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MAGAZINE OF THE YEAR

AUGUST 1985



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No.62



The COURIER



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EDITORIAL

Roof down weather - what bliss! Such are the advantages of owning a soft top and it is lovely to be able to take full advantage of the glorious sunshine.

We have noted the increasing amount of Areas that are providing 'News Sheets' for their local members. Many of you have sent us a copy which has been gratefully received and we have found them interesting reading. For those that have not yet sent us a copy, please do so as it may well be that material used may be of interest to the membership as a whole.

An interesting statistic has recently come to light, provided by a most reliable source: there are some 86,000 taxed club cars on the road at present, giving us a membership of 10% of the current potential market. So get recruiting and help keep these cars on the road.

We hope that the last club year has proved to be both enjoyable and helpful to the vast majority of members. I would remind you that your Annual Subscription is now due (Renewal Form enclosed). Thank you to those of you who have already renewed - this is helping to spread the workload for our Membership Secretary.

Jo and I are looking forward to attending the events this month, which include Stanford Hall and the Yeovil Festival of Transport. We are also wishing the weeks away until the very end of the month, when we will be joining David Herriman at his fabulous Spitfire Weekend in Arcen, Holland. The number of events grow from year-to-year and are generally enjoyed by all. However, I would stress the importance of respecting, and taking the utmost care of other people's property and their cherished Triumphs. I would also mention that travelling in convoy, which is becoming an increasingly popular way of travelling to club events, can create a hazzard to other road-users; please be sure to keep the number of vehicles small and

to drive carefully and sensibly. Jo and I endeavour to visit as many of these as possible, but due to other numerous Triumph related work commitments, we occasionally find this physically impossible.

HAVE FUN THIS SUMMER!

BILL SUNDERLAND
EDITOR

CONTENTS

President's Intro	2
News Review	6
Spotlight	8
Caldicot Castle Event	11
Bromley Pageant of Motoring	14
What's On Next?	16
To Le Mans - 20 Years On	20
Pen To Paper	24
Alternator For Heralds	26
A Typical Rebuild? (Part 2)	29
Fifteen Years On	30
The Triumph Car (Part 2)	35
Herald Register	38
Spitfire Register	40
Technical Tips	41
Spitfire/GT6 Sill Replacement	43
Overseas Affiliation Secretary	50
Nationwide	51
Cars For Sale	58
Cars Wanted	61
Parts For Sale	61
Parts Wanted	64

PRESIDENTS INTRO

In 1964 you had to be a "He Man" to drive the new TR4!

"If you want to drive a real sports car, grab the wheel of a TR4

- It goes from 0-60 in 10½ seconds
- Hits 110 mph"

Today even our everyday modern boxes can perform as well! But what do you buy if you're looking for a modern car to transport the family whilst the treasured Triumph only comes out for club meetings and other hay-days?

There are a few possible suitables, but perhaps the best and most appropriate for any T.S.S.C. member is the new ROVER VITESSE 216.

Malcolm Harbour, Sales & Marketing Director of Austin Rover Limited recently, very kindly arranged for me to have such a car for a week for appraisal purposes.

I must admit, it's rather fun to have an almost brand new car at your disposal, and certainly during B46 PRW's week in June, it had to work for its living!

Whilst getting on with the normal Monday morning work at Nat. West. Bank, I suddenly received a call stating that the Vitesse 216 would be delivered to my home from London early next morning. Sure enough, it arrived just after 9 o'clock, which meant that Pam, my wife, got her hands on it first!

I was given a fairly comprehensive Demonsration Appraisal form to complete and accordingly one tends to look very critically at all aspects of the car.

But what was it really like, and is it a suitable car for the family T.S.S.C. member? Let's look at it under the following headings:-

1. Technical Details:

The 'S' series engine is used (1598cc), which benefits from Lucas electronic fuel injection. The over-head camshaft unit develops 103 bhp and is truly delightful. It is totally

responsive, very flexible and enjoys being revved. The engine pulls strongly right the way through the range and reaches its maximum of 112/115 mph without the normal top end struggle. You just reach the maximum cleanly and then it stops accelerating.

The power is transmitted through the now famous 5-speed close ratio gearbox (Honda), which has received so much admiration from the Press. It is extremely light and crisp but also the ratios are well placed and enables the driver to exploit the strong, mid-range pulling power and eager throttle response.

Unfortunately, the news is bad for all TR4 drivers, as this Vitesse can reach 60 in 9.2 seconds and accelerates from 30 - 50 in fourth gear in 7.5 seconds (8.0 seconds 50 - 70 mph). For those of you who are interested, the torque figure is 102 lb/ft DIN at 3,500 rpm.

2. Coachwork etc.

My example was finished in Silver Leaf metallic. The front spoiler, grille and door mirrors are all colour co-ordinated with the bodywork and for a modern car, I rated it as a good-looker. The distinctive alloy wheels (not easy to clean) and subtle Vitesse markings up-grade it from the standard models. In particular, I liked the enormous large front screen, the front styling and the general good finish. Pleasing finishes include wheelarch stone guards and body protectors.

A big criticism is, however, the very high rear bootline and certainly lifting heavy cases in and out would be difficult. The heavy rear end, which is very deep, also creates difficulties when reversing.

3. Interior:

Again I was very impressed - probably a leader in its class. The sports-style front seats are very comfortable and upholstered in plain and sculptured velvet fabric. The matching rear seat has a central arm-rest and fold-down latch in the squab, which enables lengthy items

of luggage to be accommodated. There is even walnut veneer trims above the fabric trim panels on the doors and distinctive foot catch-plates inscribed with "ROVER".

Criticisms: The door pockets are rather narrow and the glovebox is very shallow and does not contain a tape cassette rack. Rear seat belts are not provided although they are an optional extra.

4. Instruments:

The essential instruments (speedometer, rev counter, fuel and temperature guages) are all very clear and easily visible. The only criticism here, which applies to most cars, was the ineffectiveness of the interior cooling system. You know you switch on the fresh air vents and what do you get? - warm air, which makes you feel even hotter! Incidentally, it sports central door locking, electric front and rear windows, driver seat control of boot and petrol cap cover, tinted windows and a very nice 3-band electronic stereo radio/cassette player with four speakers.

5. Driveability:

Well, this is where it really scored in my book. As already stated, the performance for a 1600 is superb, but when matched to the excellent handling it makes this a very sporty family package. The car is well balanced and performs with vigour both in dry and wet conditions. It is stable, safe and very enjoyable to drive fast. It runs on 175/65 TR14 Pirelli P8s which made it difficult to believe at times that it was front-wheel drive! The improved 216 rear suspension with rear anti-roll bar keeps the car firmly on the road right up to very fast cornering speeds.

Criticisms:

a) Erratic use of the accelerator particularly in low gears, produces pronounced 'jumpiness', which whilst very 'sporty' is disappointing in terms of transmission smoothness and passenger comfort.

b) As with most front-wheel drive cars, the power feed through the front wheels,

particularly in low gear, is not to my own personal liking.

6. Economy:

Urban driving	-	33.2mpg
Steady 56 mph	-	50.4mpg
steadu 75mpg	-	39.9 mpg

It certainly managed over 30 mpg in my hands and considering the sort of fast road driving it had, the economy is impressive.

CONCLUSION:

It is difficult to compare anything with a Herald-chassised car as we all know. Certainly the character is not there, but some of the responsiveness is. As a family car, which is economical, sporty, good looking and has a pedigree name, I would recommend it seriously to anyone who is in this market.

Interestingly, I showed the photos to a few of my colleagues in the Bank. They all, without exception, thought the Triumph Vitesse was clearly the best looker!!!

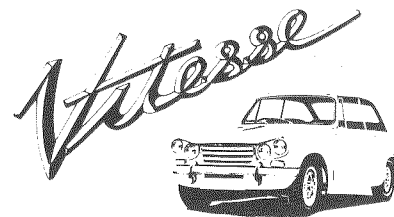
John Thorpe tells me that he hopes to have a 216 Vitesse at Stanford Hall (Sunday 4th August) so perhaps you will get the chance to have a look at one yourself first-hand.

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

PERFORMANCE COMPARISON

Performance	Triumph Vitesse MKII	Rover Vitesse 216
0 - 60 mph	11.3 seconds	9.2 seconds
30 - 50 mph	7.6 seconds	7.5 seconds
50 - 70 mph	8.3 seconds	8.0 seconds
TOP SPEED	104 mph	112 mph

PRICE: Approx. £7,900! How about a discount for Club members Malcolm?



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or Personal Nature.*

**Any information to:
BILL SUNDERLAND
Editor**

EVENTS

I was very sorry I missed MOTOR 100 due to the flu, but would like to take a line here to thank all the organisers and in particular, Ian McKeggie, who did a fantastic job and got two bits of TV coverage - well done Ian!

Pam, I and the kids did get to the South Wales Meet at Caldicot, and thoroughly enjoyed ourselves. John Reese did a tremendous amount of work but kept his cool and kept us all well looked after all weekend. Where were the rest of you?? See you at Stanford Hall and the Yeovil Festival of Transport.

INSURANCE SCHEME

200 members have now valued their cars through the exclusive Club Scheme and they continue to pour in each and every day.

Bill Sunderland and I recently had a meeting with the Brokers (Footman James & Coy Ltd.) to discuss progress to date. Everyone is very pleased and we hope you, the member, are fully satisfied with the package. Do let Bill or I know if you experience any problems.

ONE POINT THAT IS IMPORTANT TO STRESS - that you are not Agreed Value covered until your Valuation Certificate is confirmed by me and received by the Brokers. This means that it is in your interest to submit your Valuation Certificate well before your existing policy expires. **DO NOT LEAVE IT UNTIL THE LAST MINUTE!**

Peter Footman has informed me that over 21 people have taken out the Club Scheme insurance cover who have not submitted a Valuation Form to me. This means that those people do not have Agreed Value Cover. I shall be writing to the 21 soon, but if you are such a person, please get your form off to me **NOW**.

One Club member recently arranged cover, but didn't send in his Valuation Form because his film was still in the camera and he had no photos of the car. Within a couple of days of arranging cover, a named driver rolled the car. Technically speaking, he didn't have Agreed Value cover, but on this occasion, and strictly as a one-off, we were able to help. Naturally, the Club member must be very

pleased with the TSSC but also with the Brokers, who have co-operated fully.

DON'T LET THIS HAPPEN AGAIN - MAKE SURE YOU SUBMIT YOUR VALUATION FORM BEFORE, OR AT LEAST SIMULTANEOUSLY WITH THE PROPOSAL.

**JOHN GRIFFITHS
PRESIDENT**

NEWS REVIEW

ARE YOU AS QUICK
AS YOU THINK?

Last year I took 'The Hawk' to Santa Pod and placed an article in The Courier asking who would be interested in having a go. Just to reiterate, Santa Pod is a drag strip, operating on a standing quarter mile.

The stress on the car is limited to (on average) 16 - 18 seconds, with the exhilaration of racing, but you are against the clock in a straight line. In consequence, you will not get knocked off by anybody else. We now have the opportunity to run against other marque clubs on August 17/18th, at an unbelievable price of £2 per person, per day, or £5 per person for the whole weekend (including camping or caravan). If you are interested, send your cheque to me NOW:

IAN MCKEGGIE
12 Pochin Drive
Market Harborough
Leices.

For spectators the address is:

Santa Pod Drag Strip
Nr. Rushden
Northants

If you want more information, contact me now on (0858) 63934.

IAN MCKEGGIE

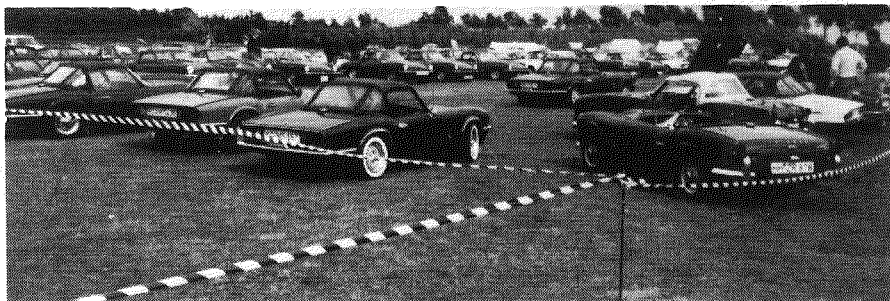
GERMAN SPITFIRE & GT6 WEEKEND

On June the 14th to 17th the Spitfire Club Deutschland held its fifth nationwide meeting. Round about 200 people with 110 cars enjoyed the weekend at the sports airport in Hartenholm. For Saturday we had organised an Auto Gymkahana and a 400 mtr. race on the runway. Some trade stands and the cafe 'Triumph' were available to round off the days programme.

On the Sunday morning the concours judging started. After lunch the cars swarmed out in a long convoy for their sight-seeing tour into the surrounding countryside. In the evening we had a disco again.

We hope to see more British club car drivers at our meeting next year.

VOLKER SCHMIDT
Spitfire Club Deutschland c.v.



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SPOTLIGHT

A RECOMMENDATION FROM MR DAKIN, WALTHAM CROSS, HERTS:

I have just become the proud but penniless, owner of a M.I.G. welder and would like to recommend a good supplier to club members. They are 'The Welding Centre' at 293, Ewell Road, Surbiton, Surrey (tel: 01-399 2449).

Having already spent some time finding out the basis of M.I.G. (or metal inert gas) welding, I was pleased to find a firm who gave some straight, no nonsense advice on the products they sell, plus a free demonstration on their machines (and a free cup of tea and handwashing facilities afterwards!).

Ray Williams and Terry Wallace, who run the shop were very helpful and in fact, when I arrived home after my visit (and purchase) to find I'd left the gas regulator behind, a quick 'phone call had it speeding through the post at no extra cost. That sort of goodwill certainly deserves a mention.

Incidentally, unlike most M.I.G. suppliers, they supply gas in bottles that you - purchase - not rent - and then supply refills on an exchange basis. these are Weldpool CO₂ cylinders, also available nationwide from 'Distillers Company' distributors. Distillers Southern Area Sales Office can be reached on (01) 542 4661.

A RECOMMENDATION FROM ANNA HARDY, EXETER, DEVON:

I would like to recommend the services of Barry Payne of Starcross, near Exeter.

I returned from working in Lebanon to find my lovely little Spitfire bleeding to death (oil!). Local garages could not make a diagnosis, but our club member Barry had the problem sussed in five minutes, and performed major surgery as an emergency for me, and charged below average for a top-class job. He really is a specialist!

CAR STOLEN

The following car was recently stolen in the Beckenham, Kent area. Details are as follows:-

Vitesse MK1, 2-litre, MHO 268F. Near Concours condition. Maroon convertible, Cherry Red interior with black carpets. Peco exhaust, four speaker stereo and overdrive.

If you have any information on the whereabouts of this vehicle, please contact Simon Wilson, tel: (01) 658 6225.

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

COP SHOP

HELP!!! In order for me to help you, I would like some ideas for new topics to set my unfortunate journalistic prowess to work.

Recent Cop Shops have been getting smaller and smaller, and at long last, I have run out of ideas. There is still loads to talk about, but what is of general interest?

Please let me or the Editors know, and I will give you the legal bits and pieces. Perhaps a winter topic is on your mind.

If you have any ideas or queries about Road Traffic Law, contact me:

Mike Crewes
24 Otterburn Gardens
Isleworth
Middx. TW7 5JJ

Remember, I'm only a 13p stamp away. For urgent replies please send an s.a.e.

POTENTIAL NEW AREA - HASTINGS

Adrian Thompson would like to advise members that he is setting up a meeting at The Wheatsheaf, Little Common for sometime in the second week of August. He requests that those who are interested should contact him on Cooden (04243) 5813 for further details.

BEST OF BRITISH VEHICLE SPECTACULAR THAMESMEAD

22nd and 23rd June, 1985

Spectacular it was, but not in the way that we at the TSSC are used to. Poor advance organisation led to poor direction signs, meaning that most people did the 'Royal Tour' before finding the site, down what appeared a derelict road.

At 9.00am on the Saturday morning we were greeted with a vaguely sunny day after a weeks torrential rain - something the organisers appeared not to have considered. Having made it through one mud-bath at the main entrance, we were then subjected to another deeper mud-bath into the show site. We did our bit towing some of the other cars out and beat a hasty retreat to the show area.

Being first to arrive, and told to "set up over there. Take as much room as you like" - we did just that. With a prime position and large stand area, we started setting up. Saturday was a bit of a non-event all round really. Not many clubs turned up, and we were starting with three cars: two Heralds and a Moss Mamba - all immaculately turned out (despite the mud) but looking a bit lonely on our large stand. We pressed on undaunted. About mid-morning a local GT6 arrived and was quickly press-ganged onto the stand for the whole weekend. The stand began to look presentable. Judging was to be on Sunday, so no problems yet. A great deal of interest was shown in the cars and we were about the only club to allow non-members on the stand.

Sunday dawned, and left Saturday's rain and mud behind. The same four windblown stalwarts re-appeared with the addition of a Bond Equipe convertible. Non-members were grabbing Membership Forms like they were the latest thing, and we were building up to judging time. There were more clubs and trade stands there on the Sunday and the show looked more like a show. We had a guess what the "Arena's For" competition, which was won by a drunk, who said it was the biggest cricket square he had ever seen. Early on Sunday, East Kent members came along and added a Spitfire to our line-up, now looking quite impressive.

A couple of cars went on the 'Road Run' and got back just in time for the judging. They needn't have bothered. Due to the lack of organisation, the cars were not judged individually and many clubs complained. The stand somehow made a close runner-up to the Best Club Stand - which was won by the Ford Zephyr Club. Still, who's complaining. We all enjoyed ourselves and recruited countless new members. My thanks go to the following for the loan of their cars:-

Leon Guyot	- Herald 1200 Conv.
Sandra Rowse	- Herald 12/50 Sal.
Bob Stannard	- Moss Mamba
Mitch Mottershead	- GT6
Martin Morrison	- Spitfire 1500
Steve Saunders	- Bond Equipe Conv.

