged; attractive appearance; good body, chassis and mechanics. 36,000 miles. Wedding forces sale. £1,000. Contact: Mr L Riley, tel: Egremont, Cumbria 820676 - non-member.

Triumph Vitesse 1600, 1963: Olive Green; green interior; 2 owners; 33,000 miles; excellent, original cond. Taxed and MOT'd Feb '86. £1,250 o.n.o. Contact: Steve Johnson, tel: Anlaby, Hull (0482) 506225 or 52901 office hours - 85/10310.

GT6 MKIII: J reg.; Signal Red; recently fully rebuilt with many new parts. In immaculate cond with O/D, alarm, wide wheels, expensive 4-speaker stereo, 2 + 2 etc. Must be seen. Sensible offers nr. £1,800 will be listened to. Contact: Anthony, tel: Birmingham (021) 3844317 - non-member.

Vitesse 1600 O/D Saloon, 1965: excellent engine; good chassis. New tyres, exhaust, clutch and brakes. Recon. gearbox and starter motor. Lumenition ignition. MOT. Untidy body. Ideal for spares or restoration. £200 o.n.o. Contact: Nigel Light, tel: Medway (0634) 684135 - 85/9854.

Spitfire 1500, 1977: Java Green, O/D, hard top, hood, tonneau, hood cover, 175/70s, tow bar. £1,500 o.n.o. Contact: Emrys Evans, tel: Mid Wales (0654) 3166 - 85/10476.

Bond Equipe 2L GT, O/D: very reliable rocket. Cosmetics and good gearbox will make this the beauty she deserves to be. Much work done. Going overseas forces parting. £260 o.n.o. Contact: Neil, tel: Byfield (0327) 60641 - 84/8637.

Vitesse 6 convertible: D reg., resprayed Conifer/Cactus stripe; O/D; new clutch, hood, radiator. Recon. box and diff. Spitfire wheels, low mileage, T&T. Very nice example. £995 o.n.o. Contact: John Moruzzi, tel: Preston (0772) 721187 - 82/4717.

Spitfire 1500, 1979: MOT May '86; Taxed Sept. Waxoyed; excellent cond.; 27,500 miles; tonneau; brown. £1,850 o.n.o. Contact: R Beale, tel: Arbroath (0241) 76533 - 84/9276.

Herald 948, 1960: Signal Red; good cond. after 176,000 miles with same family. Rare chance to acquire 3rd oldest Herald on road. Interesting early history. Offered at a very reasonable price, inc. long MOT and tax. Contact: John Moon, tel: Fleet (02514) 28510 - 84/8619.

CARS WANTED

Convertible Vitesse or Herald in excellent overall condition. 100% ready for extensive tour. Taxed and MOT'd through October or later. To be collected first week of September 1985, subject to professional inspection. Contact: Carl Sachs, 91 Newfoundland Avenue, Huntington, NY 11743, USA - 85/10293.

Spitfire wanted: late, damaged car, heavy or light. Also rusty cars considered. Good prices paid. Contact: David Read, tel: Birmingham (021) 458 2104 eves or w/ends - N/A.

Herald coupe wanted: 948 or 1200. Contact: Martin, tel: Aylesbury (08444) 7795 - 82/5116.

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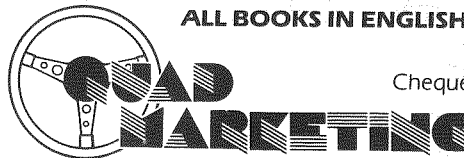
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PARTS MART

BOND PARTS: engine, plus two gearboxes, condition unknown, £50; wiring loom, £10; one back window, two rear quarter windows, £25, chassis, £10; two props, £10 each; two dashes and clocks, £25 each. Offers? Contact: Andrew Ackley, tel: Glossop (04574) 3509 - 85/9882.

Spitfire MKII/IV engine components: almost complete for rebuild. Block rebored, head skimmed. Also radiator, exhaust, prop. 4/2/1 exhaust manifold. Many other odds and ends - all must go. £75 o.n.o. MKII gearbox. Owner moving house, buyer collects. Contact: Phil Burrow, 20 Woodville Road, Exmouth, Devon (no 'phone) - non-member.

Many spares for Triumph Vitesse 1600 saloon and estate. Including engine - done 4,000 miles approx. since reconditioning. Sensible offers. Contact: A S Darlington, tel: St Austell (0726) 822282 - N/A.

WHITE 8-SPOKE WHEELS to fit most vehicles, 13". £85 set of four includes P+P and VAT. Contact: Leo Watkins, tel: Preston (0772) 24867. Access/Visa card holders order by 'phone - non-member.

