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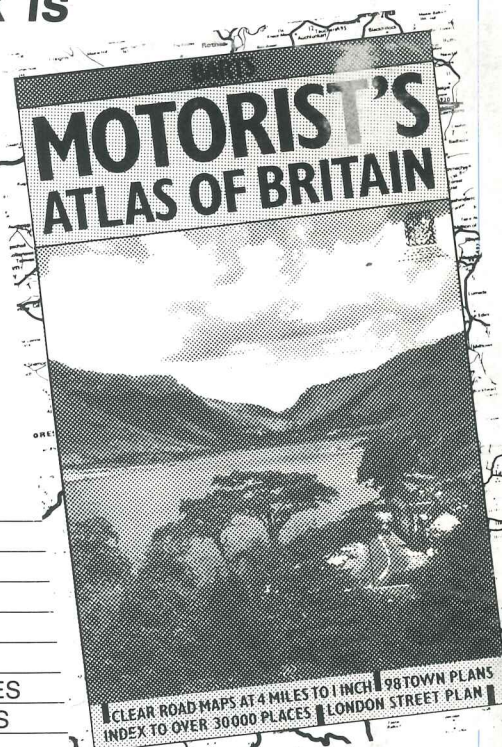
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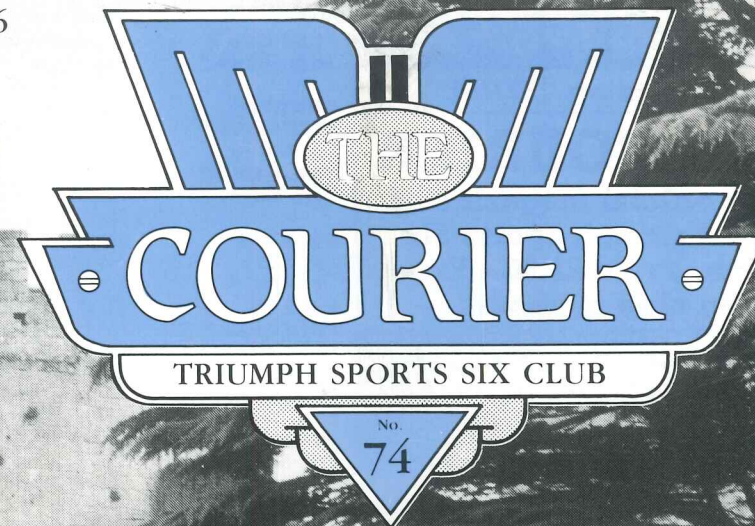
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AUGUST 1986



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EDITORIAL

TAKING STOCK

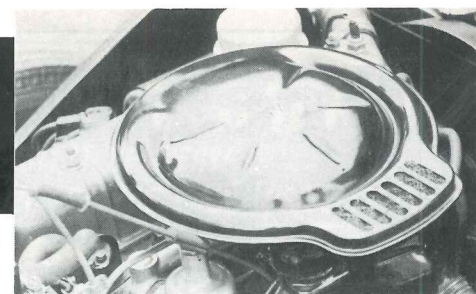
Once again September looms and we are fast approaching Renewal Time. Many members have already renewed their subscriptions and this has helped our overwhelmed Membership Secretary but from now on, with an expected record renewal, we have taken steps to improve the processing of memberships. As from 1st July, 1986, we installed at the club office a new membership computer. This was a very necessary step as, since our membership is now heading towards the 10,000 mark, greater speed and efficiency is required to take us into the next era of the TSSC. The new computer system will be fully operational by October, enabling complete area membership lists for Area Organisers - something we know A.O.'s have dearly wanted for some time now but has proved too time-consuming and awkward with our old system.

The club office has now become the base for the TSSC accounts as our present Treasurer has had to resign for business reasons (*See advert in this Courier*).

Taking this all in account I am pleased to announce two new employees to the TSSC office. Both positions are part time and our new members to the team are Mrs Elaine Watkins and Mrs Jane Davis. Both girls have a wealth of office experience and this will help us with the day-to-day running of the club. I am sure you will join with me in wishing them a succesful future with the TSSC.

This last club year has seen many essential changes, which will enable us to cope with the ever increasing membership and the many new areas in which the TSSC has involment. The future success of the club depends on you, we hope you renew and help to make the next year even better.

