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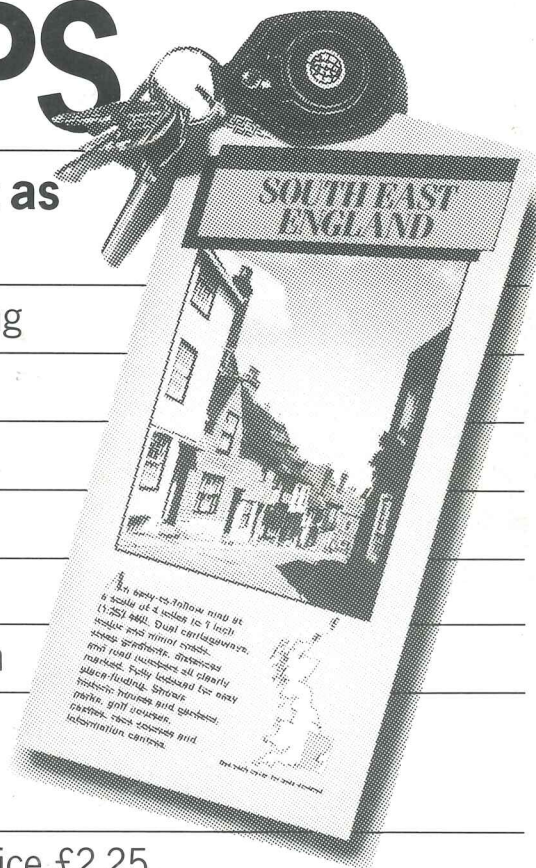
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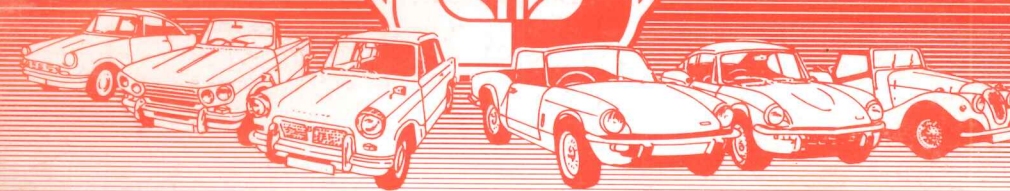
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BOB NOTLEY BILL SUNDERLAND

# EDITORIAL

Yet another events-packed summer has come to a close. The October magazine is certainly well subscribed with reports and details of these ever popular events. Jo and I were fortunate enough to attend the International Spitfire Weekend, run by the Triumph Spitfire Club, Holland. There were in excess of 600 Triumphs (mainly Spitfires) who had congregated from all over Europe (well done the UK contingent). This particular event gets bigger every year and, in Continental terms, must be the biggest Triumph gathering outside the United Kingdom.

November is going to be quite a month for 'our cars', as Triumphs are being featured in many of the Classic Car magazines - perhaps we are all to be treated to a brief interlude from M.G.s. Practical Classics are featuring a 'Home Restoration' on the Spitfire; Classic Car Mechanics are running a four-page feature on the GT6; while Classic and Sportscar are running a major feature on the Herald and Vitesse - all-in-all this should produce some very interesting reading material. Incidentally, most of these magazines will be in the shops in mid-October.

Area Organiser nominations time again folks! We would appreciate if you could fill in your forms as soon as possible and return them to Richard Bruford (address on inside front cover) by 31st October. This is a legal requirement for the TSSC, to comply with its Limited Company status.

Included in this issue is the 1985/86 Self Help Scheme, which has grown considerably since last year. We hope this will be of benefit to any of you who are unfortunate enough to break down whilst away from home. To those of you who have cause to use this booklet, please note the services provided and be sure to call on the individuals listed only when absolutely necessary.

Next month you will be receiving the *Vitesse Turning Circle*: many thanks to all who have contributed to this. November will also bring the ever popular Brighton Thoroughbred Classic Car Show - there's always something to look forward to!

BILL SUNDERLAND - EDITOR

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FRONT COVER: Justin Barwick's 2-litre MK11 Bond convertible at Caldicot Castle in South Wales.

# PRESIDENTS INTRO

I am going to keep this short, as time is at a premium!

The TSSC has had a great summer, even if the sun didn't shine! Take, for example, the Finlux National Triumph Car Rally at Stanford Hall, held on 4th August; bearing in mind the awful weather, the turnout was fantastic. But then the organisers deserved the support they got because they have formulated this into a real premiere event of the TSSC calendar. Attention to detail always pays, and John and Mary Thorpe, Tony Mee, Mick and Sue Maidment and the Leicester Area certainly understand this.

On behalf of all those who attended, may thanks for a great day.

\*\*\*

It is amazing to me, being one of the founder members of the club, to see how the whole thing has developed. Naturally, even in 1977 when it all started, I thought 'our cars' were the best thing since sliced bread, but not many other people visualised them as CLASSICS then.

Today with 7,200 members, and an intake of approx. 350/400 new members per month, we are on stream to be the second largest one-make car club in Great Britain (I won't mention the larger club, as I know some of you are very sensitive!).

1984/1985 has been a very exciting year in the history of the club. We have seen the introduction of our own exclusive Agreed Value Insurance Scheme; we have seen steady improvement in the quality of our publications; we have seen steady improvement in the standard of our events and, of course, we obtain more and more recognition as one of the most professional clubs in Great Britain today.

1985/1986 will see further improvements, as we, the Council of Management, strive to provide the club you want. If any of you think there is a need we are not matching, then let me know. We are always pleased to receive constructive criticism and good ideas for the club's development.

It is worth mentioning here that Bill Sunderland has been with us as a full-time employee for almost 12 months now. Much of the club's development can be attributed to his efforts, and I would like to take this opportunity to thank him on behalf of you all (incidentally, Bill is the only paid male member of staff in the club).

Let's also not forget the other two dedicated workers - Jo Sunderland and Trudi Squibbs, who undertake all the major back-up work and keep the club running day by day. With probably 5,000 plus members renewing, just spare an occasional thought for the work involved. We take our hats off to you!

## VITESSE REGISTER SECRETARY:

Our good friend, Andy Jones, has decided to stand down as Vitesse Register Secretary. Many thanks to Andy for your enthusiasm over the years - no doubt you will remain closely associated with Vitesse happenings.

There is now a vacancy for this post, which we will want to fill as soon as possible. If anyone is interested, please write to the General Secretary (Bob Notley - address on inside front cover of The Courier). Please include the basic C.V. and state what knowledge you have of the Vitesse, its models and history.

In return, Bob will send you a job description, following which you will be considered along with other applicants.

This is an important post within the TSSC structure (approx. 1,800 members to service!), so if you think you have the enthusiasm, write to Bob today.

## CLUB INSURANCE SCHEME:

The whole scheme has settled down very nicely, after 5 months in operation. I receive approximately three to four valuation requests every day on average and, to date, no problems have emerged. I believe everyone who is eligible for cover is well pleased with the scheme. Let's face it, it's nice to have an actual piece of paper confirming your valuation. All sorts of nasty stories exist about people who thought they had Agreed Value Cover with their broker, but when the crunch (excuse the pun) came, they had to fight like mad for the stated figure.

The TSSC Scheme remains a simple, no nonsense deal, which in time we hope you will all support.

If for any reason you haven't got details or want to revalue your car following further improvements, contact Bill Sunderland or me for literature.

Cheers for now,

JOHN GRIFFITHS - PRESIDENT

## SNIPPET

*The following cutting has been sent in by Adrian of the Hastings Area. He thought members would be interested in this 'car for sale' (unfortunately it is now sold), which was advertised in the February 1975 issue of Thoroughbred & Classic Cars:*

1964 Triumph Spitfire Le Mans Works Car finished in British Racing Green/ Orange. Reg. No. ADU 8B. Chassis No. FC 23647.

As competed for the Works by Rob Slatemater/Taylor in such classics as Monte Carlo Rally, Le Mans, etc. Rebuilt to complete Le Mans spec., with 8 port head, and 42 DCO ES, all synchro box, special light alloy wheels, alloy body with fibreglass top, etc. Raced this year in Classic meetings by Reg Thurley. Possibly the only one left in the world. Investment at £1,200. HP arranged, any road or racing car taken in part-exchange. Westbury, Wilts.



**TRUDI SQUIBBS LEFT  
(MEMBERSHIP SEC)  
AND IRENE FUSSELL  
(RECRUITMENT  
SEC ASS'T) SEEING  
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# The Malvern Motoring Event

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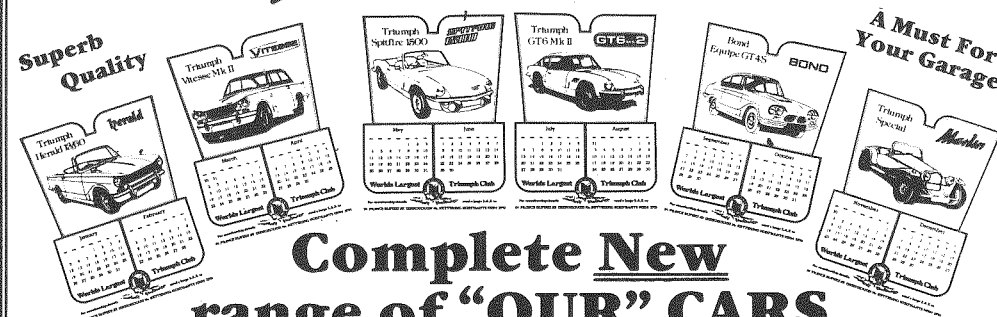
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## FER!! OFFER!! OFFER!! OFFER!! CLASSICCAR SHOWBRIGHTON

**1ST – 3RD NOVEMBER**

Brighton Classic Car Show, in The Brighton Metropole Hotel, Friday 1st November to Sunday 3rd November, 1985.

This is the premier indoor Classic Car Show of the year and coincides with the London to Brighton Veteran Car Run (Sunday). As usual the T.S.S.C. will be running a club stand at this event and we hope you will come along to support us and enjoy the show.

For the first time we are able to offer discount entrance tickets (provided a total of more than 20 people take up the offer). The normal entrance price is £4.00 for adults and £1.00 per child (each day Friday, Saturday and Sunday).

The discount tickets are available for Friday and Saturday only and must be obtained in advance; the cost of these is £.200 per adult, children free. However, I must place an order for these tickets by 14th October so HURRY.

To obtain these tickets send a cheque or Postal Order made payable to **Jonty Wild**, 13 Common Rise, Hitchin, Herts SG4 0HN. I will also require the following:-

A stamped, addressed envelope.

Number of adult tickets required.

Number of childrens tickets required

and The day on which you wish to attend (Friday or Saturday).

Any number of tickets can be ordered from one upwards, but **DO HURRY!**

**JONTY WILD**



# RECRUITMENT DRIVE 1985/86

As the Recruitment Drive 'season' competition officially ended on the last day of August, I am pleased to be able to announce the prize winners and also the remaining prizes yet to be won.

Firstly though, the winners of the ongoing monthly draw prizes are:

80/1883 Carl Heinlein  
84/7889 Bob Prebble

Both receive a £5.00 Halfords Voucher. Congratulations to you both.

Now on to the big prizes:

**FIRST PRIZE OF £150.00** for gaining the most new members - 84/7444 Adrian Thompson.

**SECOND PRIZE OF £100.00** for gaining the second highest number of new members - 77/0004 John Griffiths.

**THIRD PRIZE OF £50.00** for gainign the third highest number of new members - 84/7889 Bob Prebble.

These three must be congratulated for their superb efforts. Adrian, in fact, came third last year, so I am very pleased to see him do so well this year. As for John, our club President, because he holds one of the most time-consuming and demanding positions within the T.S.S.C., the effort he has made in order to come second should be appreciated all the more - well done John.

I would also like to thank the following runners-up on behalf of the club, as with previous drives, very few new members were between them and the prizes:

81/3338 T A Edmunds  
82/5451 Barry Smith  
81/2504 C Wilson  
82/3539 Martin Dudley

83/5816 Irene Fussell  
84/7416 N Sjoberg  
84/7225 J W Lippiatt  
84/9642 K M Weller  
85/9801 D E Benson  
85/9991 A J Thompson  
85/10057 B C Colls

Out of these I must mention the following for their consistency, Barry Smith (first last year and the year before) Mr Wilson (runner-up last year) ad Irene Fussell (second last year). Many thanks.

The following are winners of £5.00 Halford vouchers; their membership numbers being drawn from a raffle containing one membership number for each new member gained.

77/0004 John Griffiths  
77/0154 Jonathan Del Mar  
82/4508 Paul Stringer  
82/4726 Peter Tarshis  
83/5461 Barry Smith  
84/8836 John Day  
85/9513 Norman Card  
85/9934 Ian Hutchings  
85/10308 Alisdair Swanson  
85/11084 Kenneth Allan

The final prize of £100.00 to the Area whose members gained the most new members: this goes to NORTH HERTS & SOUTH BEDS (joint winners last year). Congratulations to you all. The Areas who were runners-up are:

Thames (joint winners last year)  
Devon  
& East Berks

I am pleased with this years Recruitment Drive, despite the appalling recruiting weather we've had this summer. The number of new members recruited so far is up by 12%. I will give more facts and figures for those interested in a future Courier.

Despite all these prizes, the 'year competition' is not yet over and the monthly draw of two £5.00 Halford vouchers continues. Also, there are the following prizes:

**First Prize - £60.00** for the highest number of members gained between the end of August and the Courier deadline for March 1986. So **KEEP RECRUITING** and good luck. More leaflets are available from me (address on inside front cover).

**JONTY WILD**

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Herald 13/60		£19.95	£21.95
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(Not Leyland — but full details for 1200/1360)			

#### Handbooks

Herald 13/60	£4.50	£5.00
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### SPITFIRE

#### Workshop Manuals

	Price	UK	O'seas
Spitfire 4/II/III		£19.95	£21.95
Spitfire 4/II/III Dutch		£18.00	£20.00
Spitfire IV/1500		£18.00	£20.00
Spitfire IV/1500 Dutch		£18.00	£20.00
Spitfire IV/1500 French		£18.00	£20.00
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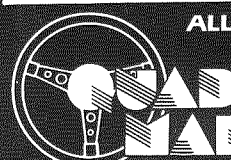
	Price	UK	O'seas
Triumph Herald 948/1200/1300		£6.50	£7.00
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# **COP SHOP**

The idea for topics have started rolling in - keep up the good work chaps, let's have some more.

The first question is one I am asked regularly, and is regarding seat belts. Any vehicle registered before the 1st January, 1963 does NOT have to have seat belts fitted. After that date it does. HOWEVER, if your car is registered before the 1st January 1963, and is fitted with seat belts, they must be kept in full working order and be worn correctly adjusted as in modern cars.

Another question regularly asked is regarding Insurance Certificates. Only your Insurance Company and no one else can accurately tell you what your Insurance covers you for. Although many Certificates from different companies look the same, they do usually vary in the cover accepted.

## **AND NOW FOR SOMETHING COMPLETELY DIFFERENT .....**

I had a letter recently regarding building a three-wheeled vehicle (apparently similar to a Sinclair C5), using a 250cc motor-cycle engine. The building of the machine is of no real problem, as many 'specials' owners will know (I speak law-wise, not construction-wise). Does this machine, however, stay a motor-cycle or become a car? In fact, it stays a motor-cycle because it has less than four wheels and is less than 8 cwt. This also applies to Reliants, Bubble Cars and our beloved Morgans, who is in fact used to race in motorcycle races. To drive the machine you would need full group D licence or L plates and a qualified group D holder.

## **ARE YOU FIT TO DRIVE?**

If you look at your driving licence you will see that you have to report any disability to the Department of Transport that might affect your fitness as a driver. So do make sure, before you go on the road, that you are physically fit to drive. If you do have such a disability, don't forget to report it to the Drivers Medical Branch, D.V.L.C., Swansea SA99 1AT.

## **Here are some points to watch:**

### **EYESIGHT**

When did you last have your eyes tested? It is an offence to drive unless your eyesight is up to the standard required for the driving test. That means being able to read a number plate at a distance of 67 feet. You should always wear your spectacles if you need them to see that distance. Our eyesight changes as we grow older, although we don't always notice this. So, if you are not sure whether your eyesight is as good as it was, do go and have it tested.

### **DRUGS AND MEDICINES**

Many people take drugs or medicines without realising that these can affect their driving ability. Sometimes there is a warning about this on the medicine bottle. But if you are taking any drugs and are not sure whether you should be driving, be on the safe side and consult your doctor.

### **TIREDFNESS**

Tiredness can also affect your ability as a driver. So, if you are feeling tired or are unwell, don't start out on a journey. If you are driving and begin to feel sleepy, open a window and stop and rest as soon as you can find a parking place.

### **TYRES!!!!!!**

The first query regards tyres. What if you fit 5½J wheels and tyres but the spare is 4½J? No problem. You can use the spare as normal, as long as it is in a legal condition and it is of the same type of tyre as those already fitted to the car. What if the 4½J wheel is fitted with a larger tyre? Again, no problem. The same rules apply, with the addition that the tyre must be a correct fit on the wheel. You may remember the Renault Fuego when it was first introduced in Britain, it had the space-saver tyre. Although the tyre was not the same, the principle is.

Now one for all you kit-car buffs: have you ever thought about putting the door hinges on the back of the door and the lock on the front. YES. As long as you don't make a living making cars, then you can construct the car more or less as you please. You still have to comply with the "using requirements" of the Construction and Use Regulations, but not the Construction Requirements.

Before I forget, minimum tyre tread depth is 2mm for motorcycles, not the 1mm for cars. Even if your tyre is on the legal limit, it will not grip as well as a tyre in better condition. I personally change my car tyres at 2mm - more expensive I know, but what price life?

Now you have put the caravan away for the winter, next month I'll give you towing regulations. This should help those of you restoring cars who intend using trailers.