Spitfire 1300 clocks, £40 pair. New dist., £15. Immaculate seats, £50. Excellent gearbox, £40. Carbs and manifolds, £15. Spitfire 1500 1979 carbs, £40. Contact: Neil, tel: Beckenham (01) 650 8628 eves or (01) 658 7683 (will C.O.D.) - 82/3459.

Steel bonnet for sale: MKIII GT6. Sensible offers please, I know what it's worth. Also MKIII Spitfire bootlid as new, £55. Contact: R J Elson, tel: Birmingham (021) 783 3256 - non-member.

Set of five standard GT6 wheels - good condition, £50. Also set of twin Strombergs complete with manifold, £20. Contact Grant, tel: Southend 511350 - 84/7438.

Spitfire 1500 spares: front bumper, £10; filler cap, £4; interior passenger door trim, £4; hub trims, £2 each; tread plates, £2 pair; Triumph logo for rear bumper, £2. Contact: Mark Farrer, tel: Hampton (01) 941 0230 - 84/8772.

Herald parts: BL front valance (13/60), new £35. B.L. front N/S wing (13/60) new, £25.

Radiator, S/H £5. Distributor (1200) S/H, £5. Carburettor (1200) S/H £5. Some other parts. Contact: Mike Oughton, tel: Bristol (0272) 690484 after 2pm - buyer collects - 85/10381.

Spitfire MKIV rear light units complete, £8 pair; radiator good cond., £8; hood compartment cover, £10; door mirrors, £6 pair; rear spring £8; speedo tachometer £1 each; alternator £8. Contact: Maloney, tel: Wilts (0249) 658699 - 83/5494.

Full set Herald carpets, charcoal, brand new, £30. Full set of Vit. bumpers, £15. Fibreglass Herald front valance, £17. Herald 1200 headlamp rims, £3 the pair. Brand new Herald tread plates, £4 the pair. Contact: Julian Dixon, tel: Birmingham (021) 777 2431 - 84/8088.

Breaking 1200 Herald saloon with 13/60 engine fitted. Good chassis, bonnet etc. All parts available. Car in running order. Contact: John Eade, tel: Derby (0332) 881094 eves and w/ends only - 82/4664.

As displayed at MOTEC: GT6 MKI new, unused BL chassis no. FC 172473. This chassis could probably be used for other models. £350. Also GT6 MKI, 1967. Unused for 10 years and now available due to abandoned rebuild project - either for breaking as spares or for rebuild. £250. Offers please. Contact: C Dodd, tel: Hungerford (0488) 83797 - 79/00783.

Set of four wire wheels plus adaptors and spinners - ex Spitfire MKII. Recently re-spoked. £95. Contact: Dave Astington, tel: Yeovil (0935) 824781 - 84/7492.

Herald/Vitesse black fibreglass hardtop. Perspex roof panel, black fur interior. £70 o.n.o. Contact: Tony Farby, tel: Cosham 324065 - 77/00159.

Shocks GT6 MKII, £15; Vitesse MKII, £5 each; 2000 MKII J-type O/D gearbox with Dolomite release mech and prop for Vitesse, £45; D-type O/D solenoid, £8; Herald 1200 rad, £6. Contact: B Grant, tel: Stamford (0780) 52513 - 82/3764.

Spitfire 1500, '78 breaking: all parts available inc. doors, £40; bonnet, £100; bootlid, £45; 2500 gas flowed engine fully rebuilt, v. quick balanced, £250. Various GT6/Spit suspension good; 1500 shell wanted parts/cars wanted. Contact: David Read, tel: Birmingham (021) 458 2104 - N/A.

Spitfire MKIV parts: chassis, sandblasted and sprayed, £150; doors, £10; bootlid, £30;

new BL inner rear wheel arches, £15; inner sill plates, £2; hood (black), £15. Contact: Clive after 6pm or w/ends, tel: Norfolk (0485) 70260 - 84/8869.

GT6 MKIII abandoned restoration: all mechanics new or overhauled. Doors, bonnet, tailgate and chassis in good cond. Offers? Contact: D Evans, tel: Cardiff (0222) 700652 eves - non-member.

Spitfire MKIII chassis shotblasted, Hammerited, tatty bodysell, seats, O/D gearbox, light tonneau, wheels etc. ALL MUST GO. OFFERS? Contact: Ian Corps, tel: Banbury (0295) 3296/59384 or 56333 - 84/7720.