We have had a record amount of local and National events in 1986; August brings another good selection but don't forget that on the 24th & 25th we hold the biggest of them all - the TSSC INTERNATIONAL WEEKEND where we hope to see you in force as this is the Clubs premier event. Support it!



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Front Cover: Spitfire 1500 Wales Meet 1985

Presidents Intro

John Griffiths

YOUR CLUB

The Courier is the club's focal point it is the medium we use to communicate with each other and, as such, has become for many thousands the high point of the month.

Whilst we have never been able to accurately gauge how many members never attend National or Local club events, we do know it is a sizeable proportion. For all of you non-attenders, The Courier represents your only access to Special Offers, Regalia, details of the club's exclusive insurance and so on.

The Council of Management recognises the value of The Courier for the well-being of the club and has given constant support to Bill in his innovative and sometimes ambitious desire to constantly strive for improvements.

The latest style of Courier, with its punchy presentational format and high quality reproduction on Art Paper, reflects the club's total commitment to professionalism. We hope it meets with YOUR approval. If it does, or if there are areas you would like to see changed, why not drop Bill or me a line.

EXCLUSIVE INSURANCE SCHEME

Join The 1000 Club!

Yes, during June we prepared our 1000th club member Valuation. The member was John Rothery from Ilford, who owns a very nice Bond Equipe 2-litre convertible (FUW 305J).

We would like to thank all members for their support of the scheme and, in time, we hope all those of you who are eligible will join - you won't regret it.

We are still concerned about those of you who are not eligible and we are currently working on further improvements which, hopefully, will extend the scope of the scheme. Watch this space for more good news.

PLEASE NOTE: 1

During July/August some of you may experience a short delay in the turn-around of your valuation. We apologise in advance for this, which will be due to annual holidays (no doubt we will have a job to open the front door when we return).

PLEASE NOTE: 2

Some of you are still writing to me at Broadclyst, Exeter, Devon. Although the old Valuation Forms still have my



address recorded, please help the Post Office, yourself and me by sending all post to:

**6 CHUZZLEWIT DRIVE
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EVENTS

It has certainly been an active month on the events front. Pam and I thoroughly enjoyed the South Wales event. There were certainly more cars than last year but of particular interest to me was the number of superb early Spitfires. I do like the style of the early ones, particularly the rear end and those white, beaded seats.

There was also a very original 11000 mile Vitesse 6, but overall best car quite rightly went to the 10000 mile GT6 MKIII of John and Mary Thorpe.

John Reese as usual did an excellent job of the organisation. On behalf of all who attended, many thanks for a very enjoyable weekend. (What happened to the Devon

folk where were you?).

We also visited the Practical Classics Bromley Pageant of Motoring for the first time (now we live near 'the smoke') and I must say it is a jolly good show.

Next weekend we're off to the Medway International Triumph Weekend at Chatham, then to the 9th International Birthday Barbecue and then perhaps a holiday!

In August there are three major events you must get in your diary:

- 4th Leicester National, Stanford Hall, Sunday 3rd August (Tony Mee, Leicester 889079).

- Yeovil Festival of Transport, Yeovil, 9th/10th August (Rod Warren 0278-424234).

- TSSC INTERNATIONAL WEEKEND, 24th/25th August THE CLUB'S MAJOR ANNUAL EVENT BE THERE! Full details elsewhere in this edition.

STOP PRESS:

I have spoken to Peter James today (Club Broker) who tells me we could have good news for YOUNGER DRIVERS and SPECIAL OWNERS very soon.

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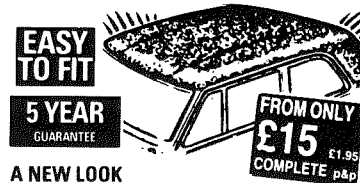
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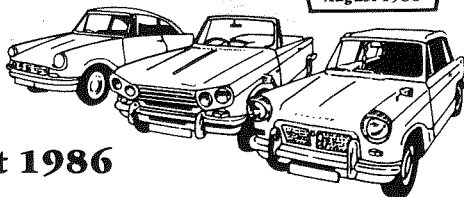
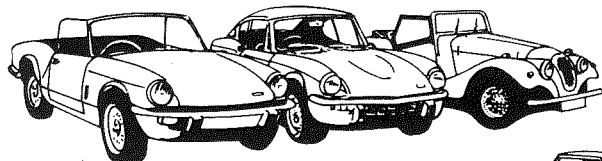
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We have, over the past months, told you of the activities due to take place, the major events will be as follows:-

Sunday: For the past eight years the National Concours has been the Club's premier event and will form the backbone of this event. The show will be run on the normal format with fine tuning to ensure results by 5.00 pm. Plus the largest ever Trade Automart and all the promoted side shows for family entertainment.