If you have a query or topic on Road Traffic Law, write to me:

**MIKE CREWES**  
24 Otterburn Gardens  
Isleworth  
Middlesex  
TW7 5JJ

Remember, I'm only a 13p stamp away. Urgent queries, S.A.E. please.

### **MIKE CREWES**

# **SPOTLIGHT**

I write to inform members in the Essex area, mainly in the Dagenham and surrounding district, of a mobile welding service.

I had all the outriggers and some main rail repairs done by this firm and the body was rebolted onto the new outriggers. The firm concerned removed all the petrol system, including the tank.

The job was done to a good standard. The total price was £100, (I supplied all the outriggers). The name of this firm is:

**Speedcome Welding**  
Tel: Uxminster 27857  
(Specialists in car and  
Commercial MOT Failures)

I hope the above information may be of use to club members; it could be the difference between keeping another club car on the road or seeing it end up in the great roadways of the sky.

**P. C. STRINGER - DAGENHAM, ESSEX**

# **TECHNICAL TIPS**

## **GO TO WORK ON AN EGG TRAY**

I have found an indispensable accessory for pursuing my hobby of dismantling and reassembling motor cars, lawn mowers, washing machines, Kenwood Chefs, etc. The humble EGG TRAY - the square cardboard type that holds 30 eggs - has become a necessity for holding all the bits and pieces.

When you next lie on your back under the Triumph, small nuts, washers and lumps of underseal accumulating in the lid of the socket set box, or search the garage floor for one of those springy clips that hold the window seals on, or catch the newspaper as you crawl out and watch your carefully arranged bolts roll into the gear oil spilt from the lower trunnions, or ....., just consider the following advantages of the EGG TRAY.

**Individual pockets for small components.**

**Components can be grouped easily in order of dismantling.**

**Absorbent cardboard catches dirt, grease and oil spills.**

**Trays can be moved around without disturbing their contents.**

**Larger bits of car (diffs etc.) are cushioned from floor contact.**

**Parts are held firmly for painting and spraying.**

**Trays are stackable when not in use.**

The only catch is, you have to eat a lot of eggs to build up a stock of trays, or know a friendly gracer or restaurant who has or uses a lot of eggs.

Final technical tip - REMOVE EGGS FROM TRAY BEFORE USE!!

**PETE BOYCE - HOLWORTH, DORSET**



# YEovil FESTIVAL OF TRANSPORT 10TH & 11TH AUGUST

This event has become quite a feature of the West Country calendar in recent years and once again, the Triumph Sports Six Club was well represented. But, Oh, the weather!

The Saturday was a mixture of showers and sunshine, accompanied by high winds, but who could have foretold the devastation of the following morning.

I was unable to get there for the first day of the show, but came down from Reading in the late afternoon. The TSSC camp was down in the hollow - everybody else chose to camp up on the top of the hill surrounding us. It was good to meet the Devon contingent once again - does nobody else attend these outings? They were all there: John Griffiths, looking empty-handed and in desperate need of something to do; his wife, Pam, with the girls, looking as if she was about to give him something to do; Olly St. John and non-club car - so who's talking? I brought my Cavalier! Mike (hee-haw) Atkinson plus Debbie; Adam Ant and the organiser himself, Nick (Man-mountain) Bradbury. I didn't see Richard Bruford when I arrived, but I could tell he was on the site somewhere by the enormous foot-prints lying around.

Having pitched my frame-tent in a likely spot, I started to make enquiries about the barbecue. The TR mob were going to descend on us (literally) from their pitch, so we set about gathering dead wood from the nearby copse. Like a plague of demonic lumberjacks we charged off in search of wood - everybody returning with branches, boughs and pieces for the fire. Well nearly everybody, that is. "No Mike, no! Not twigs, Mike, not twigs". God, with those flailing arms and legs, looks like a stick-insect coming out of the wood. Richard was back with us

by this time, and killing off the wildlife in the undergrowth as he tramped about the wood like a rogue elephant - Adam nearly broke a leg falling into one of his foot-prints!

The barbecue was an ex-Army ammunition box which had been suitably adapted with grids. We set the wood in the bottom and fired it. Actually, we didn't have any matches handy, so we rubbed Debbie and Mike together - they certainly generate some heat those two! Within a short time, and by now it was pretty dark, we were ready to put on the steaks, burgers and sausages etc. Pam's chipolatas were done to a crisp. Does John have to put up with that every day, Pam? No wonder that boy's so thin. Everything was cooking and everything was happy in the camp. Richard's tent had been returned, and he's still looking for the culprits who pitched it on a 45° slope on the adjacent hill. Actually, Richard was building up a real dislike for one or two 'unattached' club members who had arrived without food, and were putting his little dog on the barbecue for the third time. And so we gorged ourselves on meat and baps. Thanks to Nick and Pam for preparing the relishes.

## YEovil 85 .....

The rest of the night was well spent with camp-fire tales and unlikely reminiscences. The only interruption to the evening came when John Griffiths sat down on the still hot munitions box and rose to new heights of agony with a scorched bum.

The following morning, the Sunday, brought the rain and wind - and how! This was to prove the more serious side to the weekend. Everything very quickly became sodden, and it was practically impossible to negotiate the show entrance for the mud and the wet. The Porsche Club's banner held up on a formwork frame, came crashing down, narrowly missing a Vitesse and Spitfire on our stand. We very soon took down their flag-pole too, which was in danger of collapsing on some of our club cars. A nearby oak tree lost one of its lower branches, which crushed somebody's frame tent and sent the Ford Pop Owners scurrying to rescue

their vehicles from underneath the tree. By this time the weather had really set in, and things were to get much worse before they improved. By far the most frightening incident was the collapse of the big marquee next to our stand. There were people in there too! Several were taken

## YEovil FESTIVAL 1985

off to hospital as the ambulances and rescuers slipped and slid in the mud.

By this time, Pam and John thought better of staying, and made off home with wet clothes and ten. It was no good braving it out with the girls. We were all for dismantling the stand and leaving as well, but reports were coming in that the weather was improving from the West. People were slowly coming into the show-ground, but the crowds were well down on previous years. In fact, this year was to be the only year yet when the weather had spoiled the Festival. Many of the stands had packed up and cleared out in the morning, and many went off early.

Thanks to all those involved. It was another good show by the TSSC on a weekend when the appalling weather dampened our spirits, and the only thing which remained dry was the camp fire humour.

Reported by JON BURTON

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Saturday November 2

*Classic Car Show, Brighton Metropole  
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Sunday November 3

*Classic Car Show, Brighton Metropole  
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*London-Brighton Veteran Car Run.*

Classic  
cars



## 3RD INTERNATIONAL SPITFIRE WEEKEND - ARCEN HOLLAND

By Jo Russell - NORTHANTS

The weekend of 31st August to 1st September, 1985 saw our first foray abroad in our recently rebuilt GT6 MKII. Travelling in a convoy of four GT6's (which included one of each marque) headed for Arcen Holland, where the **Triumph Spitfire Club**, Holland were holding their **Third International Spitfire Weekend**. The glorious accompanying sunshine left us wishing that the rebuild had included a sunroof!

After miles of monotonous motorway driving, the sight of Klein Vink country park (venue for the show), resting in its wonderful, natural setting, beckoned the start of a busy but rewarding weekend.

We were warmly greeted by David and Renata Herriman, the hard working organisers of the show (David is also Treasurer of the TSC), and given the key to our chalet, into which our party of six gratefully settled. Incidentally, about 60 TSSC members attended the show this year, a far cry from the 15 or so individuals who made the journey last year.

After a very welcome hot shower, we all set off to reconnoitre the various amenities of the park, which included a restaurant, shop, indoor swimming pool, water sports, plus miles of secluded walks. Our first day was rounded off with a good meal, plenty of lively discussions between





our new-found Dutch and German friends, and a video of last years event.

Saturday morning saw everybody busy preparing their cars in the showground; this was situated next to a very comprehensive market of spares and regalia. Most of the day was taken up by numerous competitions, the results of which will come later. The evening saw us, along with the various other clubs attending, being officially welcomed by the T.S.C., followed by a lively disco.

Sunday morning, a little delicately, the majority of us gathered in the showground at 10.30am for a planned sight-seeing convoy. We were pleased to join the

convoy of 400 Triumphs in our GT6's. We then set off down the road, the whole party stretching to a magnificent 12 kms in length (approx. 7 miles!), for which, of course, we had a Police controlled escort. The trip lasted an hour, taking us through some beautiful Dutch country lanes and we certainly brought the locals running to cheer us on. We finished back at the main showground - an amazing feat of engineering I must say! Many people prepared for a strongly contested Concours d'Elegance, of which our British contingent made a very good showing. After a day of more competitions and last minute purchasing of spares, the show came to a close with the prize-giving and raffle.

We should like to thank the organisers of the show and the **Triumph Spitfire Club**, Holland as a whole for providing us with a very professional and enjoyable event. Our thanks must also go to **Phil Zarb of Leicester**, who was very busy prior to the show making all the bookings on our behalf and dealing with all related administration work.

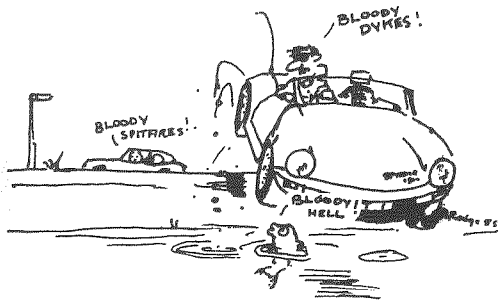
**JO RUSSELL - NORTHANTS**



#### WHAT WE TOOK AWAY!

There was a vast selection of prizes to be won. Below are details of those brought back to the United Kingdom by the T.S.S.C:

MEMBER	VEHICLE	PRIZE AWARDED
John Thorpe, Leics.	GT6 MKIII	1st Original Class post '70
Pat McCarron, Herts.	Spitfire I500	4th Modified post '70
Bill Dixon, W. Mids.	Spitfire MKIII	2nd Original pre'70
Peter Williams, Northants.	GT6 MKI	4th Original pre '70
Mick Maidment, Leics.	GT6 MKIII	3rd Modified pre'70
Carl Heinlin, Cambs	Spitfire MKI	BEST CAR OF EVENT
Robin Lloyd-Davies, Herts		Distance Award





## THE 4TH ANNUAL NORTH YORKS CONCOURS & MOORS RUN

**Sally Hurd & Steve Boyne**

We had just about everything going for us this year - an overwhelming 33 entrants, a brass band to entertain us, attractive surroundings and good food - everything that is, except the weather. The forecast was rain, interspersed with more rain, and sunny intervals.

Much to our surprise the hotel lawn was not waterlogged and was soon covered with club cars from many parts of the country. As usual John Griss was on hand acting as a walking tannoy, marshalling all the cars into some sort of order. Judging commenced when the sun came out and revealed an extremely high standard of Triumphs. Soon afterwards the aroma of country farmhouse cooking and the thought of fine ale tempted most people into the Lounge Bar, leaving the cars and brass band to bask in the midday showers. By 2 o'clock everybody was suitably refuelled and ready for the concours results. This year, in addition to the Herald, Vitesse, Spitfire and GT6 classes we decided on a 'Best In Area' class, to encourage local members to attend meetings and by doing so, to qualify for next years concours.

At 2.30 precisely everyone leapt into their cars - a few reckless ones took their hoods down! And 60 cars streamed out of the car park on the Moors Run. Unfortunately, this was when the rain set in and five minutes up the road, people were stopping to put their hoods up. The run covered some 12 miles of heather covered moorland, round some tight corners, up a steep hill and mostly on a single-track road - luckily the sheep kept fairly still, otherwise there would have been an amazing pile-up!

We stopped just short of Hutten-le-Hole. Most people got out to wander through the heather accompanied by the wind and the rain, and admire the view but, with two little children fast asleep in the back of the car, we decided to head home - thoughts of next years concours already running through my mind.

Thanks again to everyone who helped organise the event, the hotel for allowing us to use its land; the concours entrants and the spectators, all of whom came out in uncertain weather. We look forward to seeing you all (and more!) again next year!

## CONCOURS RESULTS

### HERALD:

1st	Phil Nolan	(Lancashire)	1200 Saloon
2nd	R Stephenson	(Leeds)	13/60 Convertible
3rd	Peter Johnston	(Goole)	1200 Convertible

### VITESSE:

1st	Sid Jensen	(Guildford)	2L MKII Convertible
2nd	Dennis Benson	(Bromsgrove)	2L MKII Convertible
3rd	Dave Binnington	(Hull)	2L MKII Convertible

### SPITFIRE:

1st	Darren Ford	(Cleveland)	1500
2nd	Kathy Sleightholme	(Middlesbrough)	MKIII
3rd	Roger Harvey	(Newcastle)	1500

### GT6:

1st	Jim Rands	(Scunthorpe)	MKIII
2nd	Mark Turner	(Rotherham)	MKIII
3rd	Mick Rodgers	(Sheffield)	MK1

### OTHERS:

1st	Carl Lawson	(Leamington Spa)	Moss Kit-car
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### AREA:

1st	Dave Binnington	Vitesse 2L MKII Convertible
2nd	Kathy Sleightholme	Spitfire MKIII
3rd	Peter Johnston	Herald 1200 Convertible





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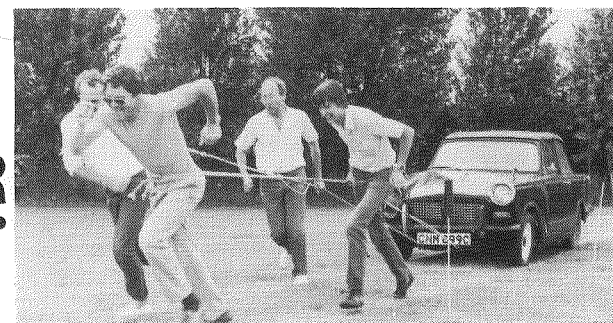
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Master cylinder repair kit all models £2.50, Rear wheel cylinder repair kits, all models £2.00, front & rear brake hoses all models £5.00, Oil filter:spitfire £3.45, GT6 £2.50, Air filter all models £2.50, Chrome air filters all models £2.99, Wood-rim steering wheels including boss kit, all models £30.00, Carpet set Spitfire, state colour £35.00, Carpet set GT6, including boot mat £44.00, Drivers hand book GT6 Mk II £4.00, Spitfire mk IV £2.50, Haynes manuals £5.50,  
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# HERALD REGISTER



## REGISTER REVIEW: 13/60 HERALDS

Since the last 13/60 Review in May 1984, there have been some important changes in the register. The oldest 13/60 no longer the saloon GE224 DLRS (RS = factory fitted sunroof), but a convertible GE 203CV, owned by Ms J Kewn. Another early 13/60 convertible, GE 264CV, has also been added to the register. The "youngest" convertibles and saloons remain unchanged. Convertible commission numbers are recorded as ending at GE 83432, so it is likely that some later 13/60 convertibles

will turn up in the near future. The youngest 13/60 on the TSSC Register is still R J Ayres GE 83425SC, one of the last Heralds produced (Table 1).

13/60 convertibles still dominate the TSSC Register. Out of a total of 2299 Heralds (August 1st), 1342 are 13/60's; of these 756 are convertibles, 415 saloons and 166 estates. Ten saloons with factory fitted sunroofs are included in the 415 on the Register.

**CHRIS LONGHURST**

TABLE 1  
OLDEST/NEWEST 13/60 COMMISSION NUMBERS ON TSSC REGISTER  
CONVERTIBLES (GE-CV)

GE 203 CV	Ms J Kewn	85-11108*
GE 264 CV	Ms W J Boorman	84-8336*
GE 350 CV	S T Pilsworth	83-6968
GE 83149 CV	Ms S E Taylor	82-4984
GE 83185 CV	A M O Wolfe	81-2233
GE 82321 CV	M Appleton	81-2932

## SALOONS (GE - DL, GE - DL RS)

GE 224 DLRS	S Carpenter	83-6757
GE 401 DL	D Kentish	83-6918*
GE 533 DL	L F Wayman-Hales	81-2712
GE 78188 DL	P A Reeves	82-4535
GE 78335 DL	P J Butler	83-6911
7GE 81200 DL	R Hill	82-4490

## ESTATES (GE - SC)

GE 3630 SC	T Thomas	83-6300
GE 3711 SC	P & C Wiggins	85-9932*
GE 4232 SC	D R Kitching	84-7830*
GE 83329 SC	S R Smith	84-9589*
GE 83366 SC	D H Pickering	81-2093
GE 83425 SC	R J Ayers	78-0090

\* Additions since 1984 Review

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## SPITFIRE REGISTER

If you hadn't noticed any change, I'll tell you now - summer is over. Still, we can look forward to the fine days of winter to go topless.

Actually, this is quite a good time to remind you to give your car a check over before the really cold weather arrives, instead of leaving it too late like me.

Antifreeze is number one on the list. Does it need to be topped up or have you got any at all in your radiator? Considering how cheap it is compared to a cracked engine block, I think it is worth draining the cooling system and putting in a couple of litres of good anti-freeze. Check your hoses at the same time.

While you are under the bonnet, check your fanbelt. During winter you place a far greater demand on the alternator or dynamo, as you tend to be running using lights, wipers and demisters far more than in the summer. It is then that your fanbelt will decide to break or slip.

Lights: make sure all bulbs are good and check headlight alignment. I know foglights are non-original, but as more and more modern cars have them fitted, I feel that ours are becoming more vulnerable without them. You only need one fitted on the offside at the rear.

Wipers: isn't it about time that you put some new rubbers on? You may be surprised at the difference.