I couldn't have done it without you. Thanks also for the support of members from Thames, East Kent and South Herts Areas.

MIKE CREWES

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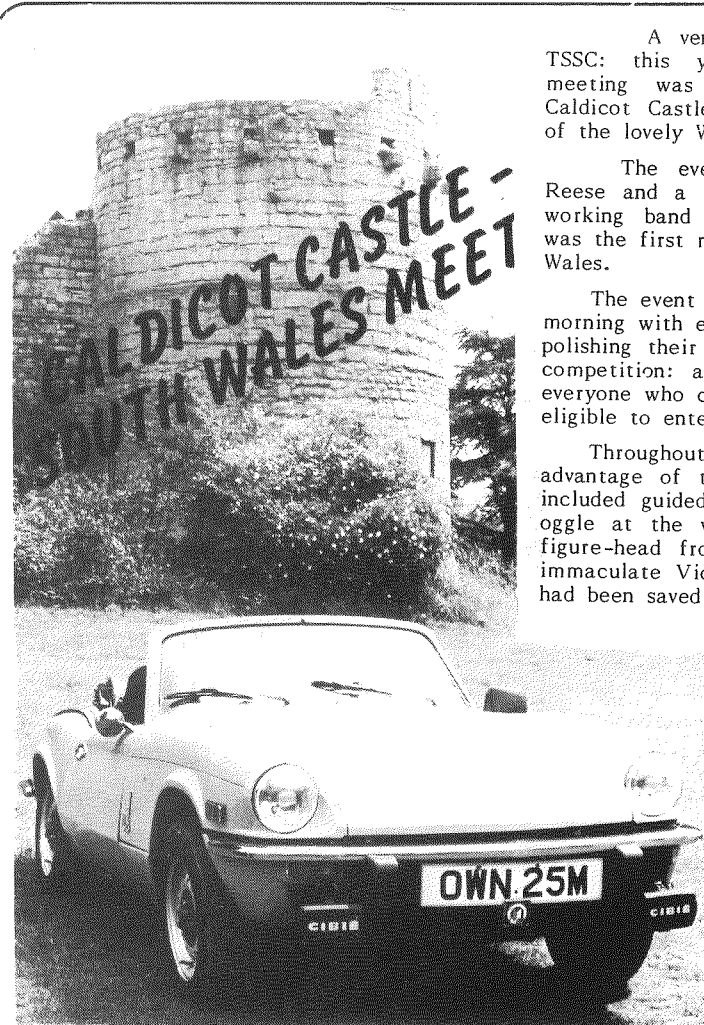
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SEND TO: TSSC Club Regalia, 24 Prince Rupert Avenue, Desborough, Nr. Kettering, Northants NN14 2PH.



A venue has been found for the TSSC: this year an excellent national meeting was held in the grounds of Caldicot Castle, buried deep in the heart of the lovely Wye Valley.

The event was organised by John Reese and a very conscientious and hard working band of fellow members. This was the first meeting of this kind in South Wales.

The event kicked off early on Saturday morning with everybody busily cleaning and polishing their cars for the open Concours competition: a particularly nice idea as everyone who came along to the event was eligible to enter.

Throughout the day members took full advantage of the venue's facilities, which included guided tours around the castle to oggle at the various treasures - from a figure-head from Nelson's warship to an immaculate Victorian lavatory bowl, which had been saved from the local Post Office!

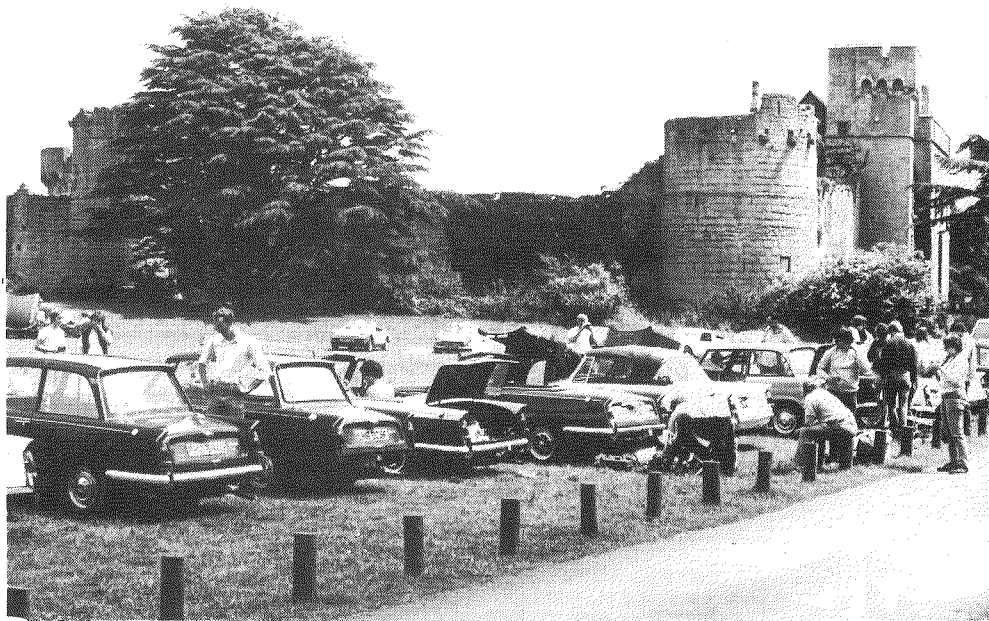
A motoring skill test was enthusiastically tried by most, after which members could then buy any spares (including those which may have dropped off during the exercise!). I would like to mention that our own John Kipping attended the event, braving the long journey from Coventy in the ever-faithfull Standard Atlas van.

Saturday came to an energetic conclusion in early hours of the morning, after members had enjoyed an excellent barbecue, disco and film show - I also thoroughly enjoyed several portions of fish and chips which were provided by a mobile trader!

John and his team were up bright and early to cook the campers breakfasts. After which a marvellous treasure hunt and sight-seeing jaunt was enjoyed by all in the sunshine. At its conclusion, we all wound our way back home.

Thanks so much to John and co. for their hospitality - we hope you will have the energy to organise a similar event next year.

BERNARD ROBINSON - NORTHANTS



CALDICOT CASTLE



**JOHN REESE
ORGANISER**

**THE DIXONS RECEIVING
CAR OF SHOW TROPHY
FROM JOHN GRIFFITHS**

BROMLEY PAGEANT OF MOTORING



Photograph: Chris Trice, Ernie King,
Mark Payne, Richard Francis,
and Alan Taylor

This event, held on Sunday 16th June, was bigger than ever this year. It is now a major event for the car enthusiast with over 20,000 visitors throughout the day. As the event grows each year it would be a great help if some club officials could attend. Our stand was put together with the help of many local members, however, we would stand a better chance of winning a cash prize for the display if we had the proper equipment and more people on hand to give advice and information to potential members. Despite this a substantial number on enrolment forms were distributed and a large quantity of regalia was sold.

This year there were six cars on our stand and our thanks go to the owners for all their help and co-operation. They were:

- | | |
|-------------------|----------------|
| George Wick | - Spitfire MK1 |
| Mitch Mottershead | - GT6 MKIII |
| Steve Hearnden | - Moss |
| Leon Guyot | - Herald 1200 |
| Barry Newitt | - Vitesse MK1 |

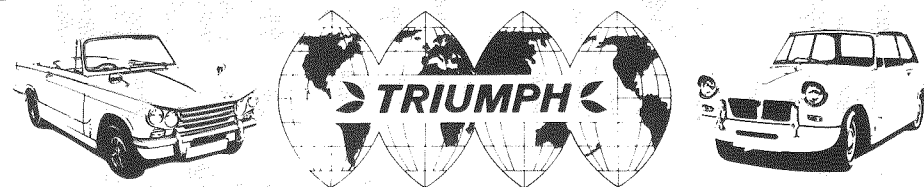
Denis Watson - for bringing down JDX

Special thanks go to Diana Watson for all her help with the stand.

We would also like to congratulate Sharon Espin for coming third with her GT6 MKIII in her concours class. Well done!

As well as the cars on display and an extensive autojumble, there was a tyre throwing contest and a 'tug-a-car' competition. We had a team in each of these events, the results being third in the tyre throwing (out of 6, it wasn't bad!) and we managed to get through to the second round of the 'tug-a-car' but were just beaten on the line. Well done to Chris, Mark, Alan, Ernie and Bob for their efforts.

Reported by Richard & Sue Francis



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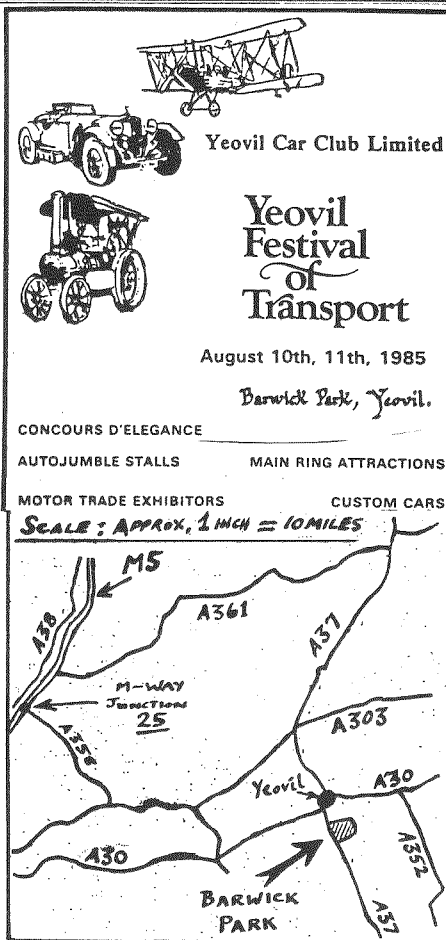
TSSC MEMBERS REMEMBER

STANFORD HALL 4TH AUGUST

SEE JULY COURIER FOR FULL DETAILS

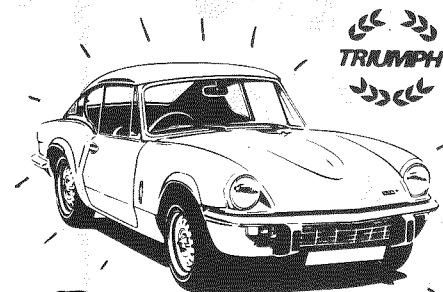
Come and join your fellow members at The Yeovil Festival of Transport for the weekend, (see map for directions). The stand will be set up on Friday, 9th August. Would all those persons, whose cars have been requested for use on the club stand, please arrive as early as reasonably possible, during the 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.



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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

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Model of Car:
Reg. No:

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TO LE MANS - 20 YEARS ON

Members may recall that in the June issue I wrote of my plans to travel to Le Mans in my recently restored MKII Spitfire, thus commemorating 20 years since Spitfires raced at Le Mans, and 10 years since I hauled an abandoned Spitfire out of a shed.

The trip, despite my misgivings, went very well, and I hope this account will be helpful to others contemplating similar journeys.

I insured both the car and myself prior to setting off by joining the RAC Continental Recovery Scheme (£29) and obtained DHSS form E111 to facilitate reciprocal health care in France. I investigated obtaining the now optional 'Green Card', but, as I thought the £25 asked for by the Insurers was a bit steep for a long weekend - I went without it.

I stripped the shelves of my local Unipart dealer bare of spare parts which then half filled the boot; in the event none were needed, and the part I did require, of course, I hadn't got!

On the way south from Chester, on the outskirts of Swindon, the plastic ball in the gear lever linkage disintegrated and disappeared: needless to say, I had not got a linkage repair kit in my stock of spares. Thoughts of abandoning the trip were dispelled by the extremely helpful staff of Swindon Automotive, who not only supplied me with a repair kit, but photocopied the relevant page from the manual, thus enabling my brother, Peter, and myself to fit the new parts at the roadside.

After a night in London, the journey resumed towards Folkstone, when, with only half an hour before the boat sailed, my new boot rack carrying the spare wheel slipped, gouging a chunk from my lovely, new British Racing Green paintwork! The problem was that the weight of the spare wheel was too much for the clips that held the rack; over a long distance they were able to vibrate loose, allowing the rack to slip.

I hurriedly refixed the rack, and tightened down the clips even more, but I was later to find that overtightening allowed the metal legs to punch their way through the rubber feet and grind their way into the metal of the boot-lid.

The whole lid now needs a complete strip and re-spray! Even if I'd had the foresight to solve the problem by drilling the boot-lid and securing with bolts up into the threaded legs of the rack, I don't think the boot-lid hinge pins would have been up to the job of lifting the weight of the wheel each time the boot-lid was opened, and the hinges would have been the next thing to go.

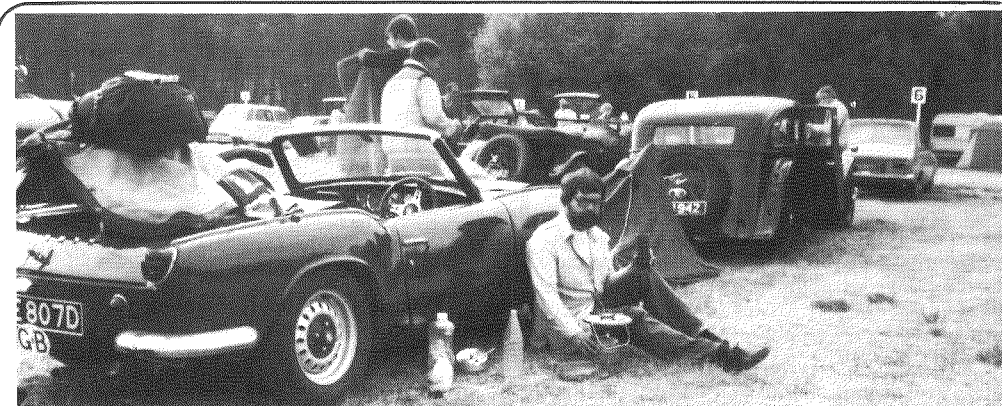
So - if anyone has another idea for locating a Spitfire spare wheel other than in the boot, I would be pleased to hear from them! The reason, incidentally, I did not leave the wheel in its proper place is that I have fitted MK4 type wheels and larger tyres, with the result that the spare will not now lie down in the MKII boot.

The boat to Dieppe was loaded to the gunnels with Lagondas (and one Spitfire) all on their way to Le Mans. If that boat had sunk, the rarity value of the few remaining Lagondas in England would have increased tenfold!

The cost of the trip was £95 (car and two passengers), plus food on board (£5.50 smorgasbord). Experienced travellers considered themselves lucky to be on a French boat (SNCF SELNAC) as the catering is of a higher standard than that found on other craft. Two of my fellow travellers managed to achieve that rare honour of being thrown out of the Smorgasbord - after three hours!

On returning to the car deck to leave the ship, a very upper-crust lady attracted a certain amount of good hearted banter from the lower orders. She was to be seen searching vainly for her Lagona, and calling out across the crowded car deck, "Cyril dahling, where is the car?". To which a chirpy Cockney in a Renegade Jeep replied, "Hey Lil, are you looking for the Reliant Robin?!"

If planning a route from Dieppe, I would recommend by-passing Rouen to the west via Yvetot and the new "Pont de Brotonne" (toll £1), for, as well as avoiding the Rouen rush hour, the views from this single mast suspension bridge high over the Seine gorge are quite breathtaking.



Despite the problems in England, the car behaved faultlessly in France. All the essential fluids were checked at every stop, but during the whole journey the spare cans of water, oil and brake fluid were not pressed into service.

France, of course, is a country that is bigger than Britain and has had a greater degree of rural depopulation. The traffic on the roads is consequently less dense, and the long, straight roads of Normandy are reminiscent of driving in England 20 years ago.

On arriving at the town of Le Mans, there are small roadside kiosks selling tickets for the various car parks at the circuit.

The best deal is the "Garage Rouge" ticket (£5) which gives access to all the car parks around the 13 km circuit, enabling the visitor to drive to Arnage and to Mulsanne during the 24 hours and see the cars from different viewpoints. At the circuit admission tickets cost 250f (about £20) and considering that this is providing 24 hours of continuous entertainment, it is not all that expensive. Those seeking a bargain, however, may find if they visit the town square in Le Mans that there are members of the local Automobile Club selling cut price tickets outside the Club ticket office. This source of supply, however, is unpredictable and should not be relied upon.

Within the circuit there is lots to see and do, apart from the first few laps. There is a five minute English commentary every hour which could be a useful source of information, but is in fact very frustrating as the commentator wastes this valuable time with idle chit chat instead of quickly reading through the placings that would be of particular interest to the British.

I took a small second "pup" tent, which could be put up quickly alongside the car when required, to avoid returning to our main campsite away from the Circuit.

I would recommend the Mulsanne car park for this, for as well as providing a view of the Mulsanne signalling pits, it is an attractive wooded site away from the main "village", and consequently, a lot less crowded. Snacks and hot drinks, including delicious bowls of breakfast chocolate are sold at all the car parks.

Time should be allocated for visiting the fair, for shopping and for celebrity spotting in the large "Village" at the back of the pits.

This year "Brian Tilsley" was there, but I looked vainly for Gale in the bevy of beauties that surrounded him.

Philatelists should remember that the special post box should be used to ensure the "24 Heures" postmark on postcards home.

The crowds this year were much smaller than on my last visit two years ago. This is partly due, I think, to the inevitable "Porsche procession" at the finish, and the absence of other major manufacturers such as Ferrari, who find they cannot challenge Porsche under the present rules.

If the race is to survive as a spectator sport, the rules will have to be changed, perhaps returning to the original concept of recognisable road cars racing, that have been driven to the circuit.