GT6 MKIII breaking for spares: bodywork sound but slight accident damage to O/S/R wing, some trim parts missing. fitted with MKI engine and MKI rear suspension converted to late MKIII style swing spring system, wire wheels. £250 the lot or sell separately. Wire wheels with adaptors etc., £65; bonnet good, £55; rear axle, £40; non-O/D gearbox, £25; radiator, £30; engine, £30; front suspension, £25 pr.; rear suspension complete £25; chassis, £25; bodysell complete with trim etc., £60; plus further MKI engine, £25; non-O/D gearbox, £20; rad, £25. Or swop any parts for 5½ or 6J wheels and/or tyres, extractor exhaust manifold for 6-cyl MKII, 3.63:1 rear axle. Contact: Hugh Davies, tel: Southampton (0703) 868513 - 81/02090.

Breaking Bond Equipe saloon: HRW, factory sunroof, all spares cheap; 2L also Herald estate: needs slight attention - break or sell, cheap £90. Only needs slight attention. All offers welcome. Contact: Kris, tel: SE6 (01) 4611889 - 85/7987.

Hardtops Spitfire MKIII: one steel works type, HRW, sprayed black. One Ashley fibreglass fastback, rubbed down for spraying. V.g.c. £50 each or £90 both. Contact: Yeomans, tel: Cheshire (0928) 31359 - 81/2271.

MKIV Spitfire for spares: hard top, £65; tonneau, £20; head restraints, offers; set of 4 wide wheels 650 x 13, £25; very good doors, bootlid etc. - offers. All other parts available. Herald convertible hood frame (hood tatty), hood cover and various other parts for the Herald. Contact: A Bailty, tel: Spalford (052277) 292 - non-member.

Herald and Vitesse doors - note these doors are reskinned and rebuilt as new. 1 Her/Vit hood frame; 1 Her Est rear door; 1 Vit 1600 2L rad; Her/Vit conv. windows;

Her/Vit conv. back seat (black); Her 1250 front grille; GT6 MKIII chassis with outrigger (new); 1200 or 13/60 Est fuel tank; GT6 MKI/II manifold with carbs. New stand. parts for sale: diff rubbers, upper; new rear hub Her/Vit MKI/1600 2L; new front hub Her 948 1200 early; boxes and boxes of exhaust valves and inlet valves. Lots more, to list ask Bob Rowland, tel: Hayes (01) 561 0671 - 81/01937.

Triumph Spitfire MKI hardtop with solid glass rear window. Good condition. Offers? Contact: David Foreman, tel: St Albans 50939 - non-member.

Herald 1200 coupe parts: clear out inc. engine, trim and body parts; B.L. headlight rims, still in box; glass, oil filled coil. Too many other parts to list. Contact: D Walker, tel: Doncaster (0302) 845533 after 5pm weekdays and see what we've got - 84/7343.

Wire wheels with adaptors, spinners to fit Triumph, Ford, MG. £80. Contact: Dean Round, tel: Mexborough (0709) 587563 - N/A.

Triumph 13/60 steel bonnet still in primer - unused. £200. Contact: A Macdonald, tel: Tavistock 840374 - 85/10116.

Engines: 2.5 PI, Vit II, Spit III. Gearbox: 2.5 PI, Spit III. Diff: GT6 3.27. Webers with car. Contact: H G Troth, tel: Peterfield, Hants (0730) 62184 - N/A.

Vitesse MKII parts: front/rear suspension, carbs, steering rack, engine heads, all wood and glass, distributor, prop, wiring loom, bumpers, boot lid, front/rear valances, wiper motors, rear spring tool. Plus much more than space permits. Contact: Richard, tel: Hounslow (01) 577 3294 - 77/00007.

Vitesse MKI front end, £50; Herald gearbox, £15; 12/50 engine, £20. Contact: Hogan, tel: Hanley Swan, Worcs 310169 - 85/9840.

Herald 1200 series fibreglass bonnet, brand new, unused. Illness causes abandonment of restoration project. Offers around £60 to T Carter, tel: W Yorks (0943) 76964 - 84/9438.

MKII Spitfire parts: good dynamo, regulator starter, tyres, wheels, s. rack, engine, shocks, w. pump, radiator, boot, bonnet and L.B. manifold. Offers/complete car £120. Contact: Mike, tel: Greenford (01) 991 2486 eves or (01) 560 5151 day ext 2080 - 83/6814.

1970 Spitfire MKIII rolling shell c/w gearbox but no bonnet, boot or doors. Good chassis, fair body. Ideal for restoration. £50 o.n.o. Contact: Stuart Craig, tel: Oxford 776134 - 84/8824.