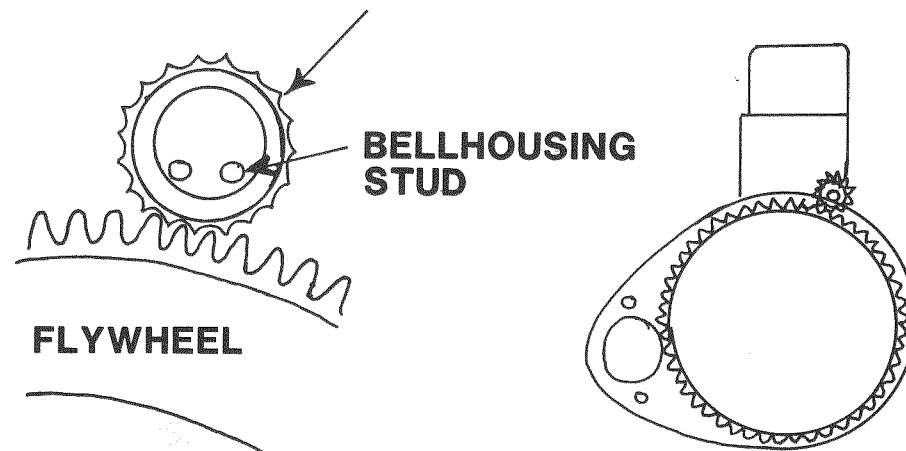
There you are, that gives you something to go on with while I think of some more winter tips for next month.

If you have ever changed the timing chain on your Spitfire, you will know that one of the most difficult things to do is stop the engine turning as you try to undo the crank pulley bolt. If the engine is out of the car, it can be even harder, unless you use the Spitfire Register patent tip no. 247/a. What you do is find an old crank chainwheel and place it over two of the bellhousing studs at the top of the engine. You will find that the teeth on the chainwheel will mesh with those of the flywheel and prevent the engine turning as you undo the crank pulley bolt. Quite neat and it works well.

JOHN REESE

# SPITFIRE REGISTER

## CHAINWHEEL



## TECHNICAL

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# FALCON CARIBBEAN REBUILD

By The Colonel Frank Seely School,  
Nottingham - Technology Club



On looking for a suitable project for some keen lads at school, I saw an advert. for a Falcon Caribbean bodyshell in our local paper. On investigation, it turned out to be very sound and came complete with a hard-top. So, after some haggling, it was purchased for the 'extortionate' sum of £100!

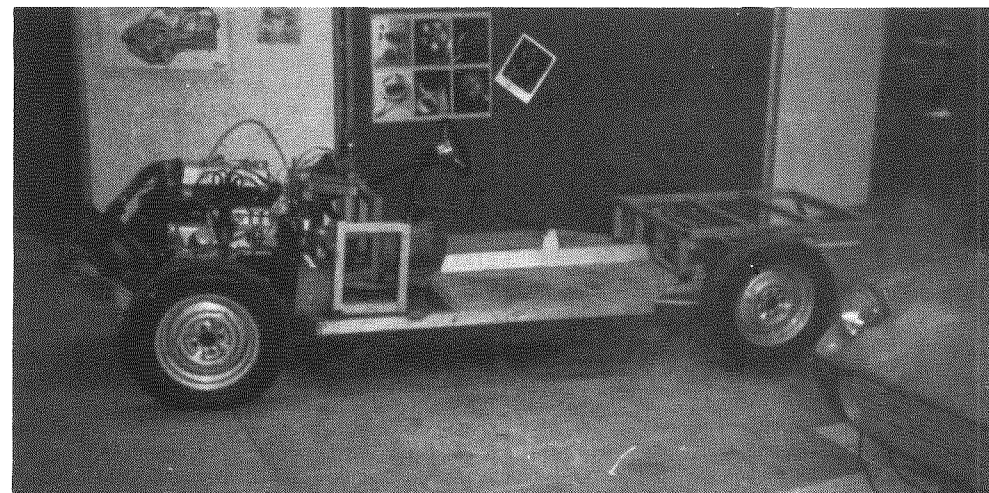
We then exchanged correspondence with David Balkham of the Falcon Register who gave us a full run-down of the history of the Marque and informed us that it was one of only two known surviving Caribbean bodyshells (he owned the other). The Caribbean was a kit-car of the early sixties, built for both racing (Elva had a class win at Le Mans in 1960 with it) and converting M.G.A.'s, Ford 100E's and Ford 105E's.

David also informed us that a replacement windscreen for the hard-top would cost around £2,000 - needless to say, we decided not to proceed with this, and fitted aeroscreens and, later an M.G.B. windscreen frame.

I had been told that the bodyshell would fit on a Triumph chassis, so I bought a reasonable 13/60 estate for £70, and, in my ignorance at that time, scrapped the body! Of course, it didn't fit and the chassis, propshaft and outriggers had to be shortened.

As the G.R.P. bodyshell seemed very flimsy, we designed and built a sturdy box-shaped bulkhead out of 50mm square tubing and onto this we fastened all the control systems. The rear outriggers were cut off and a new back end chassis built - again out of 50mm square tubing. Both the steering column and gear lever had to be extended and the reverse gate on the gear selection modified.

The chassis was then cleaned back to bare metal and Hammerited (plenty of volunteers for this as an alternative to detention or lines!) and the braking system, trunnions etc. renewed. Because the bodyshell was very light, three leaves were taken out of the rear spring and a spacer fabricated to replace them.



The engine was completely rebuilt and a Spitfire 1300 head fitted. A Renault 16 radiator with electric fan was fitted into the front nosecone and had to be angled at 45° because of the nose configuration.

The body was fixed to the chassis with eight bolts using the original mounting points on the bodyshell. A Spitfire petrol tank was mounted in the boot and the 13/60 instrumentation onto the Caribbean dashboard.

We sprayed the body British Racing Green and this revealed many flaws in the G.R.P. body not apparent before, which means that when we can afford it, it will have to be re-sprayed with many coats of primer-filler and then a top coat.

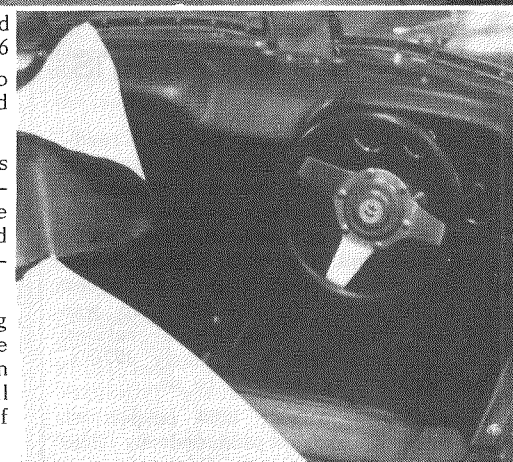
The floor was made from ¾" marine plywood and the interior skin out of 4mm marine plywood, bonded together with fibre-glass tape and trimmed in black vinyl.

Once finished, we spent 12 months trailing it around the country to various shows and competitions (with some success) and the lads thoroughly enjoyed and earnt all the press and T.V. coverage they received.

The car now sits on my drive (I sponsored the project) awaiting funds to tax and insure it - I blew the money I'd set aside for this on a Vitesse Saloon, which we are going to rebuild as our next project.

**IAN HUTCHINGS, NOTTINGHAM**

**P.S.** I'm looking for a cheap M.G.B. soft-top and frame to complete it!





# TRIUMPH SPORTS SIX CLUB SPECIAL ON LEAD-FREE PETROL

By John Griffiths

It is almost impossible to avoid reading somewhere in the daily papers from time to time about the planned phase-out of lead in petrol. But, whilst much is written and spoken on this subject, what is the real truth and how will it affect our cars? Bearing in mind that the 2000cc engine in the Bond, Vitesse and GT6 was one of the highest compression ratioed units of the late 1960's to early 1970's, this question is very relevant to us.

The July - August 1984 edition of "The English Channel" produced by The Vintage Triumph Register (U.S.A.), reproduced with the permission of the International Society for Vehicle Preservation, a very informative article entitled "Leaded Gas Phase-out".

Let me highlight the most important points:

**LEAD-FREE PETROL LEADS TO VALVE RECESSION:** i.e. lead in petrol acts not only as an octane enhancer, but also as an important lubricant. Without it, the valves quickly wear away their seats in the head, the result of which is valve recession. In particular, it affects the exhaust valves. The valve continues to sit deeper and deeper into the head, until eventually the valve remains permanently open. Obviously this results in loss of power, increased pollution and increased use of fuel. Where valve recession is particularly bad, it may not be possible to repair and a new head would then be required!

It is quite clear from accompanying letters in "The English Channel" that they only expect to have leaded petrol available for probably the next ten years. However, unleaded gasoline was, in fact, introduced into the States as long ago as 1974 and current sales still account for only 60% of all petrol sold. It must be said, however, that the major manufacturers have done a great deal of development work on engines of late, introducing plastics etc., which will operate quite happily without the lead ingredient (e.g. Fords 'lean burn' engine) and perhaps therefore leaded petrol in The States will only be available for a relatively short time. In fact, I understand that they do now propose to cease making leaded petrol available for general use as from 1st January, 1988 (i.e. 14 years after reintroduction of unleaded petrol). The days must, therefore, be numbered also in the U.K., especially when you realise that under no circumstances can the two types of fuel be mixed. This means that the tankers, the delivery lorries, the garage tanks, pumps and pipes all have to be kept quite separate. A very costly business for all concerned, I am sure you will agree. As the demand for leaded petrol drops with the introduction of the new technology cars, and as the environmentalists and European Community politicians decide our future, there would appear to be little hope. Can we also expect 14 years from the date unleaded petrol appears on our forecourts?

What about the lobby groups, the wealthy Bentley, Jaguar and Rolls boys and Council of Car Clubs? I hear you ask. Can't they protect us? Without wishing to be too cynical, older cars (pre-1950's) don't need lead (i.e. low compression engines which were designed when lead wasn't in fuel), so do you think that they will really take this battle on board? Naturally, they will be sympathetic, but at the end of the day, they realise quite rightly that supply and demand and the normal economic agreements will win.

I started my investigative work last September (1984). In the first place I wrote to The Classic Vehicle Clubs Committee. They replied, stating that the "subject is a high priority for the Committee", and that they "are keeping a very careful eye on the situation". Great, but what are they doing? I have heard nothing from them since and, rightly or wrongly, feel that very little comfort can be taken from this.

Next I wrote to the Secretary of the Bugatti Owners Club, who passed my letter on to the Chairman of the Historic Vehicles Club Joint Committee. He also sent a copy to Hugh Conway, the famous Bugatti historian. Mr Conway gave some comfort in that apparently an occasional tankfull of leaded petrol will hard coat the exhaust valves and prevent recession. Furthermore, it is understood that 95 Octane petrol will be lead-free by 1989 but that 97 Octane fuel will have a low lead content for some time after that. Low compression cars will need to use a mix of two and four-star petrol to give the valves the required coating. The Chairman for the H.V.C.C. also has the matter well before him, and Lord Montague, who sits on this Committee put a question to the Government concerning the necessity of having leaded petrol after 1990. Perhaps whilst we have people like Lord Montague on our side, things may be ok.

I also wrote to various editors of the major monthly magazines, i.e. Motor Sport, Thoroughbred & Classic Cars etc., but not one replied!!

Let's go higher, I thought, so next I wrote to Peter Cooper, who is the Chief Executive of the RAC Motor Sport Association. Peter replied stating that they "had not considered the subject as yet in any manner", nor did they have any comment on the matter from any other source. Oh dear, and this is the organisation that oversees Motor Sport in the United Kingdom! To give Peter his due, he sent my letter on to the Chief Engineer of RAC Motoring Services (Peter J Lovell) and briefed a person attending the EEC meeting in March 1985, Munich.

Peter J Lovell C. Eng., F.I. Mech. E. F.B.I.M. wrote:-

"There is, unfortunately, a fair amount of misunderstanding on this matter, due largely to scaremongering on the part of the Media and certain pressure groups", (one of which is called CLEAR - The Campaign for Lead-Free Air).

"It is true that there are plans to introduce lead-free petrol, not only in this country, but throughout Europe, probably from 1989. It has, however, been made abundantly clear by ourselves and many other informed bodies that leaded petrol must continue to be available for a signi-

ficant further period of time, possibly as long as 20 years, in order to cater for the significant demand for it, which will exist amongst owners of cars not constructed to run on lead-free petrol. This is accepted by both Government and the oil industry".

A good letter from Peter Lovell, which does give some hope, but is he perhaps a

little naive in thinking that petrol companies will support a dying market? Let's hope not.

Next on my 'hit list' was the Rt. Hon. Lynda Chalker, Minister for Transport. In the event my letter was passed over to The Department of the Environment as Mr William Waldegrave (Junior Minister) has been representing the UK at the EEC meetings. Yes I did get a reply from Lynn Stathers, Central Directorate of Environmental Protection! Let me quote the salient bits:

"The Government is committed to a policy of reducing people's exposure to lead from all sources. It was announced in 1981, that the maximum permitted level of lead in petrol would be reduced from 0.4 to 0.15 grammes per litre at the end of this year".

**COMMENTS:** I understand that our engines should not suffer to any great extent, whilst lead content remains at this level. Naturally, where very high mileages are undertaken, then the wear rate will be higher due to the absence of the lubrication value of lead.

To continue with the Government's letter: "In their ninth report, 'Lead in the Environment' (published in 1983), the Royal Commission on Environmental Pollution recommended that the use of lead additives in petrol should be phased out as soon as possible. The Government accepted this recommendation, but it required European Community action. Following a UK initiative, a Directive on lead in petrol was adopted at the meeting of the European Environment Ministers on 20th March this year. This provides for the introduction of unleaded petrol at 95 RON/85 MON throughout the Community not later than 1st October, 1989, or earlier if Member States wish".

"High octane leaded petrol will continue to be generally available for cars that need it for a NUMBER OF YEARS AFTER THE INTRODUCTION OF UNLEADED PETROL.

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**CONCLUSION:** Well, there you are - the whole truth, and nothing but the truth! Back to the old 'supply and demand' syndrome!

But can we believe the promises? We were promised five-star petrol (for those of you who can remember it) for a number of years. In the event, it almost disappeared over night.

What we want now is informed comment from the petrol companies themselves. In my opinion, we can only rest assured that lead petrol will be available, whilst we know the petrol companies themselves consider the product

viable. Why should they keep leaded petrol available if it is uneconomic to do so? Clearly, they won't do it just because the Government thinks they should. At the end of the day, it will be a question of Pounds, Shillings and Pence!

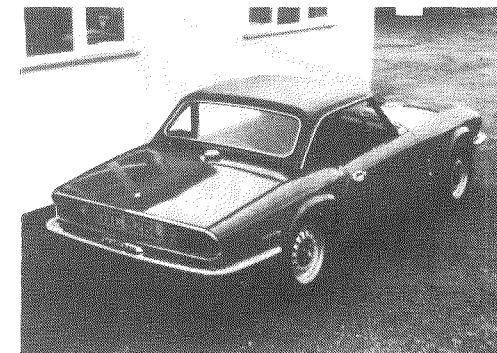
Do we have any members well informed enough to comment? If so, please write to me. I would also welcome comment on current valve insert technology, water injection etc. The automotive lobby market is populated with no end of imaginative people who, noperully, will rise to the occasion. Perhaps we will be able to convert our cars successfully and cheaply in the future to run on lead-free petrol. This will be the best solution for all as clearly the environmentalists do have a valued case. I look forward to hearing from you in due course.

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# TECHNICAL FEATURE

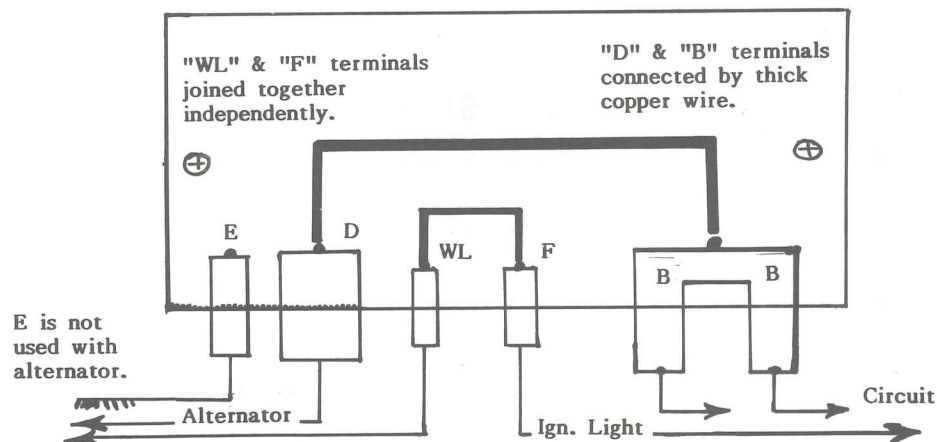
## UPGRADE YOUR ELECTRICAL SYSTEM

Having owned several club cars during the last ten years, I am very familiar with the numerous electrical problems that can plague older cars. As a remedy for these problems, I decided that it would be better to see if I could improve on the original electrical systems, which are looking rather primitive in the 1980's. This is not to say that 'our' cars are particularly troublesome in this respect; they are indeed very simple and easy to work with - I have tried to keep them simple, but by using more modern components, reliability can be greatly improved:-

### 1. Generator and Voltage Regulator

This was the first trouble I had: the voltage regulator on my Herald ceased to function, and burnt out the generator armature. I decided to ditch the lot, and replaced it with a Lucas 17 ACR alternator, which has an internal semi-conductor regulator. I used the old regulator box as a junction box by soldering a copper strip across the terminals, and no new wiring was required. The "junction box" and alternator have been transferred through three Vitesse and the Herald and are still going strong.