I found that my Spitfire attracted considerable interest, especially as I had taken with me a display panel describing the car and the history of Spitfire racing at Le Mans in '64 and '65.

The return journey was pleasantly uneventful and despite a light oil leak from the alloy push rod tubes on the cylinder head, KXE 807D's 1149cc engine continued at a fine pace.

As I arrived home and turned gratefully into the driveway, the trip clock showed 999.9 and was just rolling back to zero as I switched off the ignition.

And what of the future now that KXE 807D is more or less finished? Perhaps I could build a replica of one of the Le Mans Spitfires as a tribute to their drivers who achieved such success at the Circuit 20 years ago.

I will keep you informed of progress!

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Herald Servicing Cards (Not Leyland — but full details for 1200/1360)		99p	£1.50

Handbooks

Herald 13/60	£4.50	£5.00
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SPITFIRE

Workshop Manuals

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Spitfire 4/II/III		£19.95	£21.95
Spitfire 4/II/III Dutch		£18.00	£20.00
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PARTS CATALOGUES

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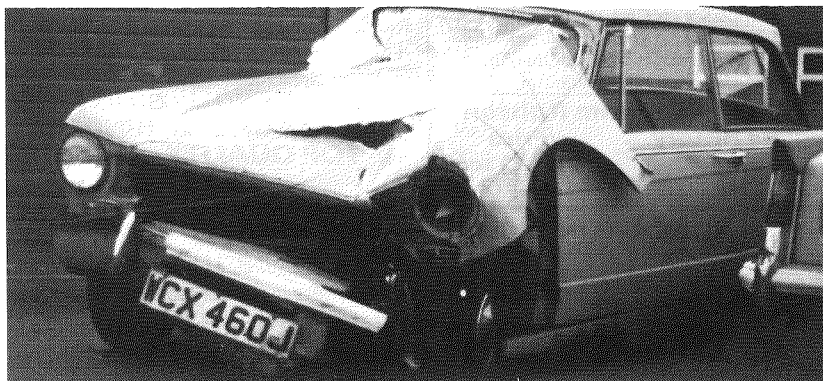


LETTER FROM MARION FIRMAN - CARDIFF:

We should just like to say a very big thank you to John Reese and all those who worked so hard in the organisation of the Wales Meet at Caldicot Castle over the weekend of 29/30th June.

We are fairly new to the club and were most grateful for the help and advice we were given with our GT6 at the event. All our family made new friends and we thoroughly enjoyed the evening's entertainment on Saturday. Although some of us couldn't manage the breakfast organised for Sunday morning (after over-indulging on Saturday night!), we all had great fun with the Treasure Hunt, even though we suffered a split hose and spent half the time with our bonnet up! (Many thanks to the member who swiftly produced a new hose for us.)

We did appreciate all the planning, organisation and sheer hard work of John Reese and all his helpers and cannot thank them enough for a most enjoyable weekend. We do hope that more members will come along next year to ensure that the Wales Meet becomes a regular event.



LETTER FROM ANTONY GAY - HITCHIN HERTS:

One Easter Monday night at approx. 1.30am, our Herald, WCX 460J, was stolen from outside our flat. At approx. 3.30am the same night, it was driven into a bridge at high speed whilst travelling towards Ickelford. As a result of this, the car was a total write-off. As I didn't know the car had been stolen at the time, it was a total shock when the Police knocked at our door at approx. 4.40am and told us the news.

The following day I reported the incident to my Insurance Brokers and someone came to see the damage on the Thursday of the same week. I stayed at home that day to see the person and show him the car and I was very glad that I did! After talking for a few minutes, I realised that he was having a problem with trying to value the car in its condition before the damage had occurred. I told him all the work I had put into it, what I had spent and which items were new. Then I suddenly thought of showing him page seven of the April Courier, No. 58, which shows 'Approx. Guides to Club Car Values'.

As the Herald had only 48,000 miles on the clock and there was no accident damage prior to it having been stolen, there was no visible rust and all the electrics were working, I put the car in Class A2. I'm sure that this impressed the Insurance Broker and helped in his final judgement: he has since written to me and on his report submitted to the Brokers, made an offer around that of Class A2. I am very grateful to page seven of the April Courier as, without this, I'm sure the offer would not have been as high - I have also been able to keep the car!

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ALTERNATOR FOR HERALDS FLICK WIPERS

Mr A D Plant of Sheffield has written in regarding his latest project: to fit an alternator to his Herald 13/60. He suspects that the following instructions would apply to most Club cars and that it works very well in his Herald. He says that the improvement is evident in better starting and more available current at lower engine speeds. All prices quoted are from his local suppliers, so they are very likely to vary up and down the country.

Another tip he gives for wet days ahead, to save your wiper switch from premature collapse, is to add a 'flick' wiper switch (see diagram). Any normally off flasher/horn switch will do - one press, one wipe!

PARTS

Alternator - new, approx £35.00

Lucas 16-17-18 ACR + fan + pulley S/H old £10 - £15

Plug kit, £1.65 Lucas

Mounting bracket + bolts, £2.00 Toledo, Midget, Spitfire

New fan belt if required

1. Disconnect battery.
2. Remove and insulate 'E' from regulator.
3. Remove and insulate large 'D' connector.
4. Connect thin wire from 'D' to 'F' wire.
5. Leave terminals A1 + A on control box.

HAVE YOU GOT A TECHNICAL TIP?

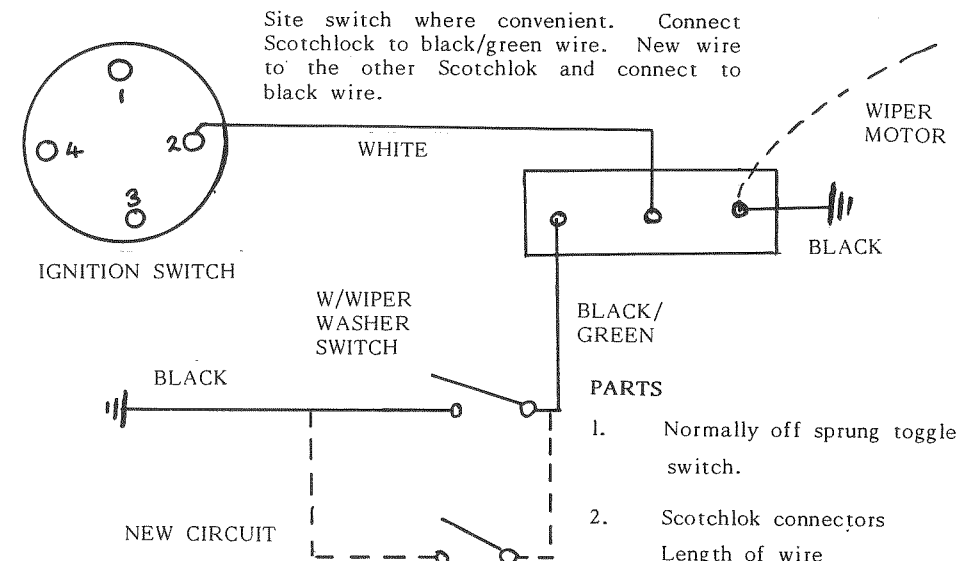
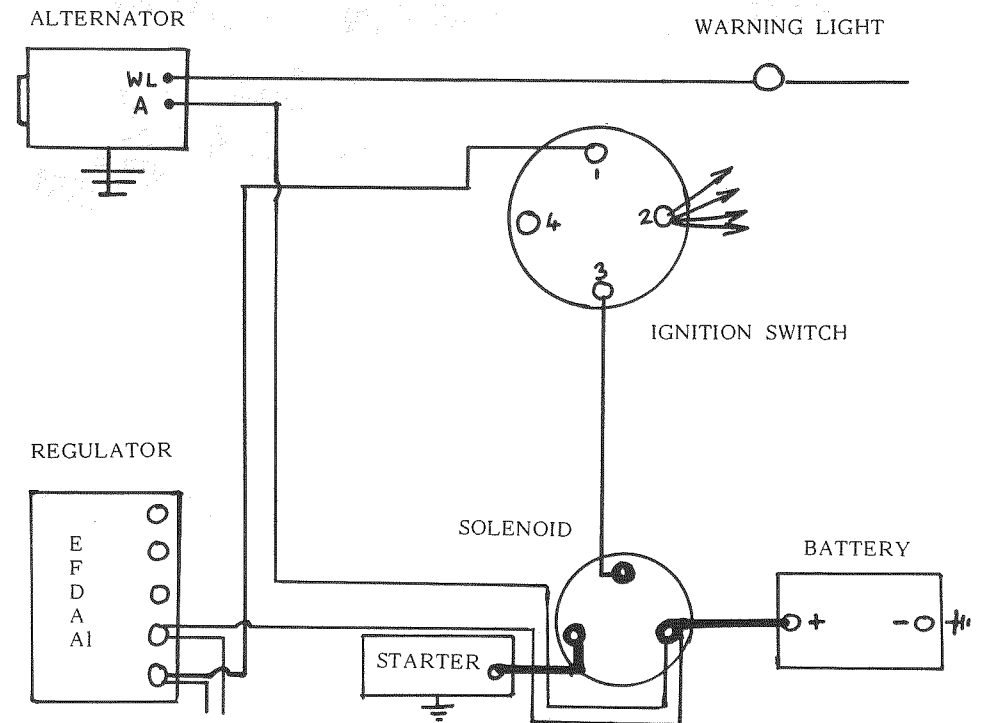
SHARE IT

SEND IN DETAILS NOW!!

NEW WIRING

Approx 3' 84/012 wire.
One 5/15 ring connector.

6. Fix 3/8 spade connector from kit to wire. Fit 5/16 ring connector to other end and solder both.
7. Remove both wires from dynamo, insulate thick wire.
8. Remove dynamo, fit alternator.
9. Connect 5/16 ring to battery side of solenoid.
10. Insert 3/8 spade in to either of the large slots in the plug from the kit.
11. Insert old 'F' wire into plug.
12. Fit plug into the rear of the alternator and secure with the clip.
13. If the fan belt is the wrong length, measure around pulleys, with the alternator one third out on its adjustment. Motor Factors supply belts in lengths e.g. 41l fan belt number 41.1".
14. Check connections and test.



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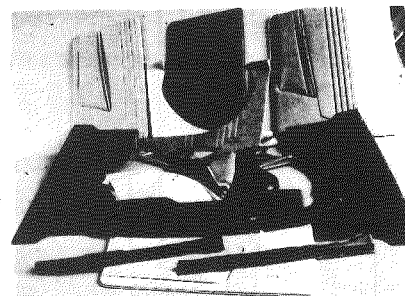
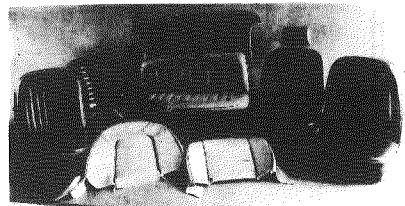
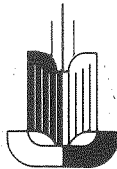
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A TYPICAL REBUILD? PART 2

ROB JENNER - WARWICK

Following on from my letter in the June Courier, just a few comments and thoughts. As you may recall, TFH 195G is my wife's Vitesse convertible, which has recently undergone major restoration work. We were hoping to make MOTEC our first outing, which we succeeded in doing with literally hours to spare - the final touches being put to the car on Friday night. TFH was not entered for the concours, as I felt some aspects were not up to standard. Maybe next year, if I can get Julie polishing and cleaning the oily bits!

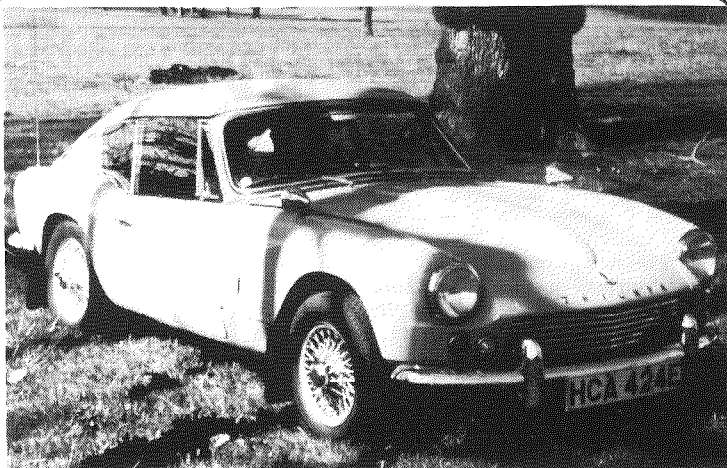
Six weeks later no real problems have been encountered, just little annoying things. The driver's door would not close correctly. After much fiddling with the lock and striker plate, it was found to be the rivet on the check-link strap fouling on the door itself - now rectified. Finding the correct screws for securing the tread plates and sills were a problem; these were found at the autojumble at the National Classic Car Show. the rubber seals that fit between the door and screen surround could not be found, so the old ones had to be rescued from a box of many bits - the moral here is never throw anything away until replaced.

As I have said, six weeks have elapsed. Driving TFH again is out of this world and many admiring looks and comments have been noted. My thoughts, on reflection, are that I would do it again - yes, tomorrow, if I could find another Vitesse or 13/60 - any offers? Having done most of the work outside, next time I would try and use a garage with power and lighting, so as to shut myself away and to stop passers-by talking for hours on end and so as to be able to get on with the job.

On another note, I would also like to comment on John Reese's Spitfire Register article on page 30 in the June Courier: unfortunately, I am one of those poor souls who has to fry in a 1.6L 'tin-top' during the Summer, but I can assure you all our cars (Vitesse convertible, Vitesse saloon and TR6) are used at every possible moment and the Cavalier becomes a redundant, souless, characterless chariot for thrashing up and down the Motorway - it does have one good use - Vitesse engines and gearboxes fit into the boot nicely!!! So, next time, when you are out in your club car and a Vauxhall driver waves, it's probably me half asleep and forgotten what I am driving!!!!



**FIFTEEN
YEARS ON**



Back in 1969 I was running a M G Midget - a nice little car but I was looking for something bigger. My father happened to notice a sports car for sale at a local garage in Leicester. I immediately went over to find a 1967 MKI GT6. A deal was made and I became the proud owner of my first Triumph.

The car in question became much loved and a greatly treasured friend. I then met my other love, Pam, who became my wife in 1973. Getting married and setting up home became rather expensive, so I reluctantly had to sell the car. Since then the years have flown by and we now have two lovely children. Then, last year, I got the 'feeling' for another sports car, so I started looking down the papers. Initially I thought of a MG TF or TD, but the price ruled that out. Then one day, I was discussing with a friend why Morris Minors were so collectable and the joint conclusion was the answer to the car I was looking for, namely that many people had fond memories of having owned one before. So I searched locally for a GT6 with no luck. I then joined the TSSC and found a 1972 MKIII GT6 straight away. It was owned from new by a retired couple living in Lyme Regis, who were going to live abroad. The car being undersealed from new and having always been garaged was in very sound condition. I had gone with the intention to barter but when the lady started to have regrets about selling, I paid the price and promised it a good home.

On arriving back in Leicester it was obvious a new gearbox and clutch were needed. I obtained the services of a friend,

Mic Briers who is a brilliant mechanic to get the car roadworthy. On further investigation we found every nut and bolt underneath to be loose. The only other awkward job other than the gearbox was to replace a rear trunnion bolt that had seized. The bodywork, which included a new top to replace an ugly sunroof, was carried out by Ultimate Respray of Leicester. The bodywork was excellent and the respray a fair one - I was a little disappointed that, despite my having stripped the car to just one seal, they had not taken the trouble to cover it or the dash.

My next stop was Auto Trim of Leicester for a new roof lining and this culminated in a first-class job.

On returning home all the trim was replaced, along with a new carpet set. The one I got was of very poor quality so I suggest you shop around if you are considering yours. 5½ J Triumph wheels were fitted as the car always looked under-shod.

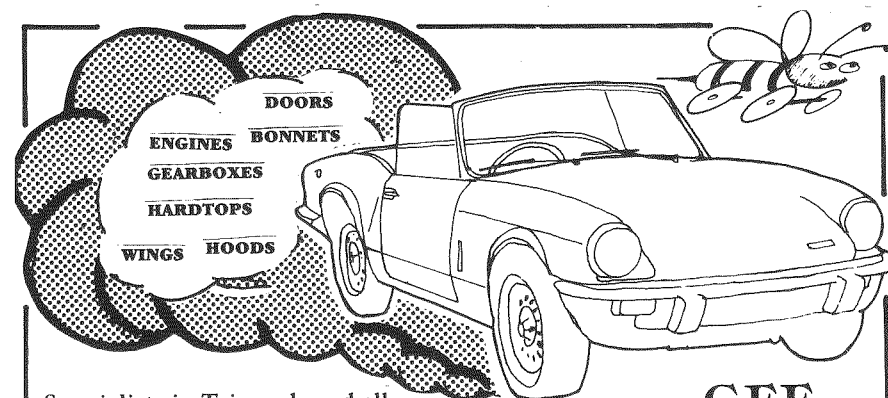
Apart from tidying the engine compartment (next winters job) the car is looking great and it is a real pleasure to get behind the wheel again.

The reason I put pen to paper started when I found some old photos taken of my first GT6 at Stanford Hall in 1970. It seems funny fifteen years on that I shall be returning there this August for the second time in my latest GT6 to attend the Leicester event. I'll certainly be looking forward to meeting other fellow enthusiastic GT6 owners!