Garage clearout: Spitfire/Herald spares - too numerous to list, inc. chassis (with reg. docs.) bonnets, doors, gearboxes, diffs, engines, suspension, towbar. Silly prices. Contact: Stephen, tel: Witney 71689 and see if I've got it - 83/5501.

For Spitfire 1500: hardtop, little used, £80; front o/s trunnion, new, £12; rear mudflaps, new, £4. Contact: Brend, tel: Camberley (0276) 22031 - 84/8440.

2L Vitesse rear hubs, inner assemblies, £4 each; stud assemblies, £3 each; 3.89:1 crown wheel and pinion, £5; inner axle shafts, £4 each; outer shafts, £4 each; exhaust back box, £7; front pipe, £5; O/D tail shaft assembly, £7; cyl. head and rocker assy. complete, £10; front grille, £2; wiper motor, £3; wiring loom, £3; headlamp assy. new, £8; brake master cyls., £4; tachometer, £5; competition disc pads, £4 p. set; plastic fan, MKII, £3; fuel gauge, £3; tank units, £3; starter, new, £7; dynamo, new, £8; upper and lower steering shafts, £2 each; crankshaft, £5. Contact: T N Vesty, tel: Leeds (0532) 584180 - non-member.

Unused BL panels for Spitfire MKI/II/III: pair of rear wings and pair of outer sills, £50 the lot or sill split. Contact: Hamblin, tel: Sedlescombe, Sussex 740 after July 6th - 84/9253.

Spitfire 1500 differential for sale, only 35,000 miles. £20 o.n.o. Contact: Dave, tel: NW10 (01) 450 6968 after 6pm - 85/10842.

Spitfire parts: excellent MKIII bonnet, O/D g/box; MKIII engine (rebuilt); MKIII chassis. GT6 MKII: roof, tailgate, trim etc. Vitesse parts: all rear valances, pair brand new Solex carbs for 1600; etc, etc. Contact: Richard Lewis, tel: Bristol 423017 - 81/2266.

Spitfire MKIV parts: many left inc. engine, £35; recon g/box (non O/D), £50; prop, £10; hood & frame, £25. No bodywork. Most other spares. Contact: Robert, tel: Royston (0763) 45718 - 84/8608.

GT6 MKIII breaking for spares: everything must go. All at reasonable prices. Make us an offer. Contact: Tim, tel: Bedford 63111 ext. 26 office hours only - 85/10457.

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"SPIT BITS"

FOR ALL YOUR USED MKIV & 1500 SPARES CURRENTLY BREAKING 2 MK111 & 7 MK11V SPITFIRES, 1 GT6 MK111. ALL PARTS OFF-THE-SHELF

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PARTS WANTED

Wanted - GT6 MKII bodyshell. Must be in good condition. Contact: Richard Hardy, tel: Rotherham 372143 - 85/10877.

Spitfire 4 MKI doors - any condition considered. Also Girling Powerstop servo, as fitted to GT6/Vitesse please. Contact: C E Heinlein, tel: Cambs (0954) 60532 - 80/1883.

Herald or Vitesse convertible body: rear end complete, less boot lid (907617) - in v.g. or easily restorable cond. No rubbish. Can arrange for collection. Sensible cash offer depending on condition. Contact: Leon Guyot, tel: Wimbledon (01) 947 7659 - 81/2119.

Driver's door to fit GT6 MKIII. May consider Spitfire door. Must be in v.g.c. No re-skins thank you. Please contact: Peter, tel: Tyneside (091) 4888782 - 82/3484.

13/60 engine urgently required for straight transplant into my convertible. Preferably London or cheltenham area. No rebuild cases please. Also need rear seat side trims in black. Contact: Tim Lewis, tel: SW6 (01) 731 3619 - 85/10399.

Body panels, carpets, interior trim to fit Vitesse. Best prices paid. Also O/D gearbox wanted. Contact: Dean Round, tel: Mexborough (0709) 587563 - N/A.