OLD VOLTAGE REGULATOR - NOW JUNCTION BOX

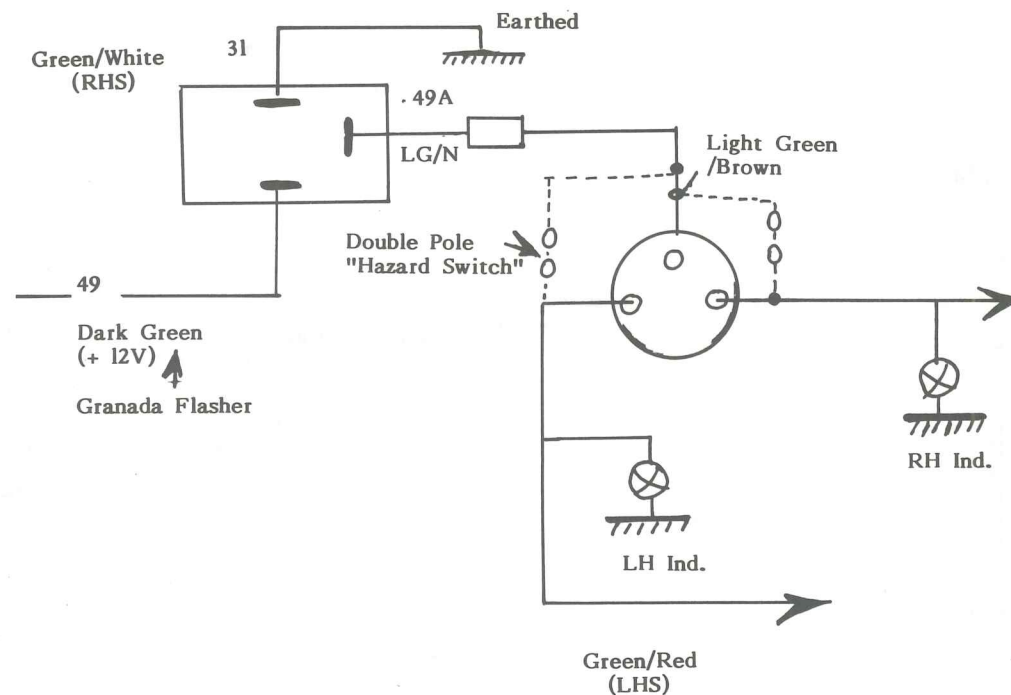
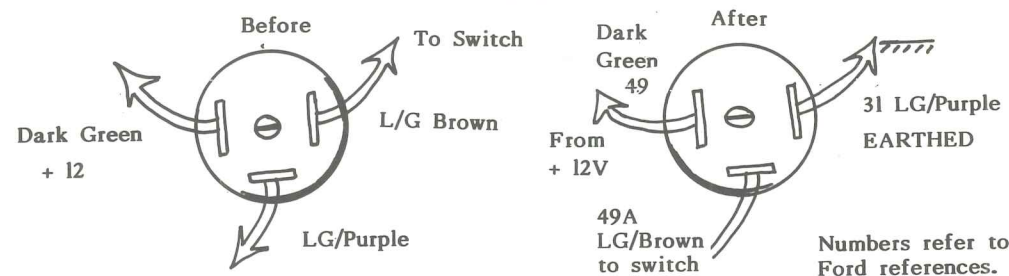


### 2. Indicators

The appalling crudity of the bi-metallic strip flasher unit was next to go. The substitution of a Ford Granada unit enabled a simple "hazard light" connection to be installed, and provides regular flashes when idling or stationary. This flasher unit is electronically regulated, and voltage drops do not affect the flash rate. It also

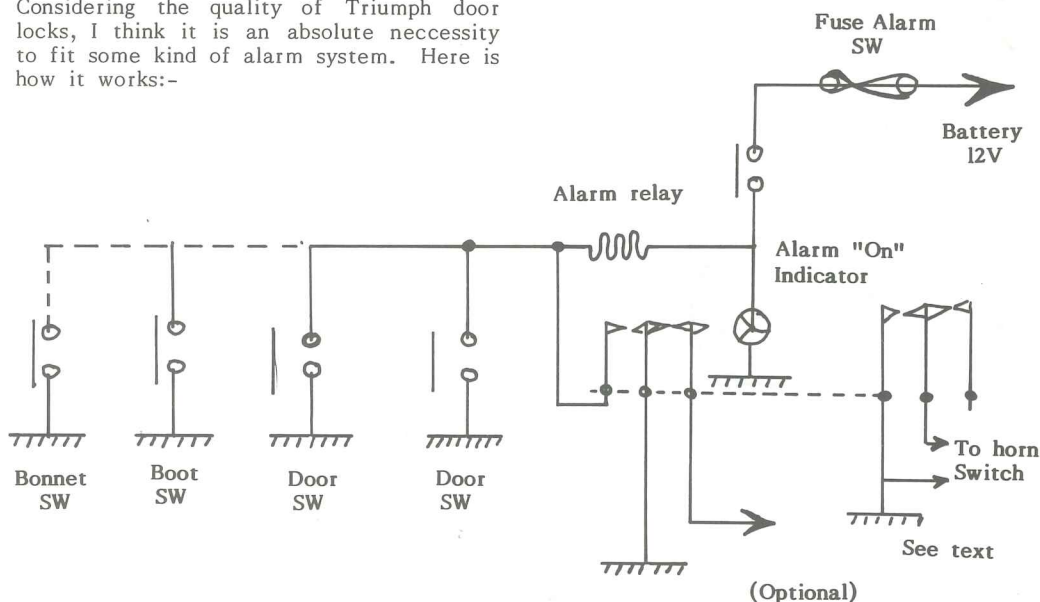
fits in the same socket as the Vitesse. However, the connections must be changed round first; this can be easily done by dismantling the socket and replacing the tags as shown. The dashboard indicator must also be rewired - I decided to fit two, to indicate left or right turn. This is easily done as shown,

FLASHER UNIT SOCKET



### 3. Horn and Burglar Alarm

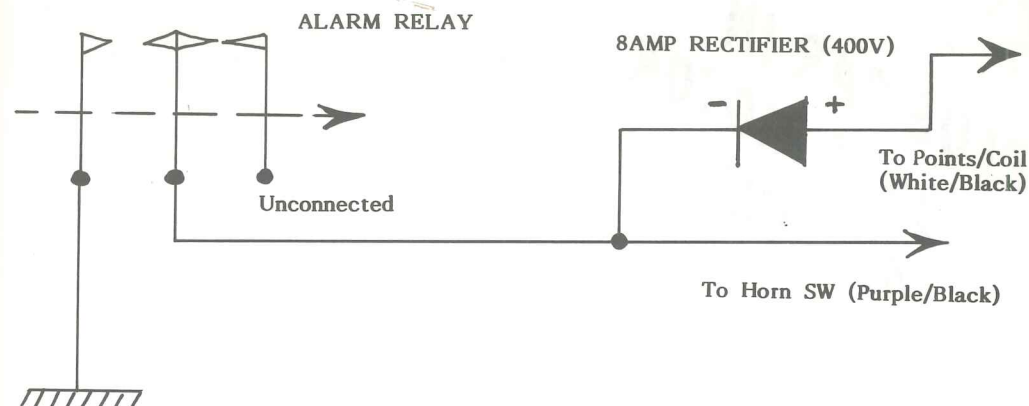
When the old horns finally gave up, I decided to fit a set of air horns (very useful around London!), which would also double as a very simple burglar alarm. Considering the quality of Triumph door locks, I think it is an absolute necessity to fit some kind of alarm system. Here is how it works:-



The Alarm switch can be either "hidden" or a keyswitch mounted on the exterior of the car. When "on", it provides 12V from the battery (not ignition switched) to supply the alarm relay: this can be tapped from the lighting circuit at the fusebox (spare terminals available most models). If either door is opened, or the boot or bonnet (if micro-switches are fitted), the relay will operate, and thus "latch" itself on. The other set of contacts are used to complete the horn circuit and operate the horns. Unlike many alarms, this one is very cheap, very simple and very anti-social; it will not stop until the alarm switch is turned off or the battery runs flat. This may sound like an extreme measure, but all too many times I have seen people ignore car alarms that only work for thirty seconds - the choice is yours.

I have also made provision for an "alarm indicator". This can be a small light on the dashboard or a flashing light that works from the 12 volt alarm supply. This provides a "deterrent factor", which seems to stop most potential thieves: in 10 years of leaving doors open etc., only once has anybody triggered the alarm - we all too often hear of club cars being stolen!

One other feature of this system is the ability to disable the ignition system. A very determined thief may disconnect the horn(s). Even with the horns disconnected, the ignition system will still be disabled by using the second contacts on the alarm relay to short-circuit the points, which will prevent starting. Since all club cars use a horn switch with one side earthed, this is done very simply:-



The rectifier can be obtained from electronic suppliers (i.e. Tandy etc.) and prevents the horn circuit from disturbing the ignition circuit. For electronic ignition systems, it is best to use another relay to shut off the 12 volt supply, as this circuit will not work with some low voltage optical sensors. This circuit does require some extra wiring and a little thought, but is well worth it, considering the loss of your car and the simplicity of the system - no electronic parts, apart from the rectifier.

May I also recommend that all cars be fitted with a fusebox of some kind. I know very early club cars did not have one, but for the sake of originality the fuses can be hidden, and it is better to have a very slight modification, which cannot even be seen, than a burnt out wreck!

Finally, may I say that if any members have any electrical problems with any car at all, I shall shortly be starting a 'specialist, auto-electrical repairs business' in London; I am only a 'phone call away for advice or help (discount to club members, of course!!).

I have a few suitable alarm relays to hand if required, but I am sure most members will have no trouble improvising. If you wish to contact me, my telephone number is (01) 203 1338.

MARTIN REBOUL - HENDON, LONDON

P.S. If you do change to an alternator - assuming Vitesse/GT6 engine, try a Spitfire IV fanbelt if you have fitting problems.

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# CLUB CAR IN NATIONAL MOTOR MUSEUM

It all started at the Beaulieu Action Day in July, where vehicles aged 20 years old and over, and more recent vehicles 'of interest' get into the event half price, and become part of the display. Our vehicle falls into the latter category, being a 1969 convertible 13/60 Herald, and while not concours it is classed as A1 for the purposes of the club insurance scheme.

We filled in a card for display in the windscreen, which detailed the use of the Herald chassis for the Vitesse, Spitfire, GT6 etc., together with specific details on our car.

There were several other Triumphs present: a club Vitesse and a Mayflower, which were part of the parade celebrating the History of Family Motoring, and three other Heralds in the static display (two non-members and one ex-member). Being parked at the end of a row, we were well placed to attract many admiring glances. The most common comment made to us (and indeed anywhere we park the car) was, "I used to have one of those - great little car it was". It seems that all ex-owners remember Heralds with affection.



The point of all this, apart from recommending the Beaulieu Action Day to anyone with an interest in cars, is that a note was left under the windscreen from the museum asking if they could take a series of photos of the car for their photographic archives.

So it was that, one sunny August afternoon, probably the only sunny afternoon in August, I drove over to Beaulieu so that LKX 326H could have her picture taken. The photographer put his gear in the back and we drove through the museum grounds to a private area of the Beaulieu estate, i.e. round the back. There, against a background of the old abbey, we got to work. The photographer used a medium format Mamiya giving super quality negatives 6cm x 7cm. While he worked away, I kept jumping in the car to

angle it this way and that (head on, three quarters, front and rear, side on, together with some detail shots of that beautiful wooden dashboard and of the bonnet up). He took about six rolls of film, alternating between colour slide and black and white film. When time allowed, I managed to get several shots myself with a 35mm camera. Halfway through the session the battery in his camera gave up the ghost, so as well as supplying the motor, I had to supply a spare battery!

When finished, we went back to the museum offices for coffee and a chat, a couple of complimentary tickets to the museum and the promise of some prints when the film had been processed. It all made me wonder if, in 20 years time, they'll be taking photos of Ford Sierras - that's if there are any left!

**JEREMY LEWIS-EVANS - SOUTHAMPTON**

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For how long?	Drivers other than yourself who will drive your vehicle	
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Year of manufacture	Type of Licence	
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Approx Annual Mileage	Occupation 2	
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If NO Parked on road/off road	If YES, when? (Dates)	
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## PEN TO PAPER



### LETTER FROM DAVID WARWICK - EXETER, DEVON:

I write with reference to my Land's End to John O'Groats drive in aid of charity and the fact that the TSSC is to sponsor me for £20 on completion.

It all began when I read the story in the Spitfire Turning Circle of the Spitfire that drove from Land's End to John O'Groats to celebrate the 25th anniversary of the Spitfire. The individuals did the run in just under 16 hours - I thought to myself that I could do that and what fun it would be. I hope to beat this time.

So, that's what I will be doing on 22nd September. I shall be leaving Land's End at 4.30am on Sunday and I hope to reach John O'Groats within 14 hours. I shall be driving my MKIII GT6, along with a fellow MKI GT6 owner.

I am driving on behalf of the Rowcroft Hospice in Torquay, to whom all the proceeds will go. The TSSC has very kindly contributed £20, and in return I will have some TSSC signs on the doors.

So, if you happen to have seen a purple MKIII GT6 flying up the Motorway on Sunday 22nd September with TSSC signs on the doors and a large Stoart Marsh Retail banner on the bonnet, you will now know what it was all about.

I'll report back after the run with the time details and the amount we raised, etc.

### LETTER FROM S MCDONALD-ELLIOT - ABERGAVERNENY, GWENT:

I am the owner of a 1965 MKII Spitfire and a 1968 Vitesse 2L MKI. For the past two years I have been trying to trace the history of these vehicles, without much success.

I have used all the usual channels, such as the D.V.L.C., but they in their own inimitable fashion, blame computers or previous owners for not having Log Books changed, etc., etc., ad-infinitum. So, as a last resort, I am asking the TSSC for help in the form of you. Below is listed the information of the two vehicles and I hope fellow members can help me in tracing their past:

**Triumph Spitfire 4 MKII**  
First Registered 1965  
Original colour white - 19  
Trim Delux Black - 11  
Registration No. - GGH 344C  
Purchased: Berkley Square Garages Ltd.  
London W1

**Triumph Vitesse 2L MKI**  
First Registered 22.8.67  
Colour Gunmetal - 18  
Trim Blue - 16  
Registration No. - KNT 850F  
Last seen Craven Arms

I hope you can assist me in tracing the whereabouts of these cars from new until I acquired them. Please send replies, if any, to me:

**Ivy Cottage**  
**The Graig**  
**Water Trough Lane**  
**Llanwenarth Citra**  
**Abergavenny**  
**Gwent NP7 7EN**

### ANOTHER SPITFIRE IN FRANCE

Following Norman Stainthorpe's interesting article on his visit to the Le Mans 24 hour race, a brief mention of our experience of motoring in France might encourage members contemplating a holiday abroad next year. We must have had a premonition of this so-called English



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'summer' when we decided, not without misgivings, to drive my 23 year old Spitfire 4 to the West Coast of France - to Charante Maritime and the Gironde. The car has a mind of its own and we anticipated problems; my French vocabulary was expanded, therefore, to include such phrases as "elle ne marche pas" and "elle est en panne".

We duly collected our E111, our Green Card (Footman, James only charged me £15) and insured UCK 420 through the AA 5-Star Travel Insurance - our holiday company's insurers would not generally cover cars over 15 years old, although were prepared to consider 18 years, subject to favourable Engineer's Report! The AA had no such conditions and were happy to accept my £30.00 cheque. I felt it was money well spent, knowing the car's temperament - although I did wonder if the AA would manage to find spare parts to ship out if required. We could always recommend John Kipping's to them.

True to form, UCK's speedo-head seized suddenly and completely and for no apparent reason, shortly before our departure; this caused the cable to wist and snap off at the drive end. Frantic enquiries - I envisaged on-the-spot fines for breaking the numerous and varied speed restrictions, not to mention driving illegally - produced a replacement from fellow TSSC member Paul Mondey - thanks, Paul! We had problems getting it to run at the right speed - it was off a MKIII - would this be the reason? And we had more problems replacing the cable, but UCK was eventually ready to venture across the Channel with about 2 hours to spare. We crossed on the overnight Portsmouth - Le Havre ferry, disembarking carefully over the ramps, in bright sunshine. Hood off outside the dock gates and away on the 'wrong' side of the road in the early morning traffic - without a speedo! Obviously, UCK had spent the night on the car deck deliberating how best to upset the start of the trip. We decided to rely on the rev. counter, rather than antagonise it any further, and hope the Gendarmes didn't spot our little problem. So it remained until our return trip home - when it was discovered that the cable had worked loose from the back of the head; it was reconnected in a few minutes!

The car created quite a lot of interest: at Pont du Tancarville they were more interested in its horse power (and I had no

idea!) than in our 6F.50. We encountered a member of the French Club Triumph, who spotted the car whilst we were shopping in Montendre. He was the proud owner of a right-hand drive GT6 and had been to the Samois sur Seine meeting in May - where the 'Best Car' was, naturally an English Triumph Vitesse; did it belong to one of our members? We gave him club literature and our telephone number, should he manage to visit the UK. Despite his lack of English and our somewhat hesitant French, the Entente Cordiale was firmly established!

We did well to ignore that speedo - we had no further problems with UCK, apart from petrol vapourization in the carbs due to the very hot weather; the float chambers were too hot to touch and our progress became somewhat uneven at low speed. We never replaced the roof until we were on our way back to England. Driving in France was fantastic - we used only the Routes Nationales and the 'D' routes, and apart from a few anxious moments in large towns, where signs we were following suddenly disappeared, we had no problems. There is so much room and the roads are so straight and almost empty, that it is a real holiday for the motorist. Because of the speedo - or rather, the lack of it - we were unable to record our total mileage but it was a long way and we saw a lot of France. I would recommend such a trip to anyone, provided they spend time and effort to make their car fully roadworthy. We never used anything from our extensive spares kit and thanks are due entirely to my better half, Rod, for his enduring patience and fortitude and ensuring that UCK was fit for two weeks 'topless' motoring in France - a great way to escape the English climate!