Phillip Hartley - Oadby, Leicester



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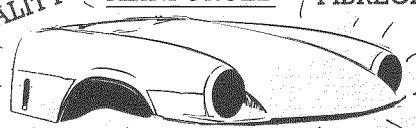
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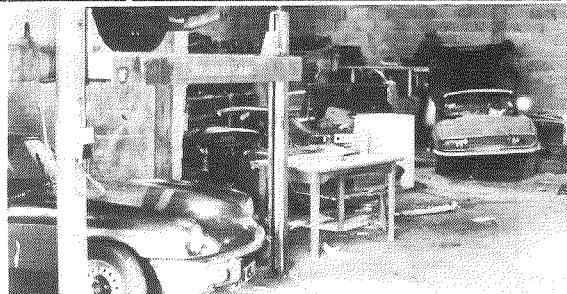


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THE TRIUMPH CAR

By Mike Thomas SHETLAND

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

PART 2

However, by 1951 Standard had put out the Vanguard range: robust, steamlined saloons of great American influence. This was a surprising decision of a sporty car maker in that Jaguar excelled with their 100, and later sporting cars. Yet Standard, often the dominant side of Standard Triumph, opted for boring saloons!

In 1953 Sir John Black designed Triumphs first important saloon, known as the renowned Razor Edged style — they were like miniature Rolls Royces! M.G. were then to become the market rival and, after failing with burly saloons, M.G. returned to the production of sports cars. The T.C. cars handing over to the T.D. and T.F. models, and then the A. and popular B. series — the latter very much liked in Canada. M.G.s looked different and all of them were handsome cars! People liked them, despite the production steel-punched wheels on the later T.F.s and a host of smaller economy-dictated changes.

Donald Healey now also had his own sports car, the A.H.100. This produced the return to sports cars under the Triumph name and a quite unique and revolutionary-looking prototype was made, not unlike a larger version of the Frogeye Sprite. Originally with a spare tyre sitting upon the boot, this car was re-worked in time for the Earls Court Show in 1952. After assisting with design of the Dolomite, D. Healey had had a miniature revolution of its own, producing the 'All enveloping' body style of the Austin Healey, to its

credit. This car left the new Triumph T.R.2 looking dated by comparison, yet in America the T.R. sold well. After restyling into the T.R.3 with shorter doors, full width chrome grille and better trim, it proved a less troublesome and cheaper car compared to its Healey rival. Popularity though was much a phenomena "I like its quaint, weird looks, its part of me" said one buyer: quaint or weird are understandable words as Triumphs always seem to possess something not altogether beautiful, yet enticing in their looks, a look that always says "I'm a Triumph" all over it! T.R.4 and 4A came next: attractive cars with nice accessories like wire wheels, Surrey tops (Targa) and overdrive factory options — though these cars never matched the sales of the T.R.3A.

It was the T.R.5 and 6 which grounded Triumph then, specifically in the problems of the Bosch Fuel Injection which was not complex but, during this time, buyers wanted less technicalities under the bonnet — not more. Most of the problems came from dirty injectors and was cured by removing, two at a time (they lie in pairs below a mounting plate) and simply blowing and tapping out sediments. Also, if the air intakes were cleaned, cars rarely performed as they should. Triumphs forte that of reliable engine systems, suffered badly and sales abroad slumped. The luxury Stag was on the drawing board, in the early guise of a 2-litre saloon.

Yet Triumph had a reprieve: they had a genius idea of designing lots of cars based on the same formula, a microcosm of the entire history of the automobile — sporty cars, saloons, estate cars and coupes all very individual, yet really the same. To this end, a trip was made to the design houses of Italy, where the super form for the Dolomite roadster had come, the Triumph Torch, in 1959. This design became the Herald later. Sir Alick Dicks and his team in production liked the prototype; massive funds were invested and when seen at Motor Shows throughout Europe, it was nothing short of ideal for what the public wanted. It was different, totally unlike any other car and it was very colourful. Triumph had made efforts to design a car for the lower budget customer, yet to present this model as attractively as possible (returning to the extensive paint and trim options). In its mechanical layout it had good access as a major selling point and was to give birth

to an out-and-out two-seater sports car (Spitfire) and also a luxury version of itself (Vitesse). It was one, if not THE, major innovative cars of British history, that is fact. About the only other object it derived from in any way was a tractor as its straight four-block and ancilliary layout was developed from an agricultural engine.

Triumph sold many thousands of cars, yet remained on the brink of financial troubles. The saloons had much opposition in sales from Ford's Cortina range, though why people opted for a plastic-lined assembly of nasty castings was a wonder - even to save money! With the exception of the Model T, I have never ceased to wonder about Fords! In 1961 Alick Dicks left Triumph and the 'praying mantis' of Leyland itself moved in.

To give them their due, among masses of criticism, Leyland itself never harmed the Triumph name. Leyland was a truck and bus combine and most of its management was totally different to the B.L. management, which, and lets be open about it, have yet to make a good car despite millions of pound Sterling investment.

Leyland retained the Herald, Spitfire, GT6, TR5/6 to TR7, alongside the saloons (maybe the saloons should have never carried the Triumph name!), all of the M.G. range and the mundane from the B.M.C. corporation. What a massive concern yet the products were still distinct motor cars.

It was from about 1970 up until 1977 that the rot set in for British motor cars of distinction. Not, of course, to include commendable and gallant private enterprise by the wonderful Morgan Company or that of T.V.R., who are, to a great extent, manufacturing the last of the true British sports cars of today.

This rot was in both management and labour. Managerial was on two accounts, often simultaneously: the technical emphasis, recruiting of graduates to B d level, those with drawing-boards full of boring, angular creations made from NEW, wonderful materials like plastic, chromed plastic, cardboard and foam rubber a whole new generation of designer, career people in the main, caring little for the motor cars of previous years. These in the main began to take away from the experiences of motor car production rather than add to

it. Consequently, cars began to look the same and the 'family saloon' syndrome was dominant.

Cheaper wages may have given the foreign companies a valid sales point - would we buy cheaper at any cost to quality? Modern cars at B.L. look yet are not - they lack serious attempts at distinct design. It was the era of the designer of the Fiesta, who drove a Jaguar XJ6. A commendable and successful design, which those that do the designing can afford not to have rather like the architect and housing syndrome of the same era. Leyland became British Leyland and we were told to 'buy British'; British Leyland became B.L. - all quite different organisations.

Changes without due thought were rife; if any example was needed, how about the T.R.7, which was moved three times in its short life. Development of the Stag enhanced Triumphs unreliability, turning the financial screws to turn off its successful cars, rather than the more staff involving projects and developments.

In 1971 our beloved Herald and Vitesse were axed; sales were down, of course they were - the rubbishy design within the T.R. injection and the Stag alloy engines had seen to that! Of course, development could not be cut, that keeps too many directors and officials on six-figure incomes!

In 1977 Michael Edwards entered B.L. and then things really changed. However, he was responsible for offering his famous and quite correct assertion to his workers with his 'Take it or leave it' pay offer. He did good work to stop strikes, Leylands constant traitor. Yet the vote to restrain directors wages was overwhelmingly voted out! Facts all: in May 1978 T.R.7 factory Liverpool was closed. And in October T.R.7 re-appears in Canley - home of Triumph. In 1979 the deal with Honda was secured, so now the company which once asked us to 'Buy British' wanted us to enthuse over 'Buying half British'. Michael Edwards knighted! Quote from 1980:

"It was obvious from the start that the antiquated M.G. plant virtually hand-building sports cars at Abingdon would have to go".

In October our beloved Triumph plant at Canley was closed. Just two years after

a major move the T.R.7 was shifted to Solihull, less than 20 miles away - WHAT MANAGEMENT!

1981 saw a wierd deal for V.W. gear-boxes for yet another NEW family RUSH DEVELOPMENT SCHOOLBOY saloon. October saw the badge-raped Triumph emerge as the Acclaim, along with the new M.G. Metros - see how the heads of car clubs sell themselves to promote them, for freebies in the National Press (excellent Sports Six Club exempt of course!). One could never call them true to the make. More ironic, in 1982 Sir Michael puts a motion to the Board for his own stepping down. In 1977 market shares were 23%, by his departure in 1982 they were down each successive year to 18%. 1984 saw the end of the Triumph name.

If anything is clear after all this, it is the lesson that staff intelligence is little substitute for learning. In finance, an inexpensive car need not be cheap in its materials; for almost ten years B.L., now

Austin Rover, have axed, economised, butchered, pilfered and introduced new models without due thought for the long term. Let's have a change from prediction, let's have a person-designed car rather than a computer-designed one; let's put together an inexpensive yet feature-full car, one diverse from flat, plain bodystyling. It may be that our class-separated motor manufacturer may never recover, as its wages comparison, in cost-effective manufacture in workers and management is rich, compared with foreign expenditure. It may be that total disbandment of Austin Rover may, in time, give a re-birth to private enterprise and in that variation, and in that people in the main who care about what they are doing, by then the motor industry may be geared to electronics or more efficient lead-free propulsion systems. Whatever, I hope the worthy name of British Triumph will be there.

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HERALD REGISTER

REGISTER REVIEW: 12/50 SALOONS

Since the last review of this marque in July, 1984, there has been a change in the oldest vehicles on the register, with the addition of three cars older than GD1692 RS (J M Davey). They are:-

GD 1417 (Mr K J Bennet, 84-8722)
GD 1614 (Mr P Yates, 84-7789)
GD 1656 (Mr N J Wastell, 84-7888)

The newest is still GD 59968 (S.W. Eales, 83-6609), which is now followed by a new entry, GD 57533 (R.J. Dickinson, 85-10540).

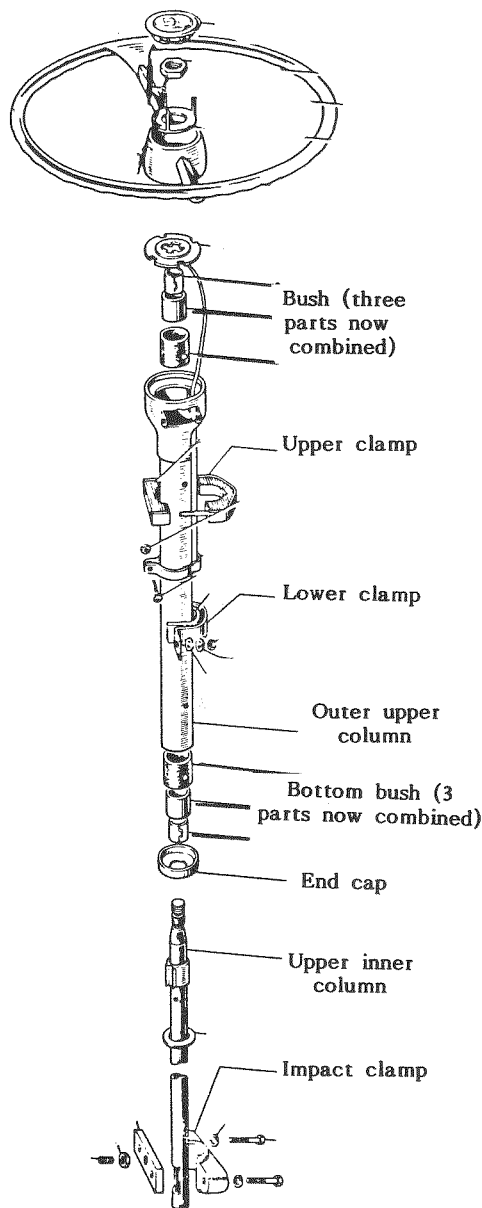
CHRIS LONGHURST

STEERING COLOUMN TOP BUSH REPLACEMENT

Chris Longhurst & Neil Wright

A fairly common MOT failure point on cars with 80,000 + miles on the clock is excessive play in the top steering column bush. In theory it should be possible to push the bush out but often the rubber of the bush sticks to the inside of the fragile aluminium steering column outer tube will need carefully drilling out (use 3 drill bits, largest 3/8th inch). The old bush can then be pushed further into the column. Two methods to do this job are available:-

FIG. 1 - Upper Steering Column
(exploded view)



A. Short Method (Column in car)

1. Disconnect battery - essential.
2. Remove impact clamp (Fig. 1) and pull out wheel and upper inner steering column.
3. Remove the column switch housings (covers) and the four switch retaining screws. Ease the switches outwards; there is no need to fully disconnect them.
4. Drill out the two rubber buttons on the side of the outer upper column.
5. Support the bottom of the outer upper column on a lump of metal and slide a 1" metal rod into the top of the column (Fig. 2); gently drift the bush down the column. Stop and go to method B if it will not move; the column is fragile and will not tolerate heavy bashing! Drift the old bush well down into the column.
6. Lubricate the new bush (209423) with washing-up liquid, insert it through one of the switch apertures. Fit the bush on the end of the 'rebushing tool' (Figs. 3 and 4), square up the buttons with their column holes and press the bush down the column until the buttons locate. It is possible to manage without the rebushing tool if you cannot get one made up - a simple drift will be required to push the bush down the column.
7. Reassemble switches, replace upper, inner column and impact clamp (tightens with an Allen Key), until there is just a trace of longitudinal play. Carefully road test the car!

B. Longer Method

If A fails, remove the column (disconnect wires and undo the upper and lower column clamps (7/16 AF spanner). Drill through the buttons and the inner nylon insert etc. and try to collapse the bush with a punch. Soak the old bush with detergent and push it up and out of the column. On early cars (pre-1964) you may have to drift the bush down (after removing the bottom cap and lower bush) as there is a ridge inside the early steering which prevents the exit of the old bush (although a new bush will fit OK).

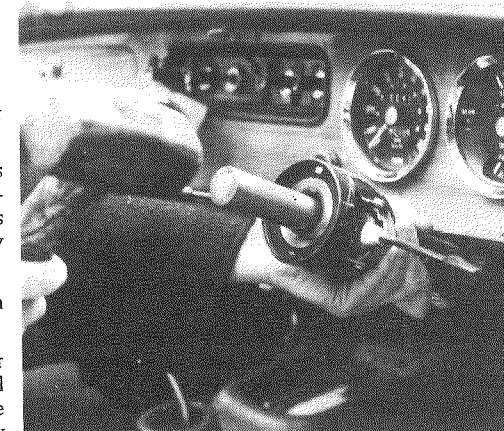


FIG. 2 - Drifting old bush down into the upper, outer column
(Photo Neil Wright)

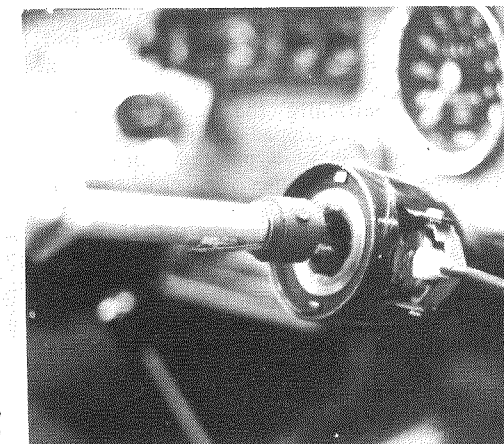


FIG. 3 - 'Rebushing Tool' with new bush attached
(Photo Neil Wright)

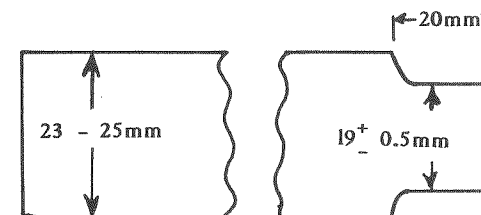


FIG. 4 - Rebushing Tool (total length approx. 300mm. The bush in the photos was made of steel rod; brass or even hardwood would probably be ok.

SPITFIRE REGISTER

First of all an apology: those of you who are waiting for replies to letters please hang on. Holidays and then the Wales Meet have meant that I have been a little busy lately. The pile is now being steadily reduced. On the subject of letters, I would warn people that it can sometimes take a while for me to research the answer to questions, so a reply by return of post isn't always possible.

A couple of technical tips this month. This first one has appeared in The Courier as a letter before, but it is worth repeating as not everyone will have seen it and I have had a couple of people suffering from the problem. The problem is clutches, specifically the centre of the clutch plate being ripped out. I'm amazed how many times this problem crops up, often the car concerned will go through three or four clutches before the cause is found. The cause is a distorted engine backplate, usually damaged by nuts and bolts being used to draw the engine and gearbox together after they have been apart for some reason. Some people (often garages) can't be bothered to line things up correctly, and force them together in this way.

Sometimes the backplate will be distorted behind the flywheel and you will have to remove this to check the plate thoroughly. the backplate itself unbolts easily from the engine and a replacement can then be fitted just as easily. Finding a replacement should be no problem, ask around at your local meeting and you will probably find someone who has a scrap engine that they are glad to sell bits off.

After fitting the backplate, refit the flywheel and clutch, and then replace the gearbox - this time making sure you don't distort the backplate!

The second tip is one which I have been using for several years. When changing your engine oil and filter, the oil pressure light takes a while to go out when you restart your engine. This is

because the oil pump has to fill the oil filter with oil before it starts to pump oil around the engine. I know that no damage is meant to occur during the period that the oil light is out if the engine is not revved, but I still don't like the 30-second wait, trying to decide if you can hear a knock.

The answer to this is agonising wait is quite simple: fill your oil filter with oil before fitting it to your engine. You will find that several top-ups are necessary as the oil takes a while to work its way into the filter from the central 'gallery' of the filter. When refitting to the engine you will get a bit of spillage, so try to be quick.

What does all this fiddling around get you? Well, on starting the engine you will find that the oil light goes out immediately, which makes me a lot happier. Run the engine and then check for leaks as usual, not forgetting to top-up the oil level at the end. This tip only works for the replaceable cannister type filter, so it's no good for those of you with 2-litre Spitfires - though it's O.K. for most Herolds.

JOHN REESE

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TECHNICAL TIPS

PROPSHAFT VIBRATION

Q: I own a Triumph Vitesse MKII to which I have fitted overdrive. Ever since, I have had trouble with propshaft vibrations at speed above 75 mph. Various people have balanced it including GKN at Birmingham, so I feel the prop. should be balanced properly. At first, the vibrations are a lot better, but after a few thousand miles they get worse. Every time I have taken the prop. to be balanced the rear UJ has to be replaced as it doesn't move freely or evenly. I can only assume that the gearbox or engine mountings are suspect. I do hope you can help me as it is a niggling problem that I have had for a couple of years.