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
55 CLEVELAND	Jimmy Johnson	0642-469380	The Ladle	Last Wednesday
04 CORNWALL	David Buxton	0726-883140	The Farley Hotel	Last Thursday
03 COTSWOLD	Susan Ind	0285-61137	The White Horse Inn	3rd Tuesday
46 CUMBRIA	Malcolm Butler	0246-830017	Ye Old Queens Head	2nd Wednesday
05 DERBY JUNCTION 29	Geoff Parr	0623-632279	The Elm Tree	1st Wednesday
06 DEVON	Mike Atkinson	0262-890214	Ley Inn Arms/Dartmouth Inn	2nd Sun/1st Sun
51 DORSET	Andrew Topp	0963-251869	The Antelope	Last Wednesday
07 EAST	John Reed	0628-33365	The Sun/Uncle Tom's Cabin	1st Mon/2nd Wed
08 EAST BERKS	Paul Harris	0245-323681	The White Bear	1st Sun. lunch
10 GLOUCESTER/HEREFORD	Justin Barwick	098981-506	The Loughpool	2nd Wednesday
11 HANTS & SURREY	Gerald Norman	N/A	The Royal Oak	1st Wed/3rd Tues
12 HERTS NORTH & S. BEDS	Steve Bedford	0923-23549	Eagle & Child/Bird in Hand	Last Wednesday
13 SOUTH HERTS	Jeffrey Moore	01-363 7960	The Coach & Horses	2nd Wednesday
45 IPSWICH	Bill Yates	0473-830437	The Rushmere Falcon	1st & 3rd Tuesday
14 KENT EAST	Richard Francis	0689-36288	The Grasshopper Inn	Last Thurs/2nd Sun
15 KENT WEST	Tony Mee	0533-889079	Bath Hotel/Gate Hangs Well	1st & 3rd Thursday
56 LEICESTER	Peter Tashis	01-986 5153	The George	3rd Thursday
53 CITY & EAST LONDON	David Evans	0625-871558	The Nag	3rd Wednesday
17 MANCHESTER	Geoff King	0908-315025	The Fountain	3rd Wednesday
18 MILTON KEYNES	Norman Smith	07356-4629	The Badgers Wood	2nd Monday
48 NEWBURY/READING/B/STOKE	Mark Randell	0603-502486	The Stag's Head	3rd Wednesday
19 NORFOLK	Ian McKeggie	0858-4393	The Ravensworth Arms	1st Monday
47 NORTHANTS	Dave Martin	091-2847225	Old Hall Tavern/Rising Sun	1st Thursday
20 NORTH EAST	Steve Willis	0582-699896	The Three Crowns	2nd Mon/last Mon.
21 NORTH LONDON	Don Halliday	0889-881566	Glenavna Hotel	1st Thursday
22 NORTH MIDLANDS	Rob Millar	096-03-646990	The Grapes	1st Sunday 2pm
23 NORTHERN IRELAND	John Cudmore	099-389555	Redgate Lodge - racing circuit	2nd Wednesday
24 NOTTINGHAM	Sharon Espin	0772-322371	Black Horse/Bridge Inn	2nd Wednesday
25 OXFORD	Bill Coulshed	0203-452541	The Fox & Hounds	2nd Wednesday
26 PETERBOROUGH	Andy Jones	0425-52301	The Three Crowns	1st Monday
27 RUGBY	Neil Williamson	0334-54796	Hawes Inn	1st Monday
28 SALISBURY	I Wheatler/A Cooper	0292-56624	The Lughton Inn	1st Sunday 2pm
30 SCOTLAND EAST	John Malcolm	0278-424234	Manor Hot./Creech Castle Hot.	1st Thursday
32 SCOTLAND WEST	Rod Warren	0705-324065	The Good Intent/Ship & Bell	2nd Monday
33 SOMERSET	Tony Farby	0444-413607	The Fatcats	1st Thursday
34 SOUTHERN	Colin Harrison	0293-30473	The Five Bells Inn	2nd Sunday 1pm
49 SUSSEX WEST	Mike Crewes	01-568 1870	The Friestone Inn	2nd Wednesday
35 THAMES	Patrick Faleur	0636-814050	The Golden Lion	2nd Thurs/Last Thurs
36 TRENTH	Jeremy Woodward	08242-4136	Caesars Arms	2nd Wednesday
37 WALES NORTH	R L Pugh	0222-891400	The Skittrlers/The Dudsbury	1st Thursday
38 WALES SOUTH	T & J Spicer	0302-602651	Moxhall Hall	1st Tuesday
39 WEST	John Coker	021-3539961	The Merry Hill Inn	1st Wednesday
40 WEST MIDLANDS	Ewan Mackay	0902-350940	The Coach & Horses	2nd Tues/Last Sun. lunch
51 WOLVERHAMPTON	Stephen Boyne	0789-772480	The Hopgrove Inn	2nd Monday
41 WORCESTER	Jon Woolard	0904-39420	Norfolk Arms/Lumley Arms	Last Tuesday
42 YORKS NORTH	Charles Henderson	042784-405	The White Bear	1st Wednesday
43 YORKS SOUTH				2nd Sun lunch/4th Thurs
44 YORKS WEST		0422-45607		1st Tuesday