PHILIPPA NEWNHAM -  
ROMSEY, HANTS

*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.*

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## INSURANCE BLUES

This tale is of the last days of RBD 796M, my Carmine coloured GT6 MKIII, and it should be a warning to all TSSC members.

The story begins on 9th December, 1984, a Sunday to be precise at 4.30pm, when I was taking one of my wife's friends home. There I was, driving through Nottingham, minding my own business, when at a cross-roads on a green light in my favour, CRUNCH – a Mini had come through a red light at about 40mph and collided with the front near-side wing of RBD. Fortunately, no one was hurt but on initial inspection RBD's condition looked terminal. The Mini had definitely expired. A garage examination the next day confirmed my initial diagnosis, write-off, with a crumpled wing and bonnet, bent chassis and a twisted body, and that's just for starters.

Unfortunately, having third party insurance, I had to claim from the Mini driver's insurance, so a solicitor was engaged, paid for by my insurance company – a good job too, as from December on the legal to and fro began.

In December the accident details were sent to my solicitor. January, the Mini driver finally notified his insurance company of the accident, after being threatened with a Civil Court action.

February, nothing except 'phone calls. March, the third party insurers admitted liability (good for them that, since the Mini driver had been reported by the Police for careless driving and failing to stop at a red traffic light!).

April, the insurance assessor came to call (here my experiences were somewhat different from those of Mr Gay, Courier, August 1985). The assessor looked round the car, which had been standing for 5 months over the winter under a plastic cover. I enquired what he knew of GT6s and asked if he would like to see receipts for purchase of the car and for new parts fitted, or if he wanted to look at the photos of RBD prior to the crash, together with the valuation of the marque in Practical Classics. He informed me that I wasn't allowed to try and influence his valuation of the car.

May, more 'phone calls. June, the third party insurers made me an offer which my solicitor advised me to accept, since if I did not it would mean getting an independent valuation carried out, which I would have to pay for. Even if the independent valuation was higher than the offer given, the third party insurance company need not accept it unless ordered to by a Court. This would, of course, prolong the settlement. So, I accepted the offer of £1,000, less £200 salvage for the car which I was to keep.

12th July, a cheque arrived for £990, £800 for the car, £150 the solicitors had managed to get to cover my inconvenience and £40 for the crash recovery fee.

All in all, it had taken seven months three days to settle the matter; several letters, even more 'phone calls and a great deal of waiting. In the meantime I had purchased another GT6 and in the process, got myself a bank loan I could have done without.

The moral of this story is to have comprehensive insurance with the TSSC Agreed Value Scheme.

**JOHN R DAVIES – NOTTINGHAM**

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# OVERSEAS AFFILIATION SECRETARY

*The following article has been sent in by T.S.S.C. member Vesa Nieminen of Finland, who wishes to draw our attention to a recent, very important event:*

The first ever Triumph meeting in Finland has taken place (6th July, 1985). The Triumph sports and Classic Cars Club of Finland was formed in the beginning of 1985 by a couple of enthusiasts from the Helsinki district. So far we have had three club magazines and two official meetings: the Summer Get Together and, as pictured here, another 'happening', being part of a major annual Classic Car Meeting in Finland, The Forssa Picnic.

Our club concentrates on all four-wheeled Triumphs, which is quite acceptable if we get a brief look at the registration figures in this country at the moment (Herald-chassied cars on the road):

Herald 1200	420
Coupe	4
Courier Van	6
Estate	15
13/60	398
Vitesse 1600	3
Spitfire	49
GT6	10



And only one genuine convertible! The total number of Triumph cars is 1,233!

Our two-day summer meeting saw 35 of these arriving, the Herald 1200 beating the 13/60 by one, 12 v 11! Stag owners activity is a remarkable 100% as the one and only in Finland did show up! After the first night's general social intercourse and booze-up, (well some of us) there was, on Sunday, a driving test and a boot sale. The People's Choice for the most beautiful Triumph was a red Herald convertible (not genuine) and a convoy through the town of Hyvinkaa set us off.

About the pictures: saloon to convertible conversion tends to be a popular mod. among Herald owners, thought often with doubtful results. This was not the case with HSP 444, the People's Choice. The dark-coloured Herald with Marina wheels is mine.

**VESA NIEMINEN  
FINLAND**

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## 1986 CALENDAR SEE PAGE 5

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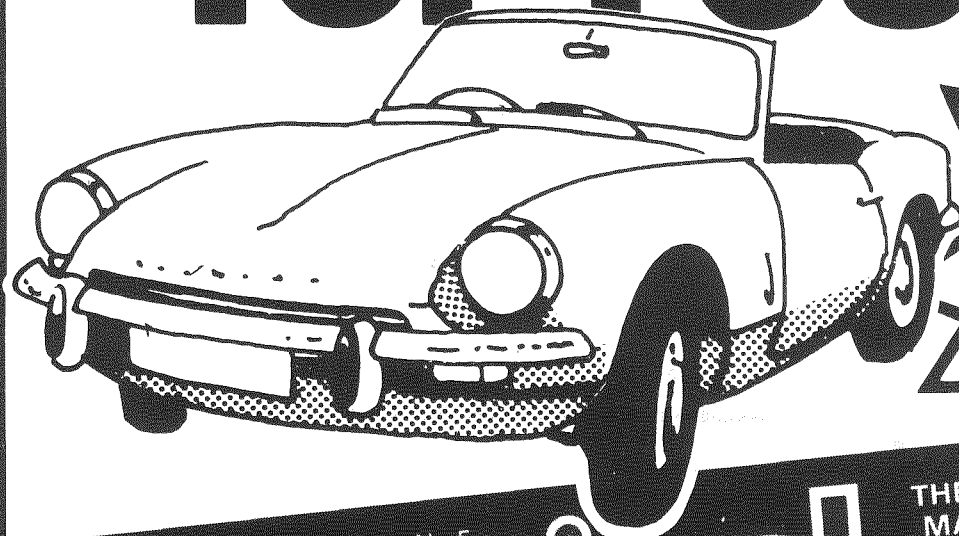
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# TOP TRADERS OCTOBER '85

EDDIE EVANS

Sorry about the lack of 'Top Traders' recently, but moving house and associated problems have had to take priority.

Some problems have recently come to light concerning firms appearing in the Top Traders list, and I draw your attention again to the paragraph immediately preceding the list below.

However, since its last appearance, I have considerably re-organised the Top Trader system, making it easier to get onto the list, but more difficult to stay there. This will give the smaller or younger firms a better chance of appearing, whilst any problems with those already on the list will show up quickly. Basically, the list will be more accurate and up-to-date.

\*\*\*\*\*

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

1.	B.L. Network	B.L.
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17.	John Hill, Redditch	Parts

## YOUR CO-OPERATION IS NEEDED:

Information is required on any firm you use, whether good or bad, irrespective of size and location. Please write to me, **Eddie Evans, Technical Secretary**, at the address on the inside front cover and please quote membership number.

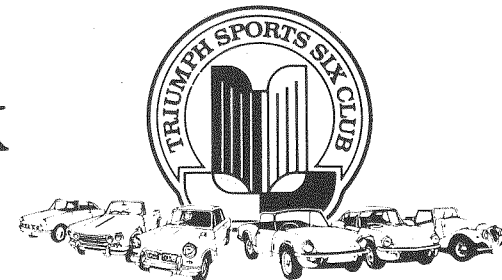
## TRADERS:

Do you require further 'Top Trader' forms? If so, please send a large, stamped, addressed envelope to **Trudi Squibbs, 24 Prince Rupert Avenue, Desborough, Northants NN14 2PH.**

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**RICHARD BRUFORD  
AREA LIAISON OFFICER  
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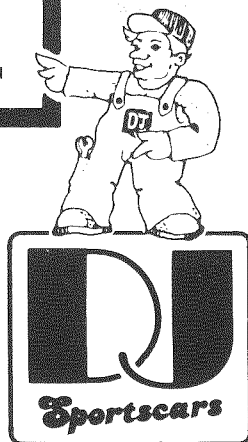
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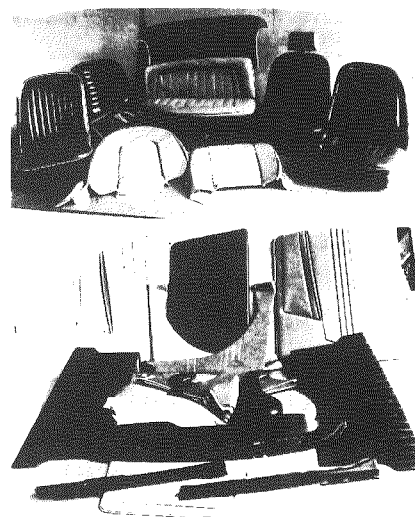
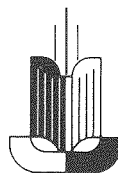
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# NATIONWIDE



### AVON - SUE LIPPIATT:

Nothing to report this month, apologies, however, for the treasure hunt being postponed. The next event on the Agenda is the skittlesmatch against the local MG Owners Club. This will take place on Friday October 11th at The Bell in Congresbury on the A370 between Bristol and Weston-Super-Mare. The cost will be 50p per person, plus food which, hopefully, you will have seen Jane Bell, John or myself about by now. Please come along and support us as they will have enough to gloat about with the new 'car' they're bringing out, without beating us into the ground as well!

### CLEVELAND AREA - KATHY SLEIGHTHOLME:

As we draw to the close of our summer events calendar, we have had a hectic few weeks. On Saturday and Sunday 24th and 25th August, we attended the Doune Weekend. There was a strong representation from the West Yorks TSSC Area. Thanks mainly to Joseph's hospitality, the weekend was much more comfortable - the Saturday evening barbecue was excellent! On Sunday a MKIII Spitfire from our Area won the Spitfire concours class.

The last Cleveland Area pub meeting was well attended. Most of the evening was spent outside in the car park, admiring the numerous club cars that had turned out. Sunday, September 1st was our North Yorks Area concours and Moors Run. The standard of the cars was very high this year. A 1500 Spitfire from our Area won the Spitfire class. In the afternoon we moved off in convoy for the Moors Run. There were so many club cars that the roads seemed to be purely populated by Triumphs! Thanks to the organisers of this enjoyable day. Perhaps in future this could become a weekend event.

Next Cleveland meeting on 30th October at The Ladle, Ludgate Lane, Middlesbrough. It will be a "going spare" evening, so bring along all your unwanted odds and ends!

### CORNWALL - DAVE BUXTON:

Oh what a lovely day for ducks - but not for a picnic! Our day out in the country suffered heavily at the hands of the weather. Having been eventually caught up by Richard and Ann Cunningham (who got stuck in the pub!) we headed for Bodmin Moor and a picnic in the rain - much to the surprise of a local farmer and his friends. We then continued on to the Colliford Dam which we walked across but from the middle could not see either side because of the fog. At 5pm, all of us soaked to the skin and still 2 hours from opening time, we decided to call it a day. Let's hope for better weather next year.

Our September meeting was, once again, well attended and a special mention to our visitors John Lippiatt from Avon and Richard Bruford. Unfortunately I couldn't stay long but I hope they enjoyed our meeting.

I would remind you that there will be no October meeting, but a wine and cheese party at the home of Bob and Judy Armstrong (tel: 0726) 842748) on the evening of Saturday 2nd November. Finally I would inform you of my new address and telephone number: Pilgrim Cottage, South Road, Stithians, Truro TR3 7AD. Tel: (0209) 860950.

### COTSWOLD - SUE IND:

After months of arriving at The White Horse Inn to find either only two other Cirencester members or, as on several occasions, only myself to talk to, I was left wondering whether it was ever worth the effort at all. But this month was - 20 new members plus 3 of us. So thank you, my sanity is saved for the time being anyway!

I would like to see some of the other long-standing members, if only to let me know if you are still alive and kicking. I hope to organise a skittles match against either the TR Club or the Gilbern Club - dates and venue available, hopefully, at the next meeting, so come an support your Area.

### CUMBRIA/LAKE DISTRICT -

#### MALCOLM BUTLER:

By the time you read this report, we shall have been to Holker Hall, so next month's report will be all about the show. September's monthly meeting saw another new face in the shape of a 1500 Spitfire and its owner, Mark Burrows. Mark is friendly with the Landlord of The Woolpack in Keswick, so in future we will probably use this pub as a new venue.

Also at the meeting was one of our more regular members (when he is in the country) - nice to see you again Rod. At next month's meeting we will be re-electing a new Area Organiser, so could as many members as possible please turn up at The Queens Head on Wednesday October 3rd.

### DEVON - GARETH BEECHING:

The Area Concours, which was held on 1st September was won by Adam Egeland's immaculate Vitesse convertible MKII (injection). Runner-up and Competitor's Choice was Mike Atkinson's GT6 MKIII.

Some important news concerning a change of venue is now at hand. Sorry, but we were unable to inform The Editor of this in time to change the back cover for October. The Totnes meeting has now been moved to the Dart Bridge Inn at Buckfastleigh and will continue to be on the last Sunday in each month. The Inn can be found by following the A38 to the Backfastleigh turn-off, and then taking the Totnes road. The pub is 150 yards from the turning on the left-hand side. The Landlord is very pleased to accommodate us and can supply a special (cheaper!) food menu if required. Please support the new venue - where are you Plymouth contingent?

Please note the following dates:

Sunday 13th October - evening meeting at Ley Arms, Kenn.

Sunday 27th October - evening meeting at the Dart Bridge Inn, Buckfastleigh.

This year, instead of a Christmas Buffet, we are thinking of having a sit-down meal. To gauge response, please 'phone Mike Atkinson on Starcross 890214. Please note that our Car Show Organiser, Stan Walters, has now moved and can be contacted on Newton Abbot 63034. Stan is now offering good rates to club members for club car renovation/repair work.

### DOSET - ANDY TOPP:

A very good turnout at the last meeting (August). Many new faces that we hope will still come along to the next meeting on 30th October. There will be a trip around the new Motor Museum at Sparkford on 20th October. We will be meeting at the Sparkford Inn on the A303 between 12.30 and 2.00 and will have a look around the museum in the afternoon.

### EAST BERKS - JOHN WILLIAMS:

Recent meetings at The Sun and Uncle Tom's Cabin have been very well attended, with car parks bursting at the seams with Triumphs.

Our most recent meeting saw the arrival of several new members and several cars we hadn't seen before, including a Herald pick-up, (the only one in our Area - I think), which has been built by Chris Cook.

The East Berks Area has a good cross-section of club cars: lots of Heralds and Vitesse with quite a few Spitfires and GT6's, plus a Burlington Arrow and a couple of Vincent Hurricanes.

We celebrated Anne and Tims recent wedding (their limousine was a white Vitesse convertible) with wedding cake decorated in Sports Six colours and logo.

Future events will include ten pin bowling against the Thames Area and a treasure hunt.

### GATWICK - PAUL VARE:

The meeting on 19th August was reasonably well attended, compared to previous months with 10 people making the effort. 6 cars were present, 5 of them Spitfires, the other being a MKI GT6.

As mentioned in a previous report, we are now proposing to make the Area 'official' again. Chris Childs of Epsom has kindly offered to stand as Area Organiser, so please keep coming to our meetings. If more people turn up we can then organise some events and arrange to meet on a different evening, which would enable the Area report to be published in the following month's Courier.

Don't forget, our meetings are still, at present, at The Black Horse pub on the A217 near Hookwood, just north of Gatwick on the third Monday of each month.

### NEW AREA - NEW AREA - NEW AREA

#### HASTINGS - ADRIAN:

The second meeting of this Area and I can honestly say that the Snug Bar at The Wheatsheaf was packed. However, with all those chairs and tables in the room, it was a good job that only two other members turned up. Yes, the Area was again badly hit by holidays, even in this stage of the summer. Even so, a cosy atmosphere prevailed and a good time was had by all, with thanks to the Landlord for saving the room for us.

I have a message for the student from Lewis: I have now located a trimmer in Hastings and am in the process of, I hope, getting a discount.

If any region would like to spend a day by the sea, come to Hastings and the group will see if we can make a day of things.

#### N HERTS/S BEDS - STEVE BEDFORD:

The holiday season was with us at our last Whitwell meeting, as there was a lower than normal attendance. Only 21 members were present for an enjoyable evening with the Jaguar Drivers Club. It is interesting to note that the majority of our members turn up to meetings in their club cars. I did not see one Jaguar at the meeting, nor for an earlier joint event with the TR Register were there any TRs present. It is satisfying to think that our club is attracting real enthusiasts who at least use

their cars. Six members from our Area were in Holland for the International Spitfire Weekend and congratulations to Robin Lloyd-Davis who won the Distance Award. I hope with Brian Waters' help to arrange a film show of this event for a club night during the winter nights.

The Area barbecue was very well attended and the garden at our pub at Whitwell was certainly ideal for the event. Sheer luxury with all the tables and chairs and also a play area for the children (of all sizes). Many thanks to my wife and Patricia Lee for all the organising of the food. The weather was very kind to us, which made a change and this obviously helped for a very enjoyable evening. Jonty Wild won the raffle for our Chateau bottled wine, which he then refused to open.

Unfortunately we were advised of the open day at Harpenden on Sunday 15th September at short notice, and this conflicted with a group of us going to the hillclimb and sprint at Gurstons Down. I would like to thank everyone who turned up for the open day. We were able to display all of the different types of club car; even Joe Bower's electric powered Bond was there as was Bev Warren's concours GT6. Many thanks to everyone who turned up and to the Jaguar Drivers Club for the invite. Apologies for not attending myself but I hope to be putting a slideshow together of my visit to the TSSC hillclimb and Dave Young's attempt at the Championship in the Super Modified Class.