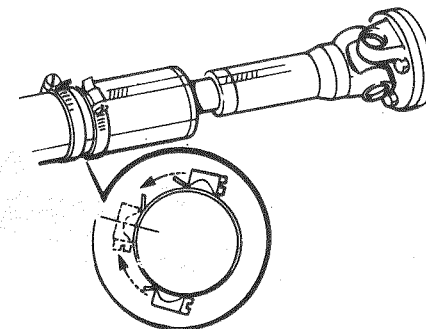
A. We are sure the propshaft will have been correctly by GKN, and we assume that both UJs on the shaft are in good condition. There may be several other reasons for the out-of-balance.

1. Are the connecting flanges on gearbox and differential running out of tune?
2. Have the rear gearbox mounts become softened or loose?
3. Have the differential mountings become softened or loose?
4. Has a grease nipple been fitted to either UJ after balancing?

Any of these conditions will cause out-of-balance, however, as your rear UJ on the propshaft is continually failing we would suspect the differential flange to be out of alignment or the differential to be insecurely mounted.

Assuming differential and gearbox mountings are in order, then small discrepancies affect balance of the drive train can be overcome by balancing the propshaft with Jubilee clips. The following method can be used to correct an out-of-balance shaft on the Spitfire or GT6, but it does require a great deal of time and patience.

The rear of the car must be supported off the ground with axle stands placed under the suspension vertical links so that all weight is taken by the suspension system, and the wheels and brake drums removed.



A Jubilee clip is fitted around the propshaft about 4" from the differential end. Run the engine with top gear engaged with about 45 mph on the speedo, or whatever speed your vibration is worst. The clip should then be rotated in stages, running the engine each time in gear to find the best condition of balance. When this is achieved, mark the position of the Jubilee clip's SCREW on the prop shaft and then turn the clip through 1/4 revolution and re-tighten.

Fit a second clip adjacent to the first so the tightening screws are opposite each other. Now rotate both clips so their screws move towards the mark previously made on the shaft. This should be done by gradual and equal amounts - running the engine after each movement until the best position for balance is achieved.

The rear end of the shaft is now balanced, and if necessary, the front end can be balanced by the same method.

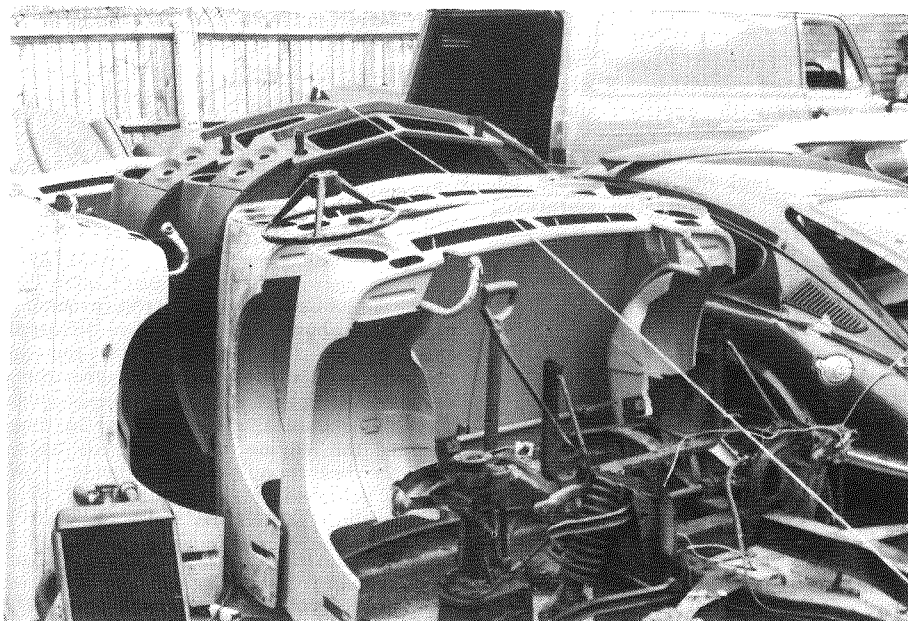
It should be remembered that a great deal of care and attention is needed for this as even the slightest movement of the clips can find or lose the balance.

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SPITFIRE/GT6 SILL REPLACEMENT



As regular readers will know, one of our production staff, Paul Sanderson, recently bought a GT6 and he discovered that there was rust hidden below a layer of underseal and the driver's side sill needed to be replaced. This work was done by Spitfires UK at Leicester and this article is based upon the work they carried out.

DOES YOUR CAR NEED NEW SILLS?

I feel that there are very few cases where it is worthwhile or advisable to attempt to repair sills. I also consider that if you can see external signs of rust damage in nine cases out of ten there is much more serious internal decay out of sight.

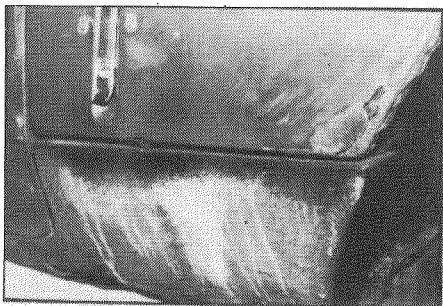
The only way to be sure that the sills are sound is to poke at them with a screwdriver, paying particular attention to the lower part, where internal rust is most likely to have taken a hold. If you find any weaknesses it is a good idea to replace both sills. To find out the extent of rust, investigate the inside of the car, lifting the trim clear and jabbing with the screwdriver to see whether the metal at the floor edge and inner section of the sill is good. A further test is to open the doors and gently lift the outer edge while watching the sill and door post area - on really bad examples I have seen, where the rust has really got a hold, the whole side of the car moves in and out.

On older Spitfires and GT6 replacement sills may already have been fitted and the owners should satisfy themselves that the work has been carried out thoroughly. The first step is to ensure that a complete sill has been fitted and properly welded in position. Then make sure that the new sill has not been welded on top of the original or slapped on by someone too lazy to attend to rot in the internal sections of the sill.

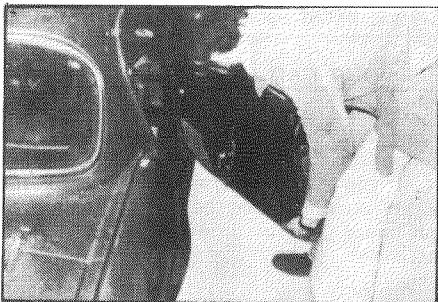
**How to replace the sills on your
Spitfire/GT6 - Michael Brisby says
if you can weld you can
do it yourself.**

The trouble with cars built on a chassis is that so many people tend to think that chassis are immune to rust and, while all the external parts can become moth-eaten, the chassis will remain as solid and safe as the day it left the factory. It is common knowledge that the Triumph Spitfire and GT6 have a chassis, what is less widely known is that the chassis used is little more than a central back-bone to the car and the body, and in particular the sill structures, play a vital part in the car's strength and rigidity.

Badly rusted sills fail the MOT roadworthiness inspection, but, more important, they could affect your chances of survival in an accident. We have inspected one or two Spitfires with rusty sills and found them to be seriously weakened and when we spoke to Spitfires U.K., of Leicester, who specialised in supplying parts for all the Triumph Herald related cars, they told us that they have seen several examples where rusty sills have allowed Spitfires to bend in the middle. However, they also told us that the GT6 which was only available in coupe form, incorporating the roof pressing in the body structure, is stiffer, stronger and does not warp.



This heavily undersealed Spitfire sill has all the signs of disguised damage. Serious rust in the sill area weakens the car to the extent that it sags in the middle - the fixed head coupe GT6 is less prone to this warping effect.



If the sill structure gives during this sort of test - door gently lifted - you can expect the sill structure and the outer edges of the floor to need a great deal of work.



The door seal has been removed to reveal the sill flange confirming that this example still has its original sills. The rust hole on the top surface suggests that the whole sill structure is absolutely rotten.

THE SILL STRUCTURE

The Spitfire and the GT6 share the same sill structure, which runs from the front wheel arch to the rear wing - the lower part of the rear wing serves as an extension to it. In cross-section the sills consist of two parallel boxes running along the outside of the floor pan and sharing a common vertical wall between them.

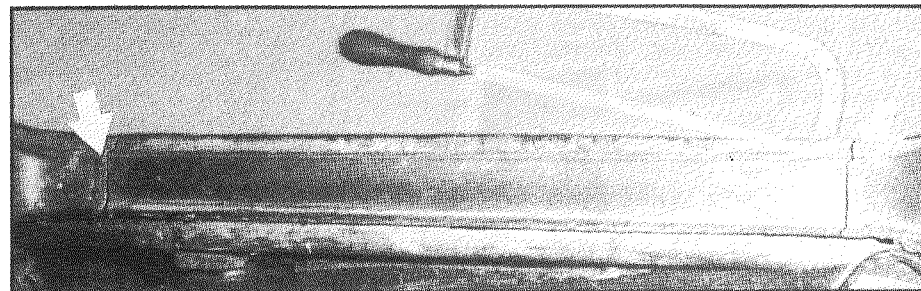
Deterioration of any part of this structure will detract from the strength and resistance to twisting the designers intended the mid-section of the car to have. Particularly on Spitfires if the sill structure has been seriously weakened by rust the car will eventually warp in the middle and by the time the doors become difficult to shut (because they are too tight for the door gap) the car is in an extremely dangerous condition. This damage can be put right, but to do so the sill structure must be completely rebuilt - it is far better to take remedial action long before there is any danger of the car twisting or bowing. Having examined the car you should have a very good idea of what parts will be needed and they, along with some 20 gauge steel, should be obtained before starting work.

TOOLS YOU WILL NEED

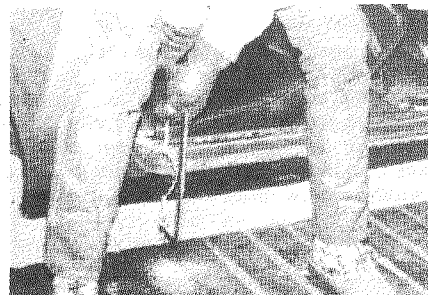
A dry powder fire extinguisher * jack * axle stands (four) * screwdriver * Phillips head screwdriver * spanners etc. for removing seats and trim * chisel with wide blade * hammer 1½lb (preferably engineer's or ball pein) * protective gloves * hacksaw * protective goggles * welding goggles * metal shears or tin snips * drift, preferably electric * 1/8 inch drill * vice grip clamps * welding equipment - gas but a spot welder will be useful * production paper * filler, flat sander or block - alternatively lead loading equipment including files *

REPLACEMENT: PREPARATION

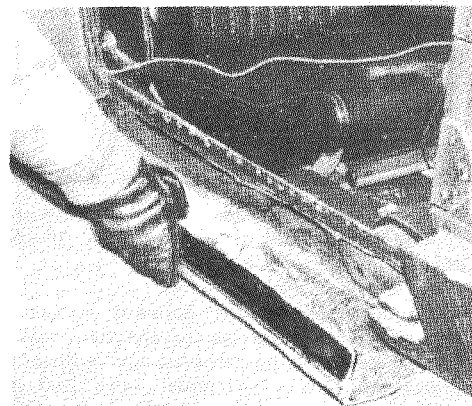
Since you cannot replace the sills without proper access to the bottom of the car, jack it up and support the car securely on substantial axle stands, or some equally safe alternative, placed on firm ground - preferably concrete. Level the car using a spirit level to ensure the bodysell is level front to rear and side to side - by doing this you can be confident that the car is supported evenly and not twisted.



The sill should be removed in two sections starting with the section below the door. Two vertical cuts should be made just inside the joints (arrowed) between the sill and the door post curved sections.



The easiest way to cut through the outer sill is to use a hacksaw. We would recommend removal of the seat and carpet before reaching this stage.



The rear section of the sill being removed. A stout pair of gloves are a sensible safety precaution.

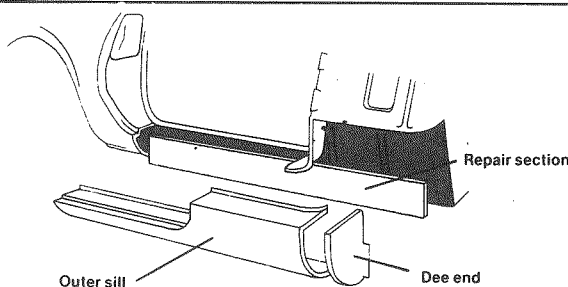
Next remove the seats and carpets to allow you to see what you are doing and reduce the risk of fire. It is a good idea to have a fire extinguisher handy throughout the re-silling operation and it is also a very worthwhile precaution to remove the fuel tank and place it at the bottom of the garden, well out of harm's way.

Before going any further, look at the fit between the rear edge of the door and the rear wing, the bottom of the door and the top of the sill, the leading edge of the door and the rear edge of the bonnet side, and lastly lower edge of the bonnet and the forward top edge of the sill where they coincide. None of these gaps should be excessive and they should all be parallel.

Wear in the door hinges may have allowed the door to drop and you should not proceed until you have fitted a decent pair of hinges, but if the door gap is still tight at the top with unworn hinges, then you should begin to suspect that the car has sagged in the middle because rust has weakened the structure (unusual on a GT6 which benefits from the strength derived from the roof) or that the car may have suffered severe impact damage.

If further investigation suggests accident damage causing shell distortion you should seek expert advice about whether the car is worth repairing. Warping caused by rust damage can be tacked, but it is a little daunting for the inexperienced.

Minor frontal impacts or just bad adjustment can affect bonnet alignment and getting the gaps between the bonnet, sills, door and scuttle top, ahead of the screen, is notoriously difficult.



The reward for taking the trouble to get the car level and get the alignment of the body parts around the sills correct comes as soon as you are ready to line up and fit the new sills, because all you will have to do is line the sills up to the lower edges of the doors and bonnet.

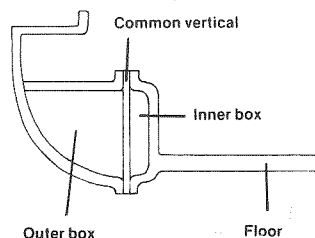
SAGGING - HOW TO RECTIFY IT

If you discover that the car has sagged in the middle, you are faced with the decision whether you are going to tackle putting it right yourself, or seek professional help. It is definitely a good idea to sort the problem out before either of the sills is cut off. What has to be done is simple enough - a stout piece of timber is placed below both chassis rails in the centre of the car and a jack placed as near as possible to the centre point; the car is then gradually raised until the door gaps indicate the car is straight. The car should then be put to the spirit level test to ensure it is level front to rear and that there is no diagonal twist before securely supporting the central part of the chassis and proceeding to replace the sills.

Obviously, bending a car in this way is something which should be done very carefully and progressively - it is A-level stuff for the home restorer. If you have any doubts leave well alone and have the car repaired professionally. If you decide to go ahead, take great care during the whole operation and place your safety well up on the list of priorities because as the centre of the car is gradually raised you must, repeat must, make sure that the car is secure on the four axle stands and in no danger of falling off.

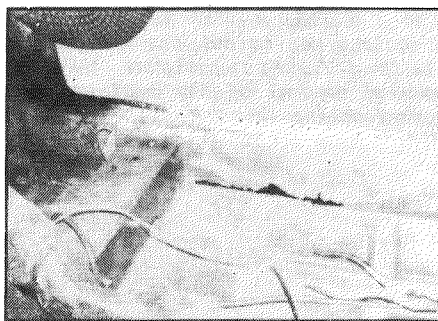
SILL REMOVAL

Never take both sills off a Spitfire or GT6 at the same time because it will dangerously weaken the car. The door hinge position should be scribed on the door post and the door then taken off.



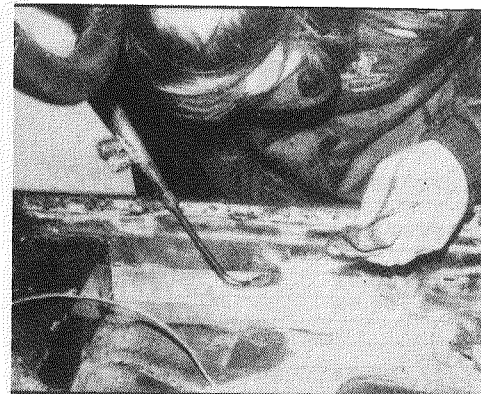
The sills should be removed in two sections starting with the section below the door. Using a hacksaw, or cutting a disc attached to an angle grinder, make two vertical cuts at the joints which can be seen where the curved sections are at either end of the door gap. These cuts should extend inwards as far as the central vertical panel between the outer and inner boxes of the sill.

This section of the sill below the door is then removed by cutting (with a chisel or cutting disc) close to the vertical flanges at the top and bottom and grinding off the flanges once the bulk of the sill is removed, or by drilling each spot weld to weaken it and breaking what remains of the welds with a chisel.



Rust had attacked the angle between the floor edge and the inner box of the sill.

Now remove the forward section of the sill after referring to the new sill to see what should be removed and where the joints are. In a particular note that the original curved section at the base of the forward door post if left intact and any parts of the sill adhering to it are removed separately.



The damage was cut out and a repair section was made up and welded in position. It is advisable to support the floor during operation.

The vertical dividing wall between the tow box sections which form the sill structure will now be exposed and is almost certainly rotted through along its lower edge from the back along to the footwell area. This rusted metal should not be repaired, instead a new section the width of the middle section of the new sill and the length of the new sill should be cut out from sheet metal and tailored to fit.

Do not weld this new section over the remains of the original metal - it should be cut away. Once that (removal of the vertical section) is done the inner sill section will be exposed and this also supports the edges of the floor pan. Again this area is likely to have rusted and a repair section may well have to be shaped and cut to size, use self-tapping screws to position it.

At this stage you can start to re-construct the side of the car. First weld in the floor edge repair section and then make a new lower sill locating flange if the original looks at all doubtful. Before welding it on make absolutely sure that the flange is correctly aligned and self-tap it in position before welding. Do not leave gaps between the layers of metal that will form rust traps and take care not to let the floor warp during the welding operations - a length of wood supporting, but not lifting, the floor is a wise precaution.

At this stage the middle, vertical, section of the sill structure can be positioned and self-tapping screws and clamps will prevent any movement during the welding operation. If you have a spot-welder you can borrow it will speed up the job, but whatever welding method you use avoid distortion and use a hammer and dolly to remove any that does arise.

THE OUTER SILL

The outer sill can now be placed in position and again a mixture of clamps and self-tapping screws should be used to properly locate the panel. Before welding begins it is very important to re-fit the door and close the bonnet to make sure that the gaps between them and the sill are constant and of acceptable width. This must be done before any welding is attempted - once welded it will be too late to put matters right, and the door should be removed before welding starts.

Once the sill is welded on, the repair section for the rear wing can be welded in and small plates made up to seal off the ends of the sill. Interrupt welding the wing repair section at intervals to avoid the heat build-up that spells distortion.

Before turning your attentions to the other side of the car it is a very good idea to clean off the welded joints and give them a protective coat of paint even if you intend to give the floor edges a coat of underseal afterwards. Complete painting operations before using the car.

THE SECOND SIDE

Logically enough fitting the second sill is exactly the same as fitting the first, but there is one point that should be stressed. If your car has sagged in the middle, it should have been propped in the centre of the chassis and this support should be left in position until both sills are fitted and all welding completed. It can then be removed leaving the car with correct door gaps and door that, when correctly adjusted, should close with firm finger pressure - bear in mind that final door adjustment should be made with the door seals in position.

Published courtesy of Practical Classics, August 1981.

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First of all, many thanks to our overseas members who have taken the time and trouble to write to me:-

Del & Marita Carpenter of Sauerland, West Germany
Ralf Bachmann of Arnhem, Holland
R P Geall, based in Estoril, Portugal
George Stewart, Mutare, Zimbabwe
Nantha Balan of Johor Bahru, Malaysia
Peggy Tiffany of Aurora, Illinois, U.S.A.

Please keep those letters coming

Welcome to the new members who joined at MOTOR 100. Due to the appalling weather, many people must have been discouraged from making an appearance.

HERE IS THE CONTINUING LIST OF OVERSEAS MEMBERS:

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Karl Illenberger
8 willet Place
Fernglen
Port Elizabeth

Paul Jolly
9 Tedder road
Gillitts 3603
Natal

James McLuskie
PO Box 44
Cullinan 100 0

NATIONWIDE

AVON - SUE LIPPIATT:

I would like to report on our inter-Area Skittles Match with the South Wales, Central Somerset and Gloucester Areas, held on June 15th. We had a very pleasant evening, for all except perhaps for our esteemed A.O. Les, who we first set eyes on squashed in the back of a Welsh member's Spitfire, having had something of a mishap with a front trunnion (it collapsed!).

Our Barbecue at Mike and Judy Wakefords however, went off rather less eventfully. It was a highly successful repeat of last year's maiden event. Games of 'swing-ball' and 'bowles', some nice music and food ranging from sausages through to T-bone steak, finished off with trifle and Jane's lovely rice crispie marshmallow cakes, made it a really lovely evening. I hope we can repeat this again next year. Many thanks to Mike and Judy for their hard work in setting up and clearing up and providing the bread, salads etc.

Eyes down next month for a report on our trip to 'Harveys of Bristol' wine cellars.

CLEVELAND - KATHY SLEIGHTHOME:

Our June pub meeting was well attended. There were plenty of club cars in the car park, including a J reg. Vitesse convertible which had only done 30,000 miles since new! It would be good to see some early cars, especially GT6s and Spitfires at our meetings. As far as I know, there are only two MKIII Spitfires in the club in this Area.

Stephen Boyne, the York Area Organiser, came down for the evening to tell us about the North Yorks Concours and Moors Run on 1st September, held at The Blacksmiths Arms, Rosedale Abbey.

We intend to meet at The Ladle car park at 9am to drive to the event in convoy. Don't be afraid if your car isn't a perfect example. The concours entries range from the elite standard to our ordinary day-to-day working cars.

DORSET - ANY TOPP:

I would like to thank all those of you who turned up to the 'Bonnetts Up' competition; it was a thoroughly enjoyable evening with

Martin Cameron winning with his tidy, restored Vitesse MKII convertible. We also held a new competition - the 'Feely Bag', which was an idea of another Area. Only one member managed to guess all six items correctly - Steve Wood.

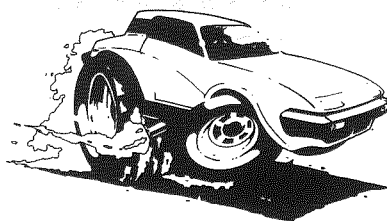
On 3rd July I was asked by the Wessex Area to organise another barbecue at the same venue as last year. I thought that this was a good idea, so have set the date for 10th August. It will be held at The Royal George at West Coker, which is almost three miles south west of Yeovil on the A30. It will start at 7pm. If you have not seen me before you read this and wish to come, please ring me on (0963) 251189 for tickets. The Wessex Area will also be coming and there will be a new 'Feely Bag' to rack your brains. See you all at the Yeovil Festival of Transport.

N. HERTS/S. BEDS - STEVE BEDFORD:

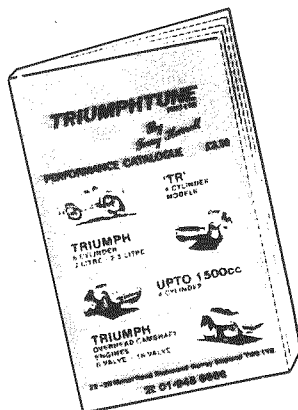
Summer has finally arrived. Our first meeting this year at Whitwell where it wasn't raining etc. and we were actually able to meet in the garden on a glorious summers evening at a lovely, country pub. Another very good turnout with about 35 members present, who it appeared were all in convertibles. I only saw one hood that was not down. Our meetings at Henlow are also becoming very popular. More people from the Bedford area are needed though and not just the faithful few.

Our weekend camping at the South Wales meeting was great. We had our own barbecue there and had a good time in the evening. In total there were 16 of us present and I believe we were the largest area to be represented. It was a good event and should become a regular national event because of its professional approach: well done John Reese. One of our members earned the distinction of coming 23rd on the Treasure Hunt on the Sunday morning. His excuse was that he was in his TR6 and not the Spitfire. Modesty forbids me to say the number of entrants!

Our own Treasure Hunt was certainly a success on Sunday 14th July. I think my wicked sense of humour seeing the agonised faces at the end made it enjoyable. I am trying to finalise our annual barbecue and also a return rounders match. Further details will be given at our meeting in our newsletter. I require more articles for this, so how about writing a small piece on your rebuilds and the events you've attended during the year?



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S. HERTS - PETER DURMAN:

Our "Wake Up The Membership" campaign continues to enjoy remarkable success. So far around 20 new cars and about 40 people, plus a Spitfire owner on a sponsored walk! Welcome one and all.

The British Aerospace Open Day revealed 3 employees, all with GT6s - very embarrassing as we didn't have one on the stand. Incidentally, the flying displays were superb.

Now look! Somewhere within the confines of darkest S. Herts are 50 or so cars that we haven't seen. How about coming along to our informal evenings? Newgate Street Village is not difficult to find - there is a new road called M25 that goes almost to our doorstep. We're between Potters Bar and Hatfield and we're wonderful so come along! I'm not going to tell you what is happening in September - you will just have to come along to our next meeting on Wednesday August 28th and find out.

MENU FOR AUGUST ('cos by now you will have missed July's INTUNE)

Sun. Aug. 11 - 12.00 'til 2.00pm, Sunday lunch get together. The Wicked Lady, B651, St Albans/Wheatthampstead Road, just south of Sandridge.

Sun. Aug. 25 - 2.00pm meet at Coach & Horses for our Treasure Hunt, Heartache. Braincells, pencil and navigator essential. If you have kids bring them along - they're disgustingly good at it!

Wed. Aug. 28 - 8.30pm onwards meeting at Coach & Horses. Tickets available for our barbecue on September 13th evening.

EAST KENT - DAVE BRIDLE:

Our first meeting at the new venue attracted 15 people. Monthly meetings are held on the first Wednesday of the month at The George at the Singlewell turnoff on the A2, east-bound near Gravesend. The next meetings are 7th August and 4th September.

We recently fielded support for the Thamesmead event with Martin's Spitfire and Gordon's Vitesse on the stand.

By the time you read this we will have held our first event - a day-trip to Morgate, including a picnic and compulsory rollercoaster rides. Forthcoming events are a Treasure Hunt, 18th August - meet at The George at lunchtime for a 2pm start; September 6th - 8th sees our camping weekend with a day trip to France on Sunday. We are arranging the accommoda-

tion for Brighton in November and require numbers and a £2 deposit per person, full cost will be £6.50 - £7.50 per night per head. We are discussing organising a National Event for 1986 - possible venues are Chatham Dockyard or Leeds Castle.

W KENT/E SURREY - RICHARD & SUE FRANCIS:

The boot sale on 2nd July was a great success with over 30 cars turning up (including one member from Finland with a lovely Vitesse). An auction was held which made the evening a bit more interesting and a raffle raised Area funds. Our grateful thanks go to the Landlord at The Grasshopper Inn for allowing us to hold this event.

As Summer has finally arrived we hope to be arranging some more events. We have a few ideas of our own which we will inform you of at a later date and also we will be joining the new East Kent Area with some of their events. We would like to take this opportunity of wishing the Area good luck in its new form and offering our assistance and participation in everything they organise.

A date is now set for our Christmas Party which will be Friday 13th December. You have had plenty of notice so don't book anything else. It will be held at Bromley Football Club and, of course, it will be Fancy Dress. £1 per ticket, available nearer the time.

Please come along to our meetings at The Grasshopper Inn, Westerham, to ensure that you don't miss anything. Our own Area newsletter will be handed out at some of our meetings, giving more details of events.

MANCHESTER - DAVID EVANS:

The last meeting to be held at The Midway in Stockport went well, though with fewer members than we usually expect at this time of year. So in July, on the third Thursday, we will have had our first meeting at The Nag in Bowden which, no doubt, will attract many members. If you don't know the whereabouts of The Nag, 'phone me on Poynton (0625) 871558. Lets see some more great cars!

NORTHANTS - IAN MCKEGGIE:

At last back to normality. May I first congratulate Chris and Karen Lane on the birth of Joseph, our latest member, and wish all three of you the best of luck. We

have been discussing for some time now, the possibility of a Sunday meeting and that it would be the end of the world if we don't! So your wish is my command: **with immediate effect we shall meet on the last Sunday of every month at The World End at Ecton**, which is located on the old Northampton/Wellingborough road, at lunchtime. All the usual Northants Area priorities apply.

NOTTINGHAM - CLIVE ROULSTON:

Apologies for not writing last month - the meeting was held in the middle of my holiday. I understand a good number turned up for a friendly evening, along with several new members, new faces keep turning up - if we get many more we shall need a bigger room! Thanks to George for taking over.

Recap on concours: we organised a convoy which started with 8 cars and picked others on the way, especially round the Telford ring road, so by the time we arrived we had considerably more than we started with.

The concours was excellent which I am sure everyone else has said, but I was particularly pleased to see so many Bonds (more than at STIR last year) and a total of 6 present. It was nice to see Geoff Fletcher's Vitesse in the concours. I now know what he does with his spare time since he gave us the A.O.'s job.

A Treasure Hunt is arranged for August 18th, meeting at Castle Donington racing circuit (museum entrance) - time 3.15, finishing approximately 6.30 - 7.00pm (opening time) and there will be a buffet. Last years buffet was excellent. Please make the effort to come along - I promise you won't be disappointed. **Entries to:** Clive Roulston, 30 Lansdowne Road, Shepshed, Leics LE12 9RS - tel: (0509) 504387.

PETERBROUGH - SHARON ESPIN:

I would like to thank Diane for organising the very successful tour around the Cromwell Rubber Company, we all found it very interesting and I was very pleased at the excellent turnout. We shall definitely be organising more of these kind of events and if any other Area would like to come along, they are more than welcome.

The monthly meeting went exceptionally well and we are welcoming new members all the time, particularly Phillip, who is the manager at our local BL garage - a

very useful member to have! We were very narrowly defeated by the MGOC at Pool (is there nothing we can beat them at!) and in desperation, challenged them to enter our Treasure Hunt on Sunday 18th August - we cannot let MG win this! So please come along, it should be a very enjoyable afternoon. We are meeting at The Rainbow Centre, car park, Werrington at 4pm and ending up at a local watering hole for refreshment later.

Forthcoming Events:

Saturday 3rd August - camping weekend at Stanford Hall. This is the Leicester Area meet and there is a barbecue and disco on the Saturday night. Anybody interested? We shall be leaving The Plough at approx. midday on Saturday.

12th August - Monthly meeting at The Three Horseshoes, Yaxley. We are having a barbecue, so bring along your sausages, beefburgers and rolls.

Tour around Woollies, Market Deeping - date to be arranged.

SALISBURY - NEIL WILLIAMSON:

The July meeting was conducted solely in the car park of the Three Crowns, with many new members showing their vehicles and themselves - welcome to you all. There was a distinct lack of Heralds, but no doubt this will be rectified in August. Future events include our 'Clean Car' competition, to be held at the August meeting. This will include UNDER the bonnets, so get the gunk out right now! It was good to see that all our budding racing drivers were free of scrapes at the July Goodwood and some very good times were recorded.

Forthcoming Events:

August 1st - meeting at The Three Crowns, Whaddon, Salisbury. Clean a Car Competition.

August 4th - Goodwood Sprint.

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

September 5th - Club meeting.

N.B. From August 23rd to September 5th I will be touring Europe on holiday, including the Spitfire Rally in Holland and, therefore, I will not be available between those dates - so please don't 'phone.

On the subject of Holland, I have two chalet spaces due to two of our group pulling out. Interested? 'Phone (0425) 52301.

CENTRAL SOMERSET - ROD WARREN:

The June meeting was not as well attended as normal but we did have 11 members there. I hope you have all noted the event dates in your diary which were listed in last month's newsletter. In future dates are again shown below. By the time you read this report, we shall have had our first meeting at our new venue, The Manor Hotel at Pawlett, which I hope will prove to be a success. The meetings at The Manor Hotel will be held on the second WEDNESDAY of each month and not the second Thursday as shown in last month's Area Directory.

A few Somerset members went to the South Wales meet at Caldicot Castle and I think all those who attended had a very good time. I would add that Mike Threlfall again won first prize in the Autotest - well done.

Dates for your diaries:

August 10/11th - Yeovil Festival of Transport, Barwick Park, Yeovil.

August 14th - Meeting Manor Hotel, Pawlett.

August 25th - Picnic with Devon Area at Doone Valley - meet Creech Castle Hotel at 12 noon.

August 29th - Meeting Creech Castle Hotel

THAMES - MIKE CREWES:

A busy month was June, things are really hotting up, with members at the meets growing - new members are turning up left, right and centre. If you haven't been, you don't know what you are missing.

Our Auto Gymkahana was its usual tricky manoeuvring. Thanks go to Bill and Tim. An excellent turnout made it all worthwhile, and yes, I didn't win. That honour was bestowed on Pat McCarron from S. Herts in his Spitfire. This is the first time Thames Area has been beaten at anything, and on home ground as well. Well done Pat. The Thames Area will win the S. Herts. Night Rally as a reprisal.

The Best of British Vehicle Spectacular at Thamesmead was vaguely successful, see elsewhere - we nearly made it. Thanks due to East Kent Area for their support.

AUGUST EVENTS:

1st - meet at The Firestone.

15th - meet at The Firestone.

26th - Merton Concours D'elegance - Morden Park, Morden. Come and support

us on the Club stand.

29th - Area Barbecue, British Heritage Motor Museum, Syon Park. Cooking starts at 7.30pm. Bring the 'other half' and dance the night away, noshing of burgers and dogs.

Anyone needing windscreen leaflets, I have loads. Let's win outright this year!

WESSEX - JEREMY WOODWARD:

Although my reports have been sparse of late, don't be misled! Our modest gatherings continue to be well supported and we do manage to organise different events, even though the most disorganised A.O. is behind it all! I have been prompted to write because I have received a list of new members who live in and around our Area. Come and join in! Our local display at Braemore was good fun and went well. Next on the Agenda is the Yeovil Festival of Transport with a barbecue in the evening. All details at our usual meeting place at The Skittlers, Broadstone, 2nd Tuesday at 8pm. See you there!

WOLVERHAMPTON - JOHN COX:

It is said that the sun shines on the righteous - 40 Heathens thoroughly enjoyed the fun weekend at Hampton Loade; our thanks to Steve Shelley for organising the event.

The July meeting was particularly enjoyable, with Mike Gamble setting the quiz. Ann Rowley emerged as the winner and has agreed to set the quiz for the August meeting.

Congratulations from us all to Kim and Mike Neville, our Publicity Officers, on the birth of their baby Harriet. We can breathe a sigh of relief now Kim. Get well messages go to Norman, our Devon visitor and David, who are at present in hospital as a result of writing off their GT6 in Wolverhampton. **Next meeting: Monday evening, 12th August - Merry Hill pub.**

W. YORKSHIRE - CHARLES HENDERSON:

Presumably holidays accounted for the non-appearance of several of our regularly attending members at The White Bear on July 2nd. Even so, we had 11 convertibles, all with their tops down; these included an immaculate 2-litre Bond belonging to Justin Barwick. Justin, who is A.O. for Gloucester/Hereford Area, was working in the area and decided to pay us a visit. Good to see you Justin, and I hope your Area continues to flourish. Welcome also to Peter Walker from Bradford and drives

a 1500 Spitfire and is joining the Club.