Last year our Area came joint first in the Recruitment competition. This year we have won the competition outright. I would like to thank all the members from our Area that made this possible. The 100 towards club funds will greatly help in our organising events next year. Also congratulations to Bob Prebble for winning the £50 third prize.

#### Forthcoming Events:

**Wednesday 2nd October** - meeting at The Eagle & child, Whitwell.

**Tuesday 15th October** - meeting at The Bird in Hand, Henlow.

**1 - 3 November** - Classic Car Show at Brighton. Please give Jonty a ring on Hitchin 35118 for half-price tickets for the Friday and Saturday.

#### E. KENT - DAVE BRIDLE:

Our recent treasure hunt saw five cars competing, three of which arrived at the finish before the organisers. Congratulations to Nick and Jackie for winning with 88½ points. Thanks to Martin and Lesley for organising the event.

Our camping weekend took place at the beginning of September; numbers were depleted by illness but seven people went and a good time was had by all.

Our September meeting was very well attended with about 24 members turning up, only about 6 of whom had been before. We will be supporting the West Kent Area at the TR Register darts match on 4th October. On October 20th we will be having a mystery country convoy, starting at The George at 2pm. We are arranging a Christmas 'Do' for 7th December to be held at 'Stocks' at Wrotham. Numbers required by our November meeting with a £2 deposit.

Good luck to the Hastings Area. How about someone starting one in Thanet. See you all at Brighton, 1st, 2nd and 3rd November.

#### W. KENT - RICHARD & SUE FRANCIS:

**PLEASE NOTE** The darts match, which we reported last month to be held on Friday 4th October, has now been changed to **FRIDAY 1ST NOVEMBER**. This match will be against the TR Register at The Orchard

Spot in Maidstone. A convoy will start at 8.00pm from the lay-by between Ruxley and Crittles Corner roundabouts, opposite the Klingers Factory on the A2 Sidcup by-pass.

The trip to the Bluebell Railway proved to be quite enjoyable, although we only had 7 cars turn up. The weather was pretty awful so this may have kept some of you at home. However, it did brighten up in the afternoon and we had a nice walk around High Rocks in Tunbridge Wells to finish the day.

Don't forget our meetings are held at The Grasshopper Inn, just outside Westerham on the 1st and 3rd Tuesday of each month. Meetings in October will be the 1st and 15th and November will be the 5th and 19th.

A newsletter is handed out at each meeting giving up-to-date news. We look forward to meeting you all soon.

#### MANCHESTER - DAVID EVANS:

Meeting at The Nag is proving to be a good move for the Manchester Area. There's a better 'feel' about the whole place - a very old pub and a motorists meeting place since 1905. I've noticed many members are sporting healthy tans, acquired during summer at the Costa del Arcwelding. It's been a hoods up summer and the evening run didn't take place as a result, but we've some Autumn events on the Agenda: ten pin bowling at Granada Bowl, Belle Vue at 8.30 pm on 24th October and a run out to meet North Wales Area at 6pm on 8th October. 'Phone me on (0625) 871558 for further details or, if you have any more good ideas for events. See you at the next meeting - we might have our own room by then - on **Thursday 17th October at 8.30pm**.

#### MILTON KEYNES - GEOFF KING:

The Milton Keynes Area is alive and well and meeting in The Carrington Arms, Moulsoe every 3rd Wednesday. Now that life has settled down after a hectic summer (?), I will report on the Potterspurty Foundation Festival of Transport, at the Milton Keynes Bowl, July 13/14th, at which we held our M.K. Area concours and working car awards, as well as putting on

a club stand. It was a very enjoyable weekend; the sun shone on Saturday and tried to on Sunday. It was nice to see all those members who travelled down from distant Areas.

Although numbers of public were down on previous years, the stand seemed to be constantly brimming with people - eat your heart out MGOC! We displayed some beautiful cars on the stand (and in the area designated for MK TSSC awards) and some not so beautiful (the Amphicar). Thanks to all those who gave their time, effort and cars to make the stand the success it was, and apologies to those who experienced trouble with the Foundation's judges. The results for the M.K. Awards are as follows:-

#### Concours:

1st - GT6 MKIII (PUO 716M) S. Espin 99.4 points

2nd - Moss Roadster MKI (RXN 603F) M Fothergill 98.8 points

3rd - Spitfire MKIII (LON 897F) R Rowley 98.8 points

4th - Moss Roadster (CBF 637H) C Lawson 97.5 points

#### Working Cars:

1st - Marlin (LUR 191H) R Martin 136 points

2nd - Vitesse convertible MKII (UVT 962G) D Benson 131 points

3rd (joint) - Herald 13/60 estate (OHR 309M) J Carter and Vitesse (MFU 406F) G Curtis with 117 points each

#### Car Attracting Most Interest:

Amphicar (KLR 15D) J Coombes

**GRAND MIDLANDS CONCOURS** (run by the Potterspurty Foundation) congratulations to:

Sharon Espin - 1st in class

Roger Rowley - 3rd in class (Best Restoration).

Thanks to our Concours and Working Cars judges who, as you can see from the points, had a very hard job to do.

#### NOTTINGHAM - CLIVE ROULSTON:

I organised a convoy run to the Stanford Hall event which, though not too well supported, went well, except for my losing my wipers as we camp off the Motorway. Numerous Notts members turned up later and I am sure there would have been more had it not rained so much. It was a good event, although somewhat marred by the terrible rain storms. The concours took quite a long time but that was to be expected under those conditions, but it was worth waiting for as Jeff Fletcher won the Best Vitesse and I won the Bond prize. For those who remember last year's autotest where I had a slight mishap! I kept off it this year and went home with the car in good condition.

Thanks to the organizers for a good event; they deserve a medal for coping so well in such difficult conditions. We will be back next year (please organise some sunshine!).

The August club meet was well supported again with over 28 members including some new faces - 2 of them being ladies owning Spitfires. Main topics of conversation being Stanford Hall, the unannounced concours of the previous month, of which the photos were on show and the coming treasure hunt. Roland (Rat) Parr won the raffle and overall it was a very active and pleasant evening.

**Treasure Hunt:** this event went well. 16 crews entered, 14 of which were waiting in the car park when I arrived and I was early. Some crews needed pointing in the right direction during the afternoon but most found their way round alright. There was a buffet waiting at the finish. After the food proper interpretations of the clues were given, followed by the prize-giving. Nick Lowe won and there were prizes down to 6th place.

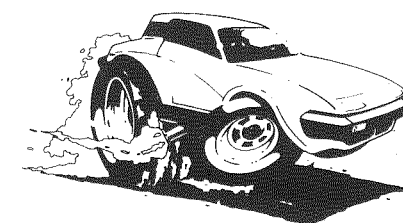
#### PETERBOROUGH - DIANE & PETE:

The September meeting at The Plough was attended by 12 members with 8 club cars in the car park. Phil chaired the meeting and a lively discussion took place on future club events. Thanks were extended to the two Phillips for organising a highly successful treasure hunt. Yes, at last we did beat the MG Club. 11 cars participated in this event with Ken Lamprey (Spitfire) first, Russell Wells (MG) second and Julie Beeken (Astra) third.

A lot of interest in the club cars was shown at the Boston Classic Car Show and, hopefully, some of the many enquiries will result in some more new members joining our meetings.

An invitation to join the Peterborough Motor Club for their next meeting on Monday 4th November at 7.45pm was received. This is held at The Cressett and is to be a talk by Roy Lane on Hillclimbing.

A visit to Cedars Cars Bodyshop, Oxney Road, Peterborough has been arranged for Thursday October 24th at 7.30pm. Numbers are limited to 20. Ring Sharon (evenings) to ensure a place.



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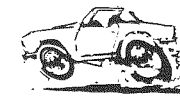
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Our next meeting on Monday 14th October is at The Three Horseshoes and will be our first Annual General Meeting. It would be very good to see a few more of those many members that live in the Peterborough Area, so how about a special effort to try and attend?

#### RIBBLE - BILL COULSHED:

The weather had been dreadful this summer. Westhoughton Show was horribly wet, but we had a good time anyway. The convoy run to the showground was very impressive, with more Triumphs than anything else. The Stags may have won the best club display, but they still had to borrow our barbecue!

Blackburn Lions Gala was, unbelievably, even wetter! There were people being towed ONTO the field when we arrived at 10.30am, it was that muddy. Some people forgot their wellies too ..... never mind, it really was an enjoyable day, with some ten club cars turning up. And before I forget, I promised to mention Kevin Atkinson, who drove up from Manchester in the rain, with his roof down, to be with us. So here's your mention Kevin - yours was the only club car that had to be towed out by our tame Land Rover!

By the time this is printed, we should have been to the show at Holker Hall, at the kind invitation of the Cumbria Area. I'm hoping for better weather!

#### SALISBURY - NEIL WILLIAMSON:

September was a smaller turnout than August, with a modest 25 people turning up. Nevertheless, another interesting evening. Chris Webb informs me that he has a new fibreglass bonnet for a 1360 which has never been used. Must be a bargain at around £70. Final details for the Christmas Dinner will appear in November's Courier and it will be a joint 'do' with the Wessex Area. Also we will be taking on the Southern Area at skittles in the near future.

Conversions from four to six-cylinders were high on the agenda for both Herald and Spitfire owners. A new list of current members/those who come to club meetings will be available to everyone at the October meeting. By the way, although we do have a few competition freaks in our Area, we do not have regular BURN-OUTS, just regular TURNOUTS.

Also, I am informed that the Christmas Weekend will be held on 17th - 19th January, 1986, at The Fosse Manor Hotel, Stow on the Wold, Gloucestershire. It is not the cheapest event out but it is one of the friendliest. Details will be available from Mike Atkinson of the Devon Area shortly. Don't forget, monthly meetings at The Three Crowns, Whaddon on the A36 Salisbury to Southampton on the first Thursday of the month.

#### S.E. SCOTLAND - IAN WHEATER:

**Doonee Classis Weekend:** My thanks to all members who turned up for the Classic Weekend at Doonee allowing us a good turn-out of cars.

Saturday dawned with a sunnier disposition than Friday, making the convoy trip around the Trossachs an enjoyable occasion, with a few stops here and there for refreshments and sight seeing. The evenings barbecue (organised by the TSSC S.E. Scotland Area) and disco was a great success and enjoyed by all.

Sunday saw more mixed weather although this did not deter the public from attending. Congratulations to all prize winners with a special mention to Clive Spencer for winning the Elite Trophy with his superb GT6. Special thanks go to John

Malcolm and wife and also to Graham and Lynsey for their excellent help with the organisation of the whole event and the club stand.

#### SCOTLAND WEST - JOHN MALCOLM:

**Winter meetings are back at Sherbrooke Castle, 2nd Wednesday, from October onwards.** First of all I must apologise for no reports for the last two months; both of these were written in a hurry and sent off at the last minute, but missed the 'deadline'.

After such a wet summer, we have managed to avoid getting caught in any downpours at our events, which have been fairly numerous as those that take part will have found out. All these events have been very enjoyable, although the unsettled weather has scared members off on occasions.

The run to Millport was one such poorly attended day, but all who came enjoyed a whirl round the small island with the top down and a bar lunch sitting outside in the sun, watching the wee white Sinclair CS's zooming about instead of the traditional pedal-cycle.

Culzean Classic Day was also a fine outing with lots to see and do. We had our club tent, magazines for sale, club regalia, spares jumble, barbecue and an impressive turnout of Vitesse and Spitfires, as well as a non-members Herald, which was up for sale. There was a smart 1360 on show and one of our members had his 2.5PI on show (even the engine was polished!). There was a lot of interest in our stand and I trust we managed to spread the word and get a few more people to join.

A big thank you goes to the TR club for arranging Doonee and also to Ian and Isabel Wheatley for organising the TSSC section, complete with a huge tent, barbecue and all the work that they put into it. We were close to winning the 'Best Club Stand' but were pipped at the post by Mercedes Benz. We had a chassis on display, rolling and restored, as well as a host of cars crowned with a pristine GT6 all the way from England. It was nice to see the same faces appear that were there last year from down south of the border.

Sprint racing is still on the go, even with spectators ending up going round the track at Kames, when the competitors didn't turn up. Inglston saw the last recorded race with members beating Morgans and MGB's. The drivers, their cars and times were: C Elstrop, GT6, 1.35; C Sutherland, Spitfire, 1.42 and J Whitaker, Spitfire, 1.52 min.

#### CENTRAL SOMERSET - ROD WARREN:

To start with this month I would like to thank all those who came along to the Lorna Doone Valley picnic convoy with the Devon Area. I think a good day was had by all, despite the rain showers and having to push a Herald up a very steep hill just outside Lynmouth. The weather cleared up in the afternoon and we all had tea in the open at Doonee Valley. In fact, the weather was so good that Steve Fuller thought his Vitesse would like a swim and drove through a rather deep ford, (incidentally, he did have his shoes and socks off ready to bail out!).

The August meeting at The Manor Pawlett again saw only six members, all of which were regulars - how about seeing some new faces in future as I know you are out there somewhere. On the other hand, the meeting at The Creech Castle saw 17 plus members with yet more new faces, which we hope to see again.

#### Dates For Your Diaries:

Sunday 6th October - Third and final round of the treasure hunt competition. Start 2.30pm Creech Castle Hotel.

**Wednesday 9th October - meeting The Manor Pawlett.**

**Friday 11th October - Skittles Match onwards.** Match against MG Owner's Club, organised by Avon Area. The Bell, Congresbury (see Avon news for details).

**Thursday 31st October - meeting Creech Castle Hotel.**

Re-election of Area Organisers will take place in the near future. If any member would like to stand for A.O. for Somerset Area, please let me know.

#### THAMES - MIKE CREWES:

August was a month of disasters, not only for those of you hoping for summer, but everything seemed to go wrong for us as well. Meetings have been down due to holidays and people fed up with the weather. Undeterred, we set out for Morden Concours on Bank Holiday Monday.

We were on site with about half a dozen other clubs by 11am, parked like National car parks with no club display equipment allowed. Members of the public were admitted at 1.30pm to look at our cars from the other side of the fence. After about an hour, most clubs, including us, had had enough and were making a convoy out of the gates. The traders and concours entrants appeared to have a good day though, but the organisation for clubs was poor. Never mind, I needed an early night.

That took us to our Area Barbecue at Syon Park, or should I say didn't take place. Syon Park forgot we were coming. The Manager was on holiday and forgot to tell anyone we were coming. Apologies to those who turned up to be greeted by our cancellation poster.

#### Meetings in October:

10th - Area Organiser voting night at The Firestone. Big turnout please. I am passing on the helm to concentrate on events. This is your chance to vote for the way you want your Area to go. Any nominations or volunteers to me before the night please.

24th - Meet your new Area Organiser at The Firestone.

My thanks to you all for making the last two years a most enjoyable time and I hope you will continue to support your new A/O with the same enthusiasm. Best wishes - see you 'Up the Club'.

#### TRENT - MIKE COSTIGAN:

It's treasure hunt time again! Our 'Autumn Amble' will be on October 13th, starting at 10am from Newark Castle railway station yard. This is just 1 mile north of our usual meeting place at The Robin Hood, on the A6065 just across the River Trent. Entries will be taken on the morning, so please arrive early. Further details from Arthur Claxton on Caunton (0636) 864 356 or myself on Southwell (0636) 84050. Also I am now taking bookings for our Christmas Dinner, to be held at The Robin Hood on our usual December meeting night, December 5th. Everyone enjoyed it last year, and this year will follow the same format. £9 each, including free raffle tickets.

#### WESSEX - JEREMY WOODWARD:

Just a few lines to tell you about our forthcoming treasure hunt to be held on the last Sunday of October, 10am starting from The Nag's Head at Ringwood.

You may have noticed that Neil Williamson mentioned in last month's Courier about organising this year's Christmas Dinner and I am about to get things under way. Please let me know who is coming to both these events so I have an idea on numbers.

Lastly, please note that the Sunday meet is at The Nag's Head, Ringwood

#### WEST MIDLANDS - TONY SPICER:

Meetings are now going from strength to strength - 35 swelled the bar, even though there was a mix-up with the room, sorry! Our usual quiz was won by Tim Woodthorp and Chris Allen gave us some interesting tips. Dawn has kept the West Midlands flag flying high again by coming 5th out of 103 cars at the Stoneleigh Town & Country Festival concurs with her 1600 Vitesse (Thumper) - well done.

We can look forward to a very active month, with a convoy to the Malvern Motoring Event on 5th October, which leaves from Moxhull Hall at 10am and a trip to the new 'Patrick Collection' Motor Museum in Birmingham after the Sunday meeting. Special entrance fee of £1 each has been arranged, but please bring your membership cards. Congratulations must go to Steve and Anita on yet another marriage.

**Next meeting Tuesday 8th October and Sunday lunchtime 27th October** (including trip to the Patrick Collection).

#### WOLVERHAMPTON - KIM NEVILLE:

Wolverhampton Area's first birthday and there's plenty to celebrate with the formation during the last 12 months of a strong and enthusiastic membership.

Indeed about 70 folk packed into the Merry Hill pub at the September meeting to hear a talk on motor racing by Paul Skitt. And the audience included another 12 newcomers and three visitors from Worcester, including E McKay. Anthony set the quiz with a win for Dek - or was it Dave?

We're hoping for a bumper turnout at the 'birthday meeting' on October 14th, when old faces and new will be welcomed alike. We will have the added attraction of John Kipping, who will be speaking on 'the availability of spares' - don't miss this one.

#### NORTH YORKS - SALLY HURD:

After a hectic day on the moors organising the Area Concours, Septembers meeting was a quiet affair. However, planning of further activities continues unabated: firstly with an "Autumn Scenic Drive" through the Hambleton Hills on Sunday 20th October, starting at Thirsk Market Place at 11am and stopping for a pub lunch en route. All interested members contact Steve Boyne as soon as possible. Next, Christmas dinners start to be discussed at this time of year. The 1985 Area Binge will be at a venue near York - watch out for details in November's Courier. March, 1986 (we like to plan ahead) will see a conducted tour of Drax Power Station - coal strikes permitting!