Forthcoming Events:

I have applied for some space in the Hebden Bridge Historic Car Rally and would like two people from the Area to bring their cars to form a static display on each day of the weekend 10th/11th August. If you can help in this way, please ring me or let me know at the next meeting.

3rd/4th August - Woodvale Rally, Southport (ring me for details).

10th/11th August - Hebden Bridge Historic Vehicle Rally.

24th/25th August - Doune TSSC Event. If you want to go ring me or John Heyworth (Brighouse 710889).

EAST BERKS - JOHN WILLIAMS:

The E Berks Area continues to go from strength-to-strength. Wednesday's meeting saw no less than 22 Triumphs in the car park of Uncle Tom's with no 'other' cars present. Recent events have included a treasure hunt, Auto-Sunday and by the time you read this, our summer barbecue - complete with free beer. Several events are in the pipeline inc. another treasure hunt. We hope that the 'car boot sales' will catch on at our meetings, so come on everyone and bring along any spares you do not need, as you may have just the part someone else is looking for.

DEVON - GARETH BEECHING:

The first round of the annual Treasure Hunt contest, although difficult, was popular, with participants, and another is planned for August. Please note these events in your diaries:

August 10th/11th - TSSC stand at Yeovil Festival of Transport.

Sun 11th Aug. - evening meeting at Ley Arms, Kenn.

Sun 25th Aug. - joint Devon/Somerset Area Picnic. Meet at Exeter Services at 11am.

Sun 25th Aug. - evening meeting at Dartmouth Inn, Totnes (Stan Walters in charge)

Sun 18th Aug. - second round of Treasure Hunt. Meet at Solcombe Beach car park at 2pm.

Sun 8th Sept. - Devon Area Concours - details from Stan Walters.

Other forthcoming attractions are a talk by Bob Wreford on servicing and tuning club cars and unusual videos starring John Griffiths. Further details on the above events can be obtained from Mike Atkinson on Starcross 890214 or Stan Walters on Plymouth 700555.

CITY & E LONDON - CHRIS HAWLEY:

Plenty going on in the Area now summer is here. Events for this month will have included a picnic in Epping Forest and a convoy to the Anglia Area barbecue.

We are glad to have a visit from the Kent Area recently, we in turn will be making the trip to Essex. We look forward to more contact with our neighbours in the near future.

4th August - Essex Area picnic. Invitation to Kent Area.

18th August - Treasure Hunt.

Bowling Match - T.B.A.

Next meeting 1st & 15th August at The George - a little awkward to find so ring

Peter on 986-5153 for directions and further information.

NORTH EAST - DAVE MARTIN:

The usual crowd attended the meeting on 1st July, at which a change of venue was decided on. Details of meetings during the August are:-

Mon 5th and Sun 18th at the Ravensworth Hotel, Lamesly.

WEST MIDLANDS - TONY SPICER:

A below average turnout at the last meeting, where were you all? The next Area event will be a treasure hunt on Sunday 29th September.

Congratulations must go to Russel and Tracy and Mike and Sue on their forthcoming marriages.

Next meeting 13th August and lunchtime on 25th August.

WORCESTER - E MCKAY:

A couple of outings in the next month or two - they are: The Patrick Collection at Birmingham on Sun 18th August. 11.30am meet in car park as we get a 15% reduction for group outing. Sun. 15th Sept. Coventry Motor Museum, meet 11.30am in the car park - final details to be arranged. Our 'Open Evening' will be on Fri. 6th Sept. at the Coach & Horses, Harvington.

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BILL SUNDERLAND — EDITOR

**19 Prince Rupert Avenue,
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CAR MART

Herald 1200 saloon: D reg; MOT end Nov, tax end Dec. Sound chassis; good body/interior, good tyres; excellent runner, used daily. £250 o.n.o. Contact: Fraser, tel: Byfleet 522949 - 83/5745.

Vintage 1960 Herald 948cc saloon: Royal Blue; excellent cond.; taxed 12 months; MOT. Collectors car. Mileage 42,000; reg. SAP 235. OFFERS? Contact: A Locking, tel: Sunbury-on-Thames 87494 - 84/8867.

1968 Triumph Herald convertible: new hood, carpets. Brilliant engine; bodywork needs money and attention. Perfect for renovation. Lack of funds forces sale of much-loved car. Offers? Contact: N Halliday, tel: Shoreham-by-Sea (07917) 3209 - 83/6878.

1967 Vitesse 2L convertible: with O/D, recon. diff; chassis restored and under-sealed; body restored with new panels. Resprayed Porsche Red. New exhaust and tyres. Black interior with MG reclining seats. New carpets. Unfinished project. £500 o.n.o. Contact: Norman, tel: Ipswich 622338 - 83/6164.

Vitesse MKII saloon, 1970: Grey, red interior. V. original. Body/chassis exceptional. £850. Contact: R Verrell, tel: Rye 226320 - 85/10829.

Herald saloon, 1966: mechanics OK, body/chassis U/S. Complete, original cond., all trim and excellent white interior. MOT. Drive away, ideal to complete rebuild. £120 or offers. Contact: Martin, tel: NW4 (01) 203 1338 - 83/6227.

Triumph Spitfire MKIII: J reg. For rebuild. Needs some engine and bodywork. Offers? Also Triumph Herald 13/60. J Reg. Spares or repair. good engine. Offers? Contact: Mr I H Jones, tel: Clwyd (049082) 382 - non-member.

Triumph Vitesse MKI convertible: 1967; red; v.g.c. throughout; recently restored. Taxed and MOT November. New car arriving August, so must sell quickly. £1,100 o.n.o. Contact: Mike or Felicity Murray, tel: Folkstone (0303) 39392 - 85/6514.

Herald 1200, 1964: B reg; Slate Blue; 1,000 miles only. Original cond. £2,500. Contact: B C Cotton, tel: Nottingham (0602) 617759 - non-member.

Triumph Herald 13/60, 1969: 37,000 miles - genuine. MOT January 1986; 2 lady owners; reliable; serviced regularly; some bodywork required; interior immaculate. Bargain £400 o.n.o. Contact: B A Stanton, tel: Lutterworth 3244 eves after 10.8.85 - non-member.

Vitesse convertible MKII: Doubleduck hood; rollbar; recon. engine/gearbox; O/D fitted; uprated and lowered suspension; 5 1/2" 8-spoke wheels with 175/70 tyres. SAH dual exhaust; chassis, outriggers replaced. Damson/tan interior. £1,000. Contact: Phil, Newport 854412 - 81/3272.

GT6 MKIII: January 1973; French Blue; good original car. Impending family forces sale. £1,400 o.n.o. Contact: Jon O'Brien, tel: Earl Shilton 43561 after 6pm - 82/4769.

Two Vitesse MKI and MKII for restoration. Work presently being done for MOTs. Also Herald 13/60 conv., K reg; restoration almost completed - requires respray; has new bonnet, boot and hood. Offers? Contact: Ben, tel: Liverpool (051) 1234 - 84/7931.

GT6 MKIII, Feb. 1973: Mallard; O/D; v.g.c.; 54,000 miles; many new parts last 2 years incl. recent recon. GT Transmissions g/box with uprated main shaft; Waxoyled; MOT July '86; Taxed. £2,150 o.n.o. Contact: Paul Burgess, tel: Hull (0482) 867810 - 83/6173.

GT6 MKI, 1967: 58,000 miles; British Racing Green. One family owner since new. In daily use. £750 o.n.o. Contact: S Newbery, tel: Isle of Wight (0983) 522681 - 84/7687.

1973 GT6 MKIII: Valencia Blue; O/D; MOT May 1986; body needs slight attention, otherwise good cond. £575 o.n.o. Contact: Ian Warner, tel: Warrington 825048 - 84/9254.

Spitfire MK4, 1974: 54,000 miles; 2 owners; steel hard top; mech. good, body fair - needs some attention. Good for rebuild or spares. 1300 engine. £295 o.n.o. Contact: John, tel: Wilts (0249) 812259 day or 814739 after 6pm - 85/9856.

Vitesse 2L convertible, 1968: green; long MOT; taxed; new tyres, suspension, UJs, brake pipes, outriggers. Much money spent

on mechanical renovation. Body only fair, hood tatty - hence only £550 o.n.o. Contact: Marc-Alan, tel: Bishops Cleeve 724287 after 6pm and w/ends - 81/01988.

Herald Coupe 1200, 1963: MOT Jan 1986. £300 o.n.o. Contact: V Griffin, tel: Burton-on-Trent (0283) 790511 eves or w/ends - 80/01717.

1966 Herald 12/50: Light Blue; only 46,000 miles. Well loved by two family owners. Now looking for a good home. 12 months MOT. V.g.c. Offers please. Contact: Jeremy Whitehead, tel: W6 (01) 741 0041 (eves) or (01) 723 3484 (day) - non-member.

1971 Sienna 2L Vitesse convertible: manual O/D, 3 + 4. Current tax & MOT. Perfect hard and soft tops as are full and quarter tonneau. Second owner from new, now teaching abroad - hence sale. Best offer secures. Contact: Bluston, tel: Wembley Park (01) 908 3785 - non-member.

Vitesse saloon, 1971: late type with steering lock. One owner; Valencia Blue; tan interior; years MOT; recent new tyres; re-sprayed original colour. V.g. interior, original carpets etc. Good sound condition. £875 offers. Contact: N Waight, tel: Reigate 49364 - 78/335.

Herald 13/60, 1971: MOT; tax; interior v.g. but bonnet and bodywork poor. £100 o.n.o. Contact: Mr P Richards, tel: Exeter (0392) 76609 eves - 85/10609.

Spitfire MKIII, 1969: white; 1500 engine; 1 years MOT. New sills, wings, floor pans and front susp. £550 o.n.o. **Spitfire MKI:** tatty, runs, should MOTD. £100 o.n.o. Also many spares for sale. Contact: Chris, tel: E3 (01) 515 1973 - 85/10503.

Vitesse MKII, 1969: O/D; sunroof; stereo; blue; 1 yr. MOT; taxed; new tyres. Original good condition. £795. Contact: John Kirby, tel: Croydon (01) 7779788 - 85/10555

Herald 1959: detachable hardtop; model Coupe 948cc. Just passed MOT. Very rare model - only produced for two years. Good condition. All original. Valve radio etc. £500 o.n.o. 34,000 recorded miles. Two owners. Contact: John Rossiter, tel: Rochester (0634) 719011 - N/A.

Vitesse MKII saloon, 1970: good engine, recon. g/box; sound chassis, good tyres, immaculate interior with new corbeau bucket seats and radio. Excellent example. £595 o.n.o. Contact: P Thomas, tel: Kingston (01) 942 1909 - 85/11145.

Spitfire 1500, 1976: red; v.g.c.; 2 owners from new; 60,000 miles; hard and soft tops; all factory extras plus O/D. 2 new tyres and battery; full MOT. Regularly serviced. £1,275 o.n.o. Contact: J Pullinger, tel: Caterham (Surrey) 49748 - 82/4564.

2500S, 1976: P reg.; 75,000 miles; alloys, tints, PAS, O/D, vinyl roof, taxed Feb. '86 tested Nov. £450 o.n.o. or swop for rust-free 13/60 estate with T&T. Contact: Charles Henderson, tel: Halifax (0422) 45607 - 79/01019.

Triumph Herald 13/60 convertible, 1969: 12 months MOT. Reliable, smart car in v.g. all round cond. Unusual reg. no. Red with black hood. £625. Contact: L Taylor, tel: Rowlands Sill (Tyne & Wear) (0207) 543887 - 81/2817.

Triumph 2.5PI: 1973 M reg. 12 months MOT. Recon. g/box; new sills; good tyres, engine. Body needs slight attention. Garaged last 14 months. £150 o.n.o. P/EX? Contact: Dave Cooke, tel: Mansfield 21161 (home) or 552819 (work) - N/A.

Vitesse saloon MKII 2L, 1970: sunroof, O/D, mag. wheels. £360. Contact: Tony, tel: Wembley (01) 991 1967 - 82/3885.

1972 MKIV Spitfire: red; mileage 86,500. Used as summer car only since 1977. Well maintained; service record available. MOT 'til June '86. Price £700 o.n.o. Lady owner leaving UK end of August. Tel: Llanfairfechan (0248) 680464 - non-member.

Spitfire 1500, 1976: Java Green; full recon. engine/gearbox 1,000 miles ago. New clutch, driveshaft, universal donuts, break cylinders carpets and trim. In superb cond. 55,000 miles. £1,600. Contact: Dave, tel: NW10 (01) 450 6968 after 6pm - 85/10842.

T reg Spitfire: yellow; hard top; new soft top cover, tonneau, 1500cc O/D. New clutch and calipers, new leaf spring, treated sills, undersealed, recent Goodyear tyres. Regularly serviced. Good cond. £1,975. Contact: V Henderson, tel: Plymouth (0752) 788346 - 84/7831.

Triumph Herald, 1970 conv: Saffron, black interior. 1985 Concours winner and Best Herald Chessington Show, 1985. New duck hood and carpets. Respray; undersealed; MOT; Taxed Nov. 1985. Pristine cond. Must be seen. £2,350 o.n.o. Contact: G W Nankeville, tel: Staines 63314 - 85/9784.

GT6 MKIII, 1974: one of last built. Condition beyond reproach inside and out. Present ownership 5½ yrs. Permanently garaged. 61,000 miles; long MOT. Beautiful car and v. reluctant sale. £2,300. Contact: Simon, tel: Maidenhead (0628) 31668 - non-member.

Herald 1200, 1962: reg. 5434 PW; 2 owners; genuine 32,000 miles; service history; original Bill of Sale; no welding or rust; full MOT; outstanding cond. throughout. Offers around £1,000. Contact: Swains Motor Services, tel: Sibley (050981) 2264 - non-member.

GT6 MKI, E reg: 1 yr. MOT; good cond MKII engine. Just spent £200 on new floor, inner and outer sills. Magenta. Have occ rear seat and some spares. Garaged winter. Now have Equipe. £395. Contact: George, tel: Derby (0332) 700261 - 81/3039.

Vitesse convertible MKII: O/D, v.g.c. before dashboard fire; nearly all parts included to repair; no damage to paint, seats or nearly new hood - straightforward restoration. £400 o.n.o. **Herald 1200 saloon:** sunshine roof; engine runs well; far too good to break; excellent bonnet. £85 o.n.o. Contact: M Tebbett, tel: Malvern (068) 45 63315 - 81/2408.

Triumph Herald 12/50, 1966: 12 months MOT; excellent cond. Sunroof; 2-tone green; original Logbook; all garage bills. Must be seen. £375 o.n.o. Contact: T Otway, tel: Haywards Heath (0444) 454743 - non-member.

GT6 MKI, 1967: F reg. Old English White with black interior trim. New battery, tyres, exhaust, clutch, recon. g/box, long MOT. Lovely car - sad to see it go. £1,200 o.n.o. Contact: Andy Thomas, tel: Kettering 711128 - 83/6079.

Vitesse MKII saloon 1969: v.g.c. MOT Feb. '86. 61,000 miles only. £525 o.n.o. Contact: Mr K Moore, tel: Torquay 606344 - 85/4173.

GT6 MKIII, 1973: excellent condition. O/D; tints. Originally retained on road by Triumph Motors. Dark Red coachwork; black interior; radio; full MOT; full history; 55,000 miles. Would sell to enthusiast. £1,600. Contact: Peter, tel: Elton (Northants) 256 - non-member.

Triumph Herald 13/60: J reg. Needs slight attention, thus no MOT. Low mileage; sun roof. Body good. £300. Contact: C D Smith, tel: Erith 30397 - non-member.

Herald 1200: F reg., green; ex. cond. throughout; totally original v. smart bodywork; 1 yrs. MOT. A few spares. £475 o.n.o. Contact: Chris or Jenny, tel: Dunstable (0582) 666019 - 83/6842.

Triumph GT6 MKIII, 1972: black; O/D; g. cond.; over £600 spent; new springs, shockers, carpets, tyres, inertia seatbelts, rear spring; Tax and MOT. £1,400 o.n.o. Contact: C Jackson, tel: Seaton Delaval (0632) 370212 - 84/8314.

Vitesse convertible with O/D: long MOT; recon. engine, chassis, suspension. Bodywork and diff bad. Many good spares inc. w/wheels, O/D, hood frame, new doors, panels, trims. Sale due to mortgage. Contact: B Kemp, tel: Croydon (01) 589 3456 ext. 659 work - non-member.

GT6 MKIII: M reg. V.g.c. MOT and taxed. Recent engine rebuild; new exhaust, tinted windows, HRW, O/D gearbox, 5 good tyres, stereo rad/cass. Garaged over winter. Bargain at £1,100 o.n.o. Contact: Neil, tel: Bridlington (0262) 675534 - 84/9376.

Herald 13/60, 1968: 48,000 miles genuine. 1 owner; sunroof; MOT Mar '86; tax end Nov '85. Good cond. Offers around £700 for this well kept vehicle. Tel: Birmingham (021) 459 2079 - non-member.

GT6 MKII: excellent cond. throughout. Four new tyres, four new shocks, two new rotoreflexes. MOT. £1,250. Contact: D Houghton, tel: King's Lynn (0553) 674979 after August 17th - non-member.

Triumph Spitfire MKIV, 1979: s/top; one year MOT; O/D; rustproofed from new; rad/cas; good cond. thoroughout. Baby forces reluctant sale, hence £2,000 o.n.o. Contact: M Ockenden, tel: Totton (0703) 865475 - 83/6108.

Vitesse MKI, 1967 2L: O/D; MOT 'til May '86, taxed; v. reliable; chassis sound; new UJs. Spares inc. g/box, d/shaft, wheels. Offers invited. Contact: S Walters, tel: Northampton (0604) 64831/56391

GT6 MKI: F reg; enthusiastic new owner required. 2 owners from new. Covered and on block last 4 years due to growing family and commitments. No Tax/MOT. Car complete. Some tinworm infestation. Offers around £250. Contact: Mike, tel: Wellington (Somerset) 6412 after 6.30pm -

GT6 MKII, 1969: Triumph Green; MOT July '86; numerous spares; good engine and mech; bodywork good. £1,250 o.n.o. Contact S Cox, tel: Hinckley (0455) 632182

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FIBRE GLASS

GT6 Mk III Spitfire IV Bonnet	£131.55
Spitfire I, II, III, GT6 Mk I-II Bonnet	£121.77
GT6 Mk I, II, Spitfire I, II, III front valance	£21.10
Spitfire IV Boot lid (full)	£53.75
Spitfire I, II, III Boot Lid (full)	£25.70
Spitfire IV, GT6 front quarter valance	£25.60

STEEL

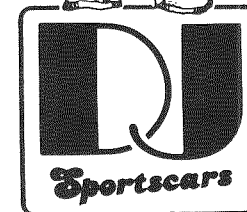
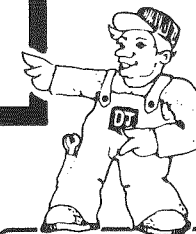
Spitfire I-IV, GT6 I-III sill	£7.35
Spitfire I-V, GT6 I-III door skin	£17.95



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1979 Spitfire: Silver Metalflake; ½ leather; power brakes/windows/aerial; 4-speaker stereo; new Mohair hood; fastback hard top; 100+ bhp Triumphtune engine (new); full braking/suspension modifications; 4 new NCT Carello bi-optics. Many spares. £2,900 o.n.o. Contact: Clive, tel: Co. Durham (0207) 502986 or (091) 430 0038 - 80/01852.

CARS WANTED

Spitfire MKIII/Vitesse convertible MKII: good example of either. Spit with H/T and S/T; Vitesse with O/D. Good home assured. Contact: David, tel: Pinner (01) 866 4492 after 10.8.85 - 82/3785.

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

GT6 MKII engine recently rebuilt. Can be seen running. £100 o.n.o. also Herald 13/60 complete spares or repairs, £150. Contact: G Rayner, tel: Wallingford (0491) 37408 - 85/10726.

Vitesse bonnet plus lights and most trim. Good welding practice, £20 - stored Bristol. 13/60 rolling chassis available soon. Contact: V Preston, tel: SW8 (01) 735 2186 - 82/4911.

Breaking Vitesse MKII including roof with sunroof, tan interior, MK1 boot lid, also many other interesting bits and pieces. Offers? Contact: Simon D Beasley, tel: New Forest (0590) 23420 - 81/02075.

Pair 1½" SU carbs: excellent cond., with all linkage and manifold adaptors for Vitesse. £38. Contact: R M Gardiner, tel: Wareham 3728 - 84/9292.

3.89 diff, £35; Herald hood frame, £10; vitesse clocks unit, £10; PAIR NEW exterior door handles/locks Spit MKIV/GT6 III, £30; Handbrake gaiters, black, heavy duty vinyl - fit Herald/Vit/Spit, £5.50 inclusive. Contact: Dick Howard, tel: Dawlish 866283 - 83/6516.

MKII Vitesse chassis, carbs, roof with sunroof, dashboard, heater, wheels, rear seat. Also Triumph 2000 MKII engine - will fit Vitesse. Contact: Paul Williams, tel: Cheriton Bishop (Devon) 333 - 84/8464.

Triumphtune twin silencer system, round silencer type with centre pipe and Y-piece. £35. Contact: C R Fulford, tel: Surrey (0293) 776120 - N/A.

MKIII Spitfire hardtop, £50; hood frame, £10. BRAND NEW passenger door, £50; rear wings, both sides, £30 each; 6 restored wire wheels with spinners and hub adaptors - also fit Her/Vit, £100. **MIIII Spitfire windscreen,** £10; bonnet and bumper (fair cond.), £25; wiring loom, £5; diff, £25; bootlid £5; pair MK4 seats, £10; petrol tank, £5. Ring for other bits incl. engine - all cheap. Contact: A Grant, tel: West Ewell (01) 394 0508 - 84/7601.

1972 1850 Dolomite 12½ gallon fuel tank with sender unit. Slight leak. thoroughly repaired with f/glass. Rest as new. Any offers before I throw it away? Contact: Pritchard, tel: Bury St Edmunds (0359) 31518 - 85/11116.

GT6 MKII parts: engine in pieces, £100; g/box + O/D, £50; O/D prop, £5; 3.8 diff, £15; carb assy. + manifold, £20; Parts Manual, £10. Contact: Alan, tel: Biggin Hill 73244 or (01) 658 2211 ext. 414 week/daytime - non-member.

2L MKII: engine, £20; O/D g/box, £40; carbs, £10. Also vertical links part nos 209222 and 209223 - brand new, £15 pair; Lucas Squire 8 lamps, £7.50 pair; HD battery, £2; Spitfire III caliper o/haul kit, £2. Contact: B Thurgood, tel: Bishops Stortford (0279) 812675 - 77/00152.

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

Spitfire MKIII: 1200cc engine, £20; gearbox; propshaft; diff; various trim etc. **SPITFIRE MKIV:** 2 rear f/glass wings, £10 each; 2 quarter valances, £15 each. Contact: L Perry, tel: Cardington 639 - 85/10735.

Herald 13/60 complete engine (Herald running), g/box, prop, diff, complete rolling chassis - £25 THE LOT. Contact: Mike Branfield, tel: Horsham 66121 - 85/11166.

Breaking accident damaged (rear) MKIV Spitfire: all parts available except engine and g/box. Immaculate seats, £40 pr., hood and frame, £30. Most parts in good condition - come and make me an offer. Contact: Mr Boardman, tel: Leamington Spa (0926) 651647 - 83/6937.

Spit III f/glass hardtop, black, v.g.c., £60 o.n.o.; Spit 1500 chassis exc. cond., offers? Spit III tonneau v.g.c., £10; Spit IV set of 5 original wheels, £25 o.n.o. Spit IV Steering wheel, £7. Contact: J Harland, tel: Macclesfield (0625) 72674 - 82/3983.

Wire wheels adaptors spinners. One set left to fit Triumph, MG, Ford. Wanted genuine black carpets, wood door cappings, door trim, black or red. Must be new + O/D g/box. Contact: D Round, tel: Mexborough (0709) 587563 - non-member.

Dolomite O/D gearbox - new and unused. Car sold before it could be fitted. Offers? Contact: K Ray, tel: Wakefield (0924) 258039 anytime - 84/8120.

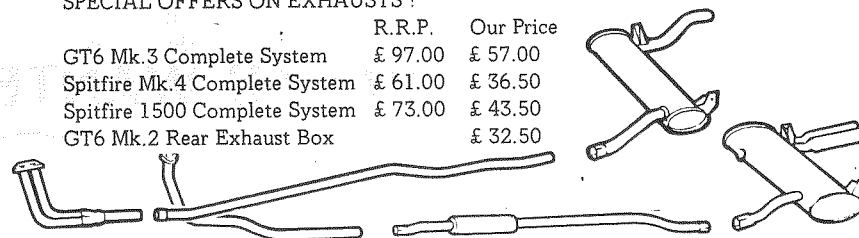


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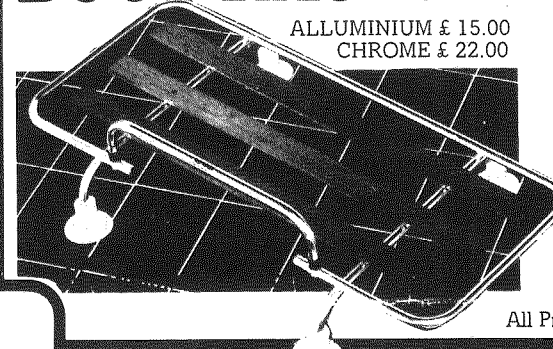
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Unused f/glass Herald 13/60 bonnet assy, £70. Contact: Ian Richardson, tel: Nottingham (0602) 225624 eves. - 85/10837.

GT6 & Vitesse MKI parts: suspension, rad, wheels, interior, diffs, bonnets, doors. Also Spitfire and GT6 MKII chassis, fuel tanks, tail gates, propshafts; MKII Spit windscreen and surrounds - good cond. Contact: Andy, tel: Muborne Port (0963) 251189 eves - 81/2892.

Spitfire MKIV parts: pair seats, black, non-recliner, good condition £15 o.n.o.; two hood frames, 1 MKIII, 1 MK4, both in good working order, £15 o.n.o. ea. Available Norfolk Area or N. London/Herts. Contact: Kevin, tel: Mulbarton (0508) 70753 - 85/11061.

Spitfire MKIV non-O/D g/box, diff, prop. Good cond., £70 the lot - will split. Contact: Brian, tel: Abingdon (0235) 26644 - 85/10303.

Spitfire 1500 parts: SAH, cylinder head, 262 camshaft, followers, twin carbs, clutch plate, cover, bearings, all comp spec. Genuine Leyland Workshop Manual. All parts brand new except head (3,000 miles) £90 o.n.o. the lot - must sell! Contact: Anthony, tel: Ashington 855839 - 84/8575.

Abandoned restoration project - Vitesse MKI 2L conv. low mileage, £400 o.v.n.o. Also MKI saloon rolling chassis, suitable for kit-car construction or supply of good spares. Some additional spares are available. Contact: Mr W Pomfrett, tel: Coventry (0203) 501221 after 5pm - non-member.

Herald 13/60: right rear upper steel wing, £30; rear lower wing, £27; rear right ¼ and centre valance, £4 and £5 plus both side sills, £4.50 each and tread plates, £3 each. All new. Contact: Tony, tel: Purley (01) 660 9929 - 84/9045.

GT6 MKI chassis, v.g.c.; MKI bonnet; black seats and trim; Vit. hood frame; 1600 g/box; 2L g/box; MKI Vit. dash with clocks; MKII Vit. rear suspension. Contact: Jimi, tel: Middlesbrough (0642) 469380 - 84/9278.

Vitesse MKII, 1971: write-off by prize wally. Needs bonnet, fr. valance and rad (anyone?) otherwise must sell. Prefer complete, not break, to be repaired. Has O/D GD engine, new exhaust, good tyres, trim, seats etc. £150. Contact: John, tel: Stevenage (0438) 318313 - 77/199.

Herald parts: 1200 engine, £30; 13/60 bonnet, £5; gearboxes, £10; LHS door, £5; chassis, £25. Other parts available. Contact: Jasper, tel: Marlborough (0672) 870225 - 84/8859.

Vitesse MKII spares: bonnet, £50; boot, £10; rear suspension, steering rack, complete pale blue interior inc. excellent seats, all wood and glass, complete dash and much more. CHEAP. Contact: Duncan, tel: Bristol (0272) 273316 -

Vitesse convertible MKII - breaking for spares. Contact: Trudi (Membership Sec.) office hours, tel: (0536) 761930.

Roof for Vit. or Her. Contact: Mike Cooke, tel: Feltham (01) 8441160 - 84/9440.

PARTS WANTED

Urgently wanted: hood frame for Herald or Vitesse. Any condition considered. Contact: Tony, tel: Surrey (01) 549 9305 - non-member.

O/D gearbox and diff wanted. Contact: R M Gardiner, tel: Wareham 3728 - 84/9292.

Fibreglass bonnet: any cond. for Spitfire MK4/GT6 MKIII, weber inlet manifolds for 1500 Spitfire; roll-over bar for same. Dolomite Sprint rear axle with LSD. Any fibreglass panels for Spitfire 1500. Contact: Derek, tel: Coventry 616202 - 80/01645.

Spitfire engine and carbs. Contact: Paul Williams, tel: Cheriton Bishop (Devon) 333 - 84/8464.

Wanted replacement bonnet (metal) Triumph Vitesse 1963. Contact: H Trend, tel: Sevenoaks 452360 eves - 85/11098.

Wanted Herald estate roof in good cond. Might consider complete car. Contact: E Stevens, tel: Princes Risborough (08444) 6829 - 85/10174.

Vitesse 6 overdrive wanted. Contact: Mike, tel: Horsham 66121 - 85/11166.

Workshop and Owner's Manuals for 1949 2000 Sedan and 1953 Mayflower. Also need reliable parts source. Willing to ship to States. Contact: Peggy Tiffany, 629 South Jackson Street, Aurora, Illinois 60505, U.S.A. - 83/6584.

Wanted Spitfire MKII front bumper. Good price paid. Can arrange for collection. Contact: John, tel: Derby (0332) 492834 - 85/10835.

AREA DIRECTORY 1985

AREA	AREA ORGANISER(S)	TEL. NO.	VENUE	MEETING DAY
01 ANGLIA	Giles Tinkler	0223-21066	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
05 CLEVELAND	Jimmy Jobson	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
04 CUMBRIA	Malcolm Butler	0946-830017	Ye Old Queens Head	2nd Wednesday
05 DERBY JUNCTION 29	Geoff Parr	0623-652279	The Elm Tree	2nd Sun/Last Sun
06 DEVON	Mike Atkinson	0626-890214	Levy Inn Arms/Dartmouth Inn	last Wednesday
01 DORSET	Andrew Topp	0963-251189	The Anelope	last Wednesday
07 DORSET	John Reed	0628-33365	The Sun/Uncle Tom's Cabin	last Mon/2nd Wed
08 ESSEX	Justin Barwick	0245-323681	The White Bear	1st Sun. lunch
09 GLOUCESTER/HEREFORD	Gerald Norman	0474-59974	The Loughpool	2nd Tuesday
11 HANTS & SURREY	Steve Bedford	0689-36288	The Eagle & Child/Bird in Hand	last Wed/3rd Tues
12 HERTS NORTH & S. BEDS	Jeffrey Moore	01-363 7960	The Coach & Horses	last Wednesday
13 SOUTH HERTS	Bill Yates	0474-830437	The Rushmere Farm	2nd Wednesday
45 IPSWICH	Clive Coldwell	0474-59974	The George	1st Wednesday
14 EAST KENT	Richard Francis	0533-889079	Bath Hotel/Gate Hangs Well	1st & 3rd Tuesday
15 KENT WEST	Tony Mee	01-986 5153	The Nag	last & 3rd Thursday
56 LEICESTER	Peter Tashis	0625-871558	The Fountain	3rd Thursday
53 CITY & EAST LONDON	David Evans	0908-315025	The Badgers Wood	3rd Wednesday
17 MANCHESTER	Geoff King	07356-4629	The King's Head	1st & 3rd Tuesday
18 MILTON KEYNES	Norman Smith	0603-502486	Stag's Head/End of World	last Thurs/2nd Sun
48 NEWBURY/READING/B' STOKE	Mark Randall	0858-63934	The Ravensworth Arms	1st & 3rd Thursday
19 NORFOLK	Ian McKeggie	091-2847225	Old Hall Tavern/Rising Sun	3rd Wednesday
20 NORTH EAST	Dave Martin	0582-699896	The Three Crowns	3rd Wednesday
21 NORTH LONDON	Steve Willis	0889-881566	Glenavon Hotel	1st Monday
22 NORTH MIDLANDS	Don Halliday	0909-504387	Redgate Lodge - racing circuit	1st Mon/last Mon.
23 NORTHERN IRELAND	Rob Millar	099-389555	The Grapes	3rd Thursday
24 NOTTINGHAM	C P Roulston	0775-88335	Three Horseshoes/The Plough	1st Sunday 2pm
25 OXFORD	John Cudmore	0772-32371	Black Horse/Bridge Inn	2nd Wednesday
26 PETERBOROUGH	Sharon Espin	0203-452541	The Fox & Hounds	Alternate months 2nd Mon.
27 RIBBLE	Bill Coulshed	0425-52301	The Three Crowns	2nd Mon/4th Sun
28 RUGBY	Andy Jones	0334-54796	Hawes Inn	2nd Thursday
29 SALISBURY	Neil Williamson	0292-56624	The Luton Inn	2nd Sunday 1pm
30 SCOTLAND EAST	Wheater/A Cooper	0278-424234	Manor Hot./Creach Castle Hot.	2nd Wed/last Thurs
31 SCOTLAND WEST	John Malcolm	0705-324065	The Good Intent/Ship & Bell	1st Tues/3rd Thurs
32 SOMERSET	Rod Warren	0444-413607	The Five Bells Inn	last Wednesday
33 SOUTHERN	Tony Farby	0293-30473	The Firestone Inn	Alternate Thursdays
34 SUSSEX	Colin Harrison	01-568 1870	The Robin Hood	1st Thursday
35 SUSSEX WEST	T Di Francescomarino	0636-814050	The Golden Lion	2nd Tuesday
36 THAMES	Mike Crewes	08242-4136	Caesars Arms	2nd Tues/last Sun. lunch
37 WALES NORTH	Mike Costigan	0222-891400	The Skittlers/The Dudsbury	2nd Tues/last Sun. lunch
38 WALES SOUTH	Patrick Faleir	0202-602651	Modball Hall	2nd Monday
39 WESSEX	R L Pugh	021-3539961	The Merry Hill Inn	last Tuesday
40 WEST MIDLANDS	Jeremy Woodward	0902-330940	The Coach & Horses	1st Wednesday
41 WORCESTER	T & J Spicer	0789-772480	The Hopgrove Inn	2nd Sun lunch/4th Thurs
42 WOLVERHAMPTON	John Cox	042784-405	Norfolk Arms/Lumley Arms	1st Tuesday
43 YORKS NORTH	Ewan McKay		The White Bear	
44 YORKS SOUTH	Stephen Boyne			
44 YORKS WEST	Jon Woolhard			
	Charles Henderson			