The "Feelie Box" will be operating again for Octobers meeting - get memorising those Parts Catalogues for the "Feel the Part" competition.

By the time you read this our visit to the Blacks Car Collection will have been and gone. Many thanks to the contingent from West Yorks who helped swell the numbers to over 50 TSSC visitors.

For Humberside members it is hoped to restart the Area meetings, held at The Darley's Arms, Boothferry Road, Hessel, nr. Hull on the second Thursday of the month, starting on 10th October. Local contacts are David Binnington (Tel: 0482-656668) for the North Bank and Gordon Curtiss (Tel: 0469-73074) for the South Bank. Finally, I hope to see you all at the Hopgrove Inn on Wednesday 2nd October.

## WORCESTER AREA....



**Announce** - A NEW LUNCHTIME VENUE (12 Noon - 2:00 pm.). ON THE 2nd SUNDAY OF EACH MONTH.

**At** - THE BROOK INN.

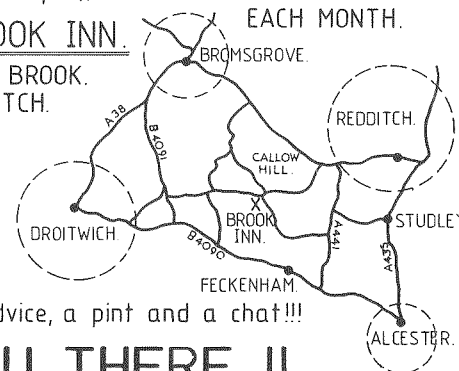
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#### W. YORKSHIRE - CHARLES HENDERSON:

Yet another packed meeting at The White Bear, Norwood Green, for our September meeting. Congratulations to our concours winners at Doonee; we had an Area convoy of no fewer than eight cars (large by W. Yorks standards) to this event. By the time you all read this we will have been to Peter Blacks Car Museum in Keighley with North Yorks. At the last count there were 62 of us going.

Forcoming events include the annual Bonfire Party, which Nigel is organising again - names to him at the October meeting on Tuesday 1st. Also, since I am now at long last driving a club car again (the battleship has finally gone), we will have a convoy/moors type run on Sunday October 13th - more details at the October meeting.

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

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



# CARS FOR SALE ☐

**Bond Equipe 2L, 1968:** Prairie Beige, O/D, servo, sunroof, years MOT, 6 months tax. V.g.c. Undersealed. Mine since 1968. Value about £750 but good home as important as price. Contact: Letts, tel: Thame (084421) 2331 - non-member.

**Herald 1200, 1967:** 1 year MOT; excellent cond. throughout, superb bodywork, real eyecatcher, dark green. £395 o.n.o. Some spares, also early Spitfire hardtop, £25 o.n.o., chassis £20. Contact: Chris or Jenny, tel: Dunstable (0582) 666019 - 83/6842.

**1971 Vitesse convertible, MKII:** Damson with white hood. New panels. Excellent all-round cond. Many extras and spares, tonneau, radio/cassette. £1,295 but will haggle. Contact: Ann, tel: Sussex (0903) 882621 eves. - non-member.

**GT6 MKI for sale.** Immaculate condition; full years MOT; taxed; stereo/cassette;; alarm, new carpets and tyres. Recent gearbox, diff, UJ's, exhaust system. This car is a classic! £1,395 o.n.o. For enquiries contact: T Davies, tel: Newport (0633) 859829 - non-member.

**1963 Vitesse 1600 convertible:** 6482 DP, white with red interior. Well maintained by one family since 1966. Tonneau cover, mechanically good; some rust; MOT April '86. Contact: B Storkey, tel: Cooden (04243) 2617 - 82/4661.

**Bond Equipe MKII 2L convertible, 1969:** 30612 miles. Stored 8 years. Restoration mainly completed. Ziebarted, retrimmed, carpets, radio. Needs hood, silencer, painting, detail work. No time to finish. Sacrifice at £475. Contact: Anthony, tel: Sheffield 747454 - non-member.

**Triumph Vitesse convertible 2L, 1968:** blue with blue interior. Excellent bodywork and underneath. Engine and mechanicals in superb condition. New hood, stereo radio/cassette. Years MOT. £1,050 o.n.o. Tel: (01) 699 1970 - non-member.

**13/60 Estate, 1970:** same family from 1972. Conifer. Must be viewed. Super condition. £700. Contact: Mrs Coles, tel: (0480) 63755 - 84/9027.

**Herald convertible:** J reg. Basically very sound. Short MOT. Body needs tidying. £360. Also Herald saloon partly modified but good all round. £210. Contact: M Boulton, tel: Shrewsbury (093928) 254 - 84/9020.

**GT6 MKIII, L reg:** O/D, 79,000 miles, only 2 owners. Mechanically excellent but bodywork needs attention. Dark blue, new tyres and exhaust. MOT and taxed Jan '86. £1,000 o.n.o. Contact: G Kelly, tel: SW20 (01) 946 4042 - non-member.

**Herald Saloon 1200, 1961:** poor condition. No MOT. 6213 TR. Offers? Contact: Philip Beeston (05827) 4951 - 85/10097.

**Triumph Herald 13/60, 1968:** 48,000 miles. Good condition. One owner. Sun roof. Sensilbe offers considered. Contact: C Jarvis, tel: Birmingham (021) 459 2079 - N/A.

**GT6 MKIII:** Emerald Green, O/D, sunroof. Over £1,500 spent new parts/restoration. V.g.c. Reluctant sale - growing family. Bargain £1,495 o.v.n.o. Contact: G Hibbert, tel: Maidstone 674700 - N/A.

**Spitfire MKIII, J reg.:** abandoned restoration project. Non-runner and tatty bodywork, but chassis in good condition. Includes fastback roof. £200 o.n.o. Contact: Martin, tel: Bristol (0272) 622196 - 85/9993.

**It is with regret,** following the death of my father, I must part with his **1600 Vitesse saloon (1962), A reg.,** sunroof, only 37,000 miles, showroom condition. Further information and/or offers, tel: Dorking 730047 - non-member.

**GT6 MKIII, 1974:** Signal Red, recent professional rebuild and respray including new wings and valances, O/D gearbox, tints. Many new parts. Long MOT and tax. Excellent inside and out. House forces very reluctant sale. £1,450 o.n.o. Contact: Chris Green, tel: Barnoldswick, Lancs. (0282) 815946 - 85/9036.

**Herald 13/60 convertible, 1971:** Damson/white hood. V.g.c. Unmarked beige interior, recent exhaust, battery, carpets, sills, side rails etc. MOT April '86. £850 o.n.o., or swap Spitfire small cash adjustment either way. Contact: Geoff, tel: Peterborough 72868 eves. - 83/5362.

**Vitesse MKII convertible, 1969:** 10 months MOT, 67,000 miles. Many recent parts including g/box, clutch, hood, tyres. Sound chassis, body good but bonnet needs

respray. Space, time, money forces sale. £975 o.n.o. Contact: Lee, tel: Reading 482398 - 85/11261.

**Spitfire MK4, 1973:** hard/soft tops, green wire wheels, boot rack, MOT Feb. '86. Low mileage. Good condition in and out. £700 o.n.o. Contact: Simon Wynne, tel: Denbigh 2414 - 85/11029.

**Spitfire 1500, 1967:** Java Green, full engine/gearbox recon, 2,000 miles ago. New clutch, driveshafts, UJ's, break cylinders, carpets and trim. Excellent condition. 55,000 miles. £1,250. Contact: Dave, tel: NW10 (01) 4506968 after 6pm or (01) 965 4715 day - 85/10842.

**Vitesse MK1 convertible, E reg:** good condition, house purchase forces sale. Recon. g/box, overdrive, new diff., good tyres, extensive welding carried out. Stereo cassette. £600. Spare hood and frame, £100. 8 months MOT. Contact: Mr Hamilton, tel: Ardingly 892553 3 - 6pm - non-member.

**GT6 MKIII, 1974:** blue, Tax, MOT, bodywork in need of attention, low mileage, new exhaust. Offers around. £550. Contact: Janet, tel: Uxbridge (0895) 54962 - 85/10986.

**Spitfire 1300, 1972:** Signal Red, stainless teel, sills, whitewall tyres, GT6 wheels, boot rack, hard/soft tops, full tonneau, 3,000 miles on new engine, immaculate body, interior and engine bay very near concours cond. £1,995 or swap for GT6 MKII or Ili. Similar condition and price. Enthusiast kept club member. Contact: Michael King, tel: SW19 (01) 540 3503 - 85/10718.

**Spitfire MK1 reg 9710 FN:** 77th production car, 1962. Signal Red, tan interior. Suspension and engine rebuilt. All new interior. Suspension rebuilt, all new interior, stage by stage photos. Many spares plus MKIII hard top and complete MK1 spare engine. £1,200. Taxed and MOT. Contact: Mr J Parker, tel: (0773) 602788 - non-member.

**Herald 1200 saloon, 1961:** genuinely loved and cared for car. MOT 26.3.86. Original Log Book. Two previous owners. Bodywork and chassis excellent. Perfect interior paintwork: red and white. Runs beautifully. £500 o.n.o. Contact: W Hunt, tel: Hunts 218761 - non-member.

**Vitesse saloon, 1971:** with O/D, wire wheels and sunroof. Bodywork and chassis rebuilt

and resprayed in Valencia Blue with tan interior. MOT 1 yr. £1,425 o.n.o. Contact: N Tucker, tel: Surrey (0372) 53289 - 84/7398.

**Triumph Herald 13/60, 1968:** G reg., Slate Grey. Blue interior. 64,000 miles; new tyres and clutch. V. reliable. £150 o.n.o. Contact: Pink, tel: Lincoln 22170 - non-member.

**Herald 12/50 saloon with sunroof.** MOT Jan '86. Chassis sound; recent clutch. Bodywork needs attention. £100 o.n.o. Contact: Sue, tel: Reading 415454 after 5.30pm - 85/11594.

**Unique 1700 Spitfire (1974 MKIV):** as seen at MOTE '84 and Leicester '85. BL 1700 OHC engine and box (fitted by BL mechanic). 85,000 miles on clock, 45,000 miles on engine/box. Many new parts in last 2yrs. French Blue/white hood, wire bolt-on wheels, Cibies plus many extras. £1,325 o.n.o. For further details, contact: Jane Harland, tel: Macelesfield (0625) 72674 - 82/3983.

**Spartan:** 80% complete. Extensive engine rebuild. Many SAH parts. Must go to any reasonable offer. Also spare 2.5L engine/gearbox and many other bits. Contact: V Theobald, tel: Manchester (061) 3700449 - 79/00959.

**1972 GT6 MKIII:** 59,000 miles, beautiful, original cond throughout. Waxoyled. MOT April '86. No rust/filler, new tyres. Radio/cassette. Potential concours winner. Regrettable sale of my pride and joy. Baby due December. £2,000 o.n.o. Contact: Mitch, tel: SE2 (01) 310 6158 - 85/9698.

**GT6 MKII, 1969:** G reg., rebuilt, Triumph Emerald Green; MOT July '86; v.g.c. all round; new battery and rotoreflex couplings. Many extras. £1,150 o.n.o. Contact: S Cox, tel: Hinckley (0455) 632182 - 84/8884

**GT6 MKIII:** L reg. Tax/MOT; many recent new parts inc. g/box; good mechanics; sound body - just needs slight attention to paintwork, hence bargain at £795. Contact: Richard, tel: Crowborough 2276 (E. Sussex) - 83/6790.

**Perhaps the best Triumph Spitfire MKIII** in existence. 1968. Royal Blue. Wire wheels. O/D. This beauty underwent a complete body and mechanical rebuild to a very impressive standard. Concours contender. £2,550 o.n.o. Contact: Beeston, tel: Esher (78) 66646 eves/weekends - non-member.

**Spitfire 1500:** V reg., red, new MOT; Service history; excellent cond; respray; recent clutch; new tyres. £2,200 o.n.o. or P/Ex cheaper 1500/MKIV. Contact: Mike Wakefield, tel: Swindon 615233 ext. 229 during office hours - 84/8422.

**Vitesse MKII, 2L saloon, 1969:** towbar, MOT March '86; used daily; body and interior tatty; engine sound. £200. Contact: David Flitt, tel: Milton Keynes (0908) 666088 ext 238 office hours - 82/4851.

**Spitfire 1500, 1976:** P reg., white, hard/soft tops. Hood cover and tonneau. 64,000 miles. MOT and tax until Feb '86. O/D. Contact: J Christopher, tel: Godstone (0883) 842485 - 83/6441.

**Herald 13/60 estate:** sunroof, 1969, reg. 77,000 mile. One owner and driver. Regularly maintained. MOT April '86. Good cond. for age. Mech. sound and reliable. £250 o.n.o. Contact: Doreen Piggott, tel: Cambs (0223) 276028 - non-member.

**Vitesse 6 saloon, 1962:** v.g. body and chassis. Engine runs but needs some attention. No tax but MOT til December. Make me an offer and drive away. Contact: Pope, tel: Wilts (0380) 830847 - 85/10314.

**Vitesse 2000 conv:** professionally resprayed red. Long MOT/tax. Undersealed. 15,000 since recon. engine. New tyres, wheels. Alarmed. Receipts. £1,050. Contact: Arden, tel: Northwood 22981 - non-member.

**GT6 MKII:** O/D, 12 months MOT; new diff, rotoreflex, driveshaft bearings, rear brakes, exhaust, front trunnions, stub axles, track rod ends. New sills. Body rough and requires enthusiast. £400 or offers. Contact: Tim, tel: E. Molesey (01) 979 8565 - 84/8178.

**Vitesse 2L MKII O/D:** 1969, well maintained; 57,000 miles; MOT Jan '86. Extremely reliable. £1,285 o.n.o. Contact: John, tel: Cumbria (05873) 605 - 85/6400.

**Herald 13/60 convertible:** first registered March 1973; Valencia Blue with black trim. 51,500 miles. One of last made featuring steering column lock and (G.K. engine). Present owner since July '78. Car always kept in garage and v. well cared for. All bills and MOTs last 7 years inc. outriggers clutch, discs and calipers. Excellent Dunlop D75s all round. Car in v. exceptional condition with perfect original type hood. Caring owner wanted. £1,400. Contact: Andrew Wolfe, tel: Knowle (05645) 6058 - 81/2233.

**Triumph Herald, 1961:** reg. no. 355 NKR, 1200cc; MOT, taxed; in good cond. All original. £500 or offers. Contact: Preece, tel: Chatham (0634) 669098 - non-member

**GT6 MKIII, 1974:** Carmine Red, tax/MOT; sunroof; O/D; tinted windows; good bodywork; recent respray. £1,750. Will consider exchange for Vitesse 2L conv. in similar condition. Contact: Trev Taylor, tel: Llantwit Major 3131 x 3017 - 85/9670.

**Spitfire 1500:** T reg., stored for 6 years, hence genuine mileage of 35,000. A superb and unique example in brand new cond. £4,900. Contact: Clark, tel: Christchurch (0202) 477677 - 85/11415.

**Vitesse MK1 saloon, 1965:** blue/white stripe, Midnight blue interior. V.g.c. throughout, all original parts. Excellent, much admired example of model. Must be seen. Tax and MOT Feb '86. £1,195 or sensible near offer. Contact: Richard King, tel: Weybridge 54195 eves - non-member.

**Herald 13/60, 1970:** renovated with new parts. New tyres and new exhaust. Mechanically sound. Body v.g.c. Resprayed white. Taxed and MOT. Must sell. Offers. Tel: Bedford (0234) 210221 - 85/11806.

**Good home needed please for Triumph Herald 13/60:** G reg., new short engine 1981, runs well though no MOT. Offers? Contact: M Campbell, tel: Cardiff 759211 after 7pm - non-member.

**Spitfire MKIV, 1971:** many new parts inc. hood, clutch, diff, alloy bar, body sound. £650 o.n.o. Also available tax to July '85, £50 glassfibre hardtop, £75. Contact: P Willson, tel: Sidcup (01) 302 0059 - 84/7137.

**GT6 MKII, 1969:** over £2,000 spent last three years on body and mechanical rebuild. 11 months MOT, 6 months tax. 5½J wheels; black with black interior. £1,595 o.n.o. Contact: Gareth, tel: Colaton Raleigh 68777 - 80/01228.

**13/60 convertible Herald:** new double skin cloth roof. MOT May '86, Tax Dec '85. New clutch, solenoid, alternator. £500. Contact: Fiona, tel: Oxon (049161) 2024 - 85/10573.

**Spitfire MKIV, 1973 O/D:** long MOT, Tax. Radio, oil gauge, good tyres. New rear springs, clutch, n/s sill, wing. £685. Would P/X for post Feb '73 GT6. Contact: Simon, tel: Swindon 783415 - 83/6399.

**MORE CARS FOR SALE P64**



# PARTS FOR SALE ☐

**Stromberg carb** to fit 2L Vit., £25; Vit front passenger seat, black, excellent cond. but without runners, £10. Contact: Colin Epton, tel: Byfleet 52988 - 83/6034.

**New parts for all models:** handbooks for Spitfire IV/1500, Vitesse 2L 1/11, GT6 11. Parts catalogues and workshop manuals for Spitfire 1500. Virtually all mechanicals including rocker shafts and rockers for all models, decarb sets, head gaskets, timing chains/tensioners etc. Clutches, gearbox parts, propshafts, diffs, driveshafts, steering, suspension, electrics, Her/Vit rear overriders, £21 pair, Spitfire 1/11/111, GT6 1/11 rear wings, £31.50 each, etc. GT6 11 h/b's non NLS, ex Austin Rover. Send S.A.E. for list, stating model, to John Mann, 5 Nevis Close, Loundsley Green, Chesterfield, Derbyshire S40 4NS, tel: Chesterfield 71036.

**New glass-fibre bonnet** Spitfire or GT6, £90. One complete hard top, Ashley Fastback type, GRP as photo page 6 July Courier, £120. Contact: I Grant, tel: Spalding (0775) 5622 after 6pm - 85/9388.

**Spitfire IV parts:** flip-up chrome petrol cap, £3; rear bumper (no dents), £8; pair of black vinyl seats (will split), £20; 5 x 4½J oval hole wheels, £25; dashboard c/w instruments (will split), £10; N/S and O/S rear light assemblies, £4 each; pair of sun visors, £1; rear view mirror, £1; centre console (for radio), £3; pair of working headlamps, £1 each, N/S alloy cast headlamp surround, £4; 2 O/S overriders, £2 each; 4 black hub caps c/w chrome nuts, £5; new inner sill, £1; radiator grille, £2; N/S door cap, £1; choke control and cable, £1; O/S parcel shelf, £1; rev. counter and cable, £2; pair of wipers, £2; pair of g/box tunnel knee rests, £3. Will post parts. Contact: Richard, tel: W. Lothian (0506) 880083 - 81/3072. Comp. rolling chassis £25

**GT6 MKIII 3.89 diff**, 2L engine, tailgate, HRW; MKIV Spit engine, O/D g/box, prop, radiator, dash and clocks, front and rear hubs, calipers, hardtop plus many more GT6 MKIII, MKIV Spitfire bits and bobs. Contact: Jason, tel: Northants (0536) 726842 - 83/6564.

**Spitfire 1500 parts:** tonneau, as new, £15; chrome wheel trims, £15; beige hood cover, £10; rear spring, £10; front shock absorber, £10 pair; sundry spare parts. Contact: Malcolm, tel: Canterbury (0227) 464092 - N/A.

**Spitfire 1500:** nearly new leaf spring, £20; pair rear light clusters, £10; electric tachometer, £5. Contact: Jackie Fenwick, tel: Cambridge (Glos) (045389) 688 - 81/2207.

**GT6 MKIII occasional rear seat kit**, original Leyland, colour black. As new, never fitted, still in box. £70 o.n.o. Contact: Leigh Bonnell, tel: Dyfed (0269) 861107 - 79/00823.

**Spitfire MKIV steel bootlid**, v.g.c., £75 o.n.o. Spax adjustable shocks GT6 11, £10. Assorted other Spitfire MKIV parts, for details contact Paul, tel: Twickenham (01) 898 9955 - 82/4418.

**Herald 13/60 breaking** - most parts available. Good recon. engine, 20,000 miles. Contact: Mick Randall, tel: Newport Pagnell (0908) 616377 - 80/01269.

**Herald front valence** fibreglass, brand new, £15; brand new 145 x 13 remould on Herald rim £8; Herald sunroof, good runners but needs new cover, £5. Contact: Julian Dixon, tel: Birmingham (021) 777 2431 - 84/8088.

**Spitfire MKIII:** fastback hard top, fibreglass, good cond., orange, first rate cloth inside - keep warm in winter! £50 o.n.o. Also Spitfire MKIII radiator, good cond., £5. Contact: Andrew Hamilton, tel: Princess Risborough (08444) 6255 - 81/2421.

**White 8-spoke wheels** to fit most vehicles, 13", £85 - set of four includes P&P VAT. Contact: Leo Watkins, tel: Preston (0772) 24867. Access/Visa card holders order by 'phone.

**Special Offer** by a new business in the North East of England: **Service Kits** comprising points, plugs, oil, air filter(s).  
Herald 1200, 12/50, 13/60 £9.10  
Spitfire MKII/11/IV £10.95  
Spitfire 1500 £11.95  
GT6/Vitesse 2L & MKII £12.45

Please give appropriate details of car. Above prices inc. P&P. Spitfire 1500 NEW short engines £160.00 - club members only. **Orders to Triumph Scene**, 44D Borough Road Industrial Estate, Darlington, Co. Durham.

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Telephone: (0536) 760769.

**Spitfire hardtops** - one Ashley (F/G), £22 o.n.o., one Works (metal), £32 o.n.o. For details or view contact Philippa, tel: Romsey (0794) 512644 eves. or Southampton (0703) 619777 ext 232 day - 81/2743.

**GT6 MKI cylinder head** reconditioned, not used since recon, £40. Also pistons 3,000 miles only, offers? Re-bored engine block.

Also f/glass bonnet for MKI GT6, £40. Many other spares also available inc. 2 rolling chassis (no diffs). Contact: R Warren, tel: Bridgwater (0278) 424234/652352 - 83/6500.

**GT6 MKIII bits for sale:** dash c/w clocks, switches, 4 standard wheels, boot cover panels, heater hoses and eyeballs, stalk assy., front bumper (tatty), petrol tank complete - reasonably priced. Contact: Tim, tel: Bedford (0234) 63111 ext 261 office hours - 85/10457.

**Herald/Spitfire spares:** enigne, will split, heater, shoes, drums, water pump, thermo, housing exhaust manifold, wheels, centres, spacers, 1/2 valance, bumpers. **GT6 MKII** temp gauge, others, sell/swop for GT6 MKIII parts. Will post. Contact: Steve, tel: Doncaster (0302) 882468 - 84/7924.

**Vitesse MKI parts:** dashboard, rear seats, boot lid, rear axle, front suspension, rear lights, bumpers, sunroof, front and rear screens, 1/2 lights etc. Contact: Arthur Claxton, tel: Newark (0636) 86356 - 83/6235.

**Four 4 1/2 J Dolomite wheels** v.g.c. with excellent I55 Radials and 8 trims (HL and Vitesse). Suit all club cars. Hub caps will fit. Viewing Preston or Wirral. Contact: John, tel: Preston (0772) 721187 - 82/4717. £60.00 or near offer

**Herald 1200 spares** including roof (good), bonnet (reasonable), fascia (good), differential, gearbox, headlamp rims, propshaft. Also some little bits. GT6 MKIII cylinder head and pair Vitesse discs. All open to offers. Contact: Ian, tel: Derby 810319 -84/7349.

**Vitesse 2L MKI complete**, £75. Breaking for spares MKI and MKIII GT6. Vitesse and Herald, all parts still available. Diffs, g/box, props, 2L MKI engine and box, v.g.c. Also 2.5 injectors, pump and metering unit, £35 o.n.o. Contact: Andy, tel: Milborne Port (0963) 251189 eves until 11.30pm - 812892.

**Herald 1200 bonnet for sale.** Tel: Bedford (0234) 210221 - 85/11806

**Vitesse 1600 engine.** Offers please. Contact: Scott, tel: SE9 (01) 8576794 - 84/9255.

**13/60 convertible** part restored then damaged. Above average Vitesse MKI bonnet, also beautiful MKI 2L motor (will guarantee). Most running gear, plus many new parts. Contact: David, tel: Hitchin 53573.

**Herald and Vitesse doors** - note these doors are reskinned and rebuilt as new. Lots of saloon windows. Breaking Vitesse MKI 2L saloon. Lots more small parts. Contact: Bob Rowland, tel: (01) 561 0671 - 81/01937

**Herald 13/60 saloon hardtop** with rear window and 1/2 lights; black saloon rear seats, side pockets, door trim panels, front seats, conv. hood frame, rear seat squab, front seats, door trims (red). conv. and saloon doors with windows (2 of each), g/box tunnel, bootlid, reasonable 13/60 bonnet, 2 13/60 grilles, everything from breaking 13/60 except running units, engine, mechanicals which will be available after New Year. Offers please. First come, first served. Contact: Matthew, tel: Danbury (024541) 2293 after 4.30pm week-days - non member.

**Vit/Her doors, £8;** Vit. bonnet, £30; rear overriders, £3; front screens, £5; starter motors, £3; gens, £3; diffs, £10; 13/60 gearbox, £15; MKII 2L engine, runs £50. Various glass and trim, badges, suspension parts. Final clearout. Contact: Frank, tel: NI9 (01) 272 6907 Tytherton Road - 85/3489.

**Vitesse MKII bits** - garage and loft clear out. New BL R/valance, £12; exc. chrome rocker box, £18; s/column with O/D switch, £18; g/box with O/D £45 or exchange similar or other for Spit. MKI; r/counter, £5; headlamps, £3 and surround £2; Herald o/s door complete, £5. Contact: John, tel: Stevenage (0438) 318313 - 77/199.

**GT6 MKIII breaking** including recon. engine/O/D gearbox. Contact: G Hibbert, tel: Maidstone 674700 - N/A.

**Aleybar rollbar.** Aero padded type for Vitesse. 3 months old, as new. Cost £99.24. Sell for £60. Contact: P Bailey, tel: Newport, Gwent (0633) 854412 - 81/3272.

**SELL YOUR PARTS HERE**

# PARTS WANTED

**Spitfire 1500 urgently needs diff.** Manufactured 1979. Contact: Val, tel: Whitstable (0227) 274030 eves. - 85/1170.

**Wanted two SL mags wheels** to fit Triumph Spitfire. Will consider one wheel. Contact: Andy, tel: Orpington 35188 - 85/10800.

**GT6 MKII O/D column switches, cowls etc.** 3.27 speedo, MKIV Spit ex-works hardtop and dash top, passenger seat squad, black cloth or pair cloth seats from GT6 MKIII. Good cash prices paid. Contact: Jason, tel: Northants (0536) 726842 - 83/6564.

**Vitesse convertible tan trim.** Must be good cond. Contact: Bob Rowland, tel: (01) 561 0671 anytime - 81/01937.

**Spitfire hardtop MKIV 1500.** Pref. damson in colour. Contact: Craig Horrocks, tel: Blackburn (0254) 812398 - 85/11129.

**Wanted Spitfire MKIII O/D g/box and 3.8 diff.** Contact: Tim Winter, Rannoch School, Rannoch, Perthshire, tel: Kinloch Rannoch (08822) 240 - 85/11407.

# CARS FOR SALE

**Triumph GT6 MKIII, 1972:** good cond., B.R.G., MOT'd Dec. £790 o.n.o. Contact: D Berry, tel: Portishead (0272) 848796 - 84/8345.

**Vitesse 2L MKII, 1971:** MOT June '86; Tax Jan '86. Recent clutch. Stereo rad/cassette. £500 o.v.n.o. Contact: B Marshall, tel: York (0904) 416221 - 83/6818.

**Herald 1200, J reg:** v.g.c. Also **Herald 12/50** with sunroof. Contact: Alan Brady, tel: Leicester (0533) 717854 or (01) 349 4301 - 85/11593.

**Dutton Phaeton:** based on MKIII Spitfire mechanicals. Unfinished kit but with most parts. 'Phone if more details required. £650 o.n.o. Also Herald 1200 saloon. No MOT. £100 o.n.o. Contact: Tim, tel: Storrington (09066) 4289 - 84/9416.

**GT6 MKI original dashboard and clocks,** steering wheel, seats, front overriders and petrol tank required. Will pay good price for items in excellent (or new) condition. Contact: Kathy Sleightholme, tel: Cleveland (0642) 700107 - 85/9843.

**Front headlamp and grille housing panel.** Also headlamp surrounds for Vitesse MKII. Prefer new but will consider rust and filler free, second hand. Contact: S J Drewson, 'Crud-yr-awel', Gowerton Road, Three Crosses, Swansea, W. Glam. non-member.

# CARS WANTED

**GT6, Spitfire wanted:** must be in good condition with MOT. Midlands area. Will travel for a good car. Please 'phone Yoxall 473044 (eves. + w/ends) - 84/7921.

# N STOLEN ST

**VITESSE CONVERTIBLE MKII. MAROON/ CREAM STRIPE. REG. NO. FMH 732J. STOLEN IN PUTNEY ON 12TH SEPTEMBER 1985. PLEASE HELP ME FIND MY CAR. CONTACT: OLIVER BROOKE, TEL: (01) 788 2228.**

**1966 Spitfire with hardtop.** Bouy v.g.c. New tyres. Mech. requires some attention. Some spares. Chassis excellent. £500 o.n.o. Contact: Almond, tel: Kettering (0536) 710836 or 83671 - 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

**Herald 1200 convertible:** White, 1967; new MOT; recent new hood; good runner; 71,500 miles recorded, believed genuine. Bodywork needs some attention; no reasonable offer refused. Contact: Liddiard, tel: Nr. B'ham (0564) 826235 - non-member.

**Herald 13/60:** S.O.R. chassis needs attention - apart from that good running cond. V. recent recon. engine and radiator and various new parts. Bodywork good. £250 o.n.o. Also wire wheels for sale. Contact: D Blockley, 46a Walmgate, York, N. Yorks YO1 2TJ - non-member.

## AREA DIRECTORY 1985

AREA	AREA ORGANISER(S)	TEL. NO.	VENUE	MEETING DAY
01 ANGLIA	Giles Tinkler	0223-210166	The Coach & Horses	1st Thursday
02 AVON	Leslie Wrighton	0454-321531	Travellers Rest/The Talbot	1st Mon/3rd Wed
03 BUCKINGHAMSHIRE	William Gregory	0296-661909	The Cow Rest	4th Tuesday
04 CANTERBURY	Jimmy Johnson	0642-469380	The Ladle	1st Wednesday
05 CHERE	David Buxton	0209-860950	The Farley Hotel	1st Thursday
06 CHERE	Susan Ind	0285-61137	The White Horse Inn	3rd Tuesday
07 CHERE	Malcolm Butler	0946-830017	Ye Old Queens Head	2nd Wednesday
08 CHERE	Geoff Parr	0623-652279	The Elm Tree	1st Wednesday
09 CHERE	Mike Atkinson	0626-890214	Lev Inn Arms/Dartmouth Inn	2nd Sun/1st Sun
10 CHERE	Andrew Topp	0963-251189	The Antelope	1st Wednesday
11 CHERE	John Reed	0628-33365	The Sun/Uncle Tom's Cabin	2nd Mon/2nd Wed
12 CHERE	Paul Harris	0245-322681	The White Bear	1st Sun. lunch
13 CHERE	Justin Barwick	095981-506	The Loughpool	2nd Tuesday
14 CHERE	Gerald Norman	N/A	The Royal Oak	2nd Wednesday
15 CHERE	Steve Bedford	0923-23549	The Eagle & Child/Bird in Hand	1st Wed/3rd Tues
16 CHERE	Jeffrey Moore	01-363 7960	The Coach & Horses	2nd Wednesday
17 CHERE	Clive Caldwell	0473-830437	The Rushmere Falcon	1st Wednesday
18 CHERE	Richard Francis	0474-59974	The George	1st & 3rd Thursday
19 CHERE	Tony Mee	0533-889079	The Grasshopper Inn	3rd Thursday
20 CHERE	Peter Tashis	01-986 5153	The Bath Hotel/Gate Hangs Well	3rd Wednesday
21 CHERE	David Evans	0623-871558	The George	2nd Monday
22 CHERE	Norman Smith	07356-4629	The Carrington Arms	3rd Wed/last Sun. lunch
23 CHERE	Mark Randall	0603-502486	The King's Head	1st Monday
24 CHERE	Dave Martin	091-284723	The Badgers Head	1st & 3rd Thursday
25 CHERE	Steve Willis	0858-63934	Stag's Head/End of World	3rd Thursday
26 CHERE	Don Halliday	0582-69896	Old Hall Tavern/Rising Sun	3rd Wednesday
27 CHERE	Rob Millar	096-03-64690	The Three Crowns	2nd Monday
28 CHERE	C.P. Roulston	099-504387	Glenava Hotel	3rd Wed/last Sun. lunch
29 CHERE	John Cudmore	099-389555	Redgate Lodge - racing circuit	2nd Mon/last Mon.
30 CHERE	Sharon Espin	0775-88335	The Grapes	1st & 3rd Thursday
31 CHERE	Bill Coulshed	0772-323271	Three Horsehoes/The Plough	2nd Wednesday
32 CHERE	Andy Jones	0203-452541	Black Horse/Bridge Inn	2nd Wednesday
33 CHERE	Neil Williamson	0425-52301	The Fox & Hounds	2nd Mon/4th Sun
34 CHERE	John Malcolm	0278-54796	The Three Crowns	1st Thursday
35 CHERE	Rod Warren	0292-56624	Sherbrooke Castle Hotel	2nd Sunday 1pm
36 CHERE	Tony Farby	0278-424234	Manor Ht./Grech Castle Hot.	2nd Wed/last Thurs
37 CHERE	Colin Harrison	0705-324065	The Good Intent/White Hart	1st Tues/3rd Thurs
38 CHERE	T. Di Francescomarino	0444-413607	The Farmers	2nd Wednesday
39 CHERE	Mike Greaves	0293-30473	The Five Balls Inn	1st Wednesday
40 CHERE	Mike Costigan	01-568 1870	The Firestone Inn	1st Thursday
41 CHERE	R. L. Pugh	0836-814050	The Robin Hood	2nd Tues/last Sun. lunch
42 CHERE	Patrick Faleur	0222-4136	The Golden Lion	1st & 3rd Thursday
43 CHERE	Jeremy Woodward	0202-602651	Cassars Arms	2nd Mon/last Sun. lunch
44 CHERE	T. J. Spicer	021-3539961	Moxtall Hall	1st & 3rd Thursday
45 CHERE	John Cox	0902-330940	The Merry Hill Inn	2nd Tues/last Sun. lunch
46 CHERE	Ewan McKay	0789-772480	Brook Inn/Coach & Horses	1st & 3rd Thursday
47 CHERE	Stephen Boyne	0904-39420	The Hangrove Inn	1st Wednesday
48 CHERE	Jan Woolfard	042784-405	Norfolk Arms/Lumley Arms	1st Sun lunch/4th Thurs
49 CHERE	Charles Henderson	0422-45607	The White Bear	1st Tuesday