Monday: This special day will involve the racing side of the Club, revolving around a single venue/multi stage Rally. This will be run by the Kettering and District Car Club and will involve historic rally cars. In addition to this there will be all the side shows from Sunday. For those of you not interested in Speed Events, there will be a Convoy to Woburn Abbey.

If you have not booked yet - DO IT NOW!

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NORTHERN CLASSIC CAR SHOW 27th & 28th September, 1986 JONTY WILD **REDUCED ENTRY FEE**

This event is held in the Belle Vue Exhibition Halls, Manchester and is the premier, indoor, classic car show in the North. In the past the organisers of the event, which is sponsored by *Practical Classics*, have been reluctant (for reasons best known to themselves) to give the TSSC a stand of adequate status, compared with other clubs. This year the problem has, hopefully, been overcome after many unanswered letters. The full TSSC indoor stand will be at the event with some very good cars and a full range of regalia.

Some come along and support the club and help prove our cause for a better stand. In particular, take advantage of this special offer on entry tickets, you'll save yourselves money and enable me to boast to the organisers of the number of members who attended.

The normal entry price is £3.50 per adult and £1.50 per child; the offer price is £2.50 and £1.25 respectively, OAP's £2.00. There is no limit to the number of tickets but orders must be received by the 12th September. Send a cheque or postal, made out to J Wild and enclose a stamped, self-addressed envelope (preferably with a first-class stamp to:

JONTY WILD 13 Common Rise Hitchin Herts SG4 0HN

PLEASE, PLEASE,
Ensure that you include your membership number and area code (see explanation on the front of the renewal form) when renewing your membership
TRUDI SQUIBBS

STOP PRESS

Due to confusion between The Courier and Cop Shop staff, the Vehicle Defect Rectification Scheme (V.D.R.S.) in last months Courier contained errors. My apologies for the confusion, this is how it should be. V.D.R.S. came into effect on 1st July, 1986 with the following procedure:-

1. A driver is stopped by a Police Officer who finds a defect in his vehicle.
2. The driver is then reported for the defect in the normal way.
3. The driver is then given the option of using the V.D.R.S. If he then refuses, then he will be reported in the normal way. If he accepts he will be issued with a V.D.R.S. Form stating the defect(s).
4. He must then rectify the defect(s) immediately, either himself or by whatever means are at his disposal. It does not have to be a garage. He may also scrap the vehicle.
5. Once the defect has been rectified, the driver must take the vehicle to an MOT Test Station to have the rectified defect inspected. Charges may vary from garage to garage. The MOT Station will then fill in the back of the form (assuming the defect has been correctly rectified) and stamp it with their embossed stamp. The DRIVER must then send the completed form to the Police (the address is also on the back of the form) to **ARRIVE WITHIN 14 DAYS** of being originally reported for the defect.

If the vehicle is scrapped, evidence of this must be sent with the V.D.R.S. Form to the same address to **ARRIVE WITHIN 14 DAYS**.

6. If the driver fully complies with the scheme, no further action will be taken regarding the defect, this does not alter any action for any non-defect offence. If the driver does not comply, he will be liable to prosecution in the normal way.

Some Police Forces, e.g. Kent, Nottinghamshire already run a similar scheme, where the vehicle has to be inspected by Police. If this is the case, the V.D.R.S. Form given to the driver will show this, as it details the procedure to be taken on the form.

As you can see, 14 days is not long, so if you are stopped and accept V.D.R.S., you must comply with the procedure as quickly as possible - don't wait until tomorrow, or the V.D.R.S. Form will not reach the Police within 14 days (the 14 days includes weekends and Public Holidays). It is also worth noting that if the driver is prosecuted for a defect offence, the owner of the vehicle is also liable to prosecution. The moral of the scheme seems to be **"Keep your vehicle in a proper, roadworthy condition at all times"**.

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Cop Shop



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Now Summer is here and many of us are going *topless*, I thought it may be appropriate to remind you of the following.

On a nice day, in any part of the country, you will see hundreds of convertibles with their hoods down. So far so good. You will also see a handful of lunatics sitting on the backs of the seat with their feet on the seat. It's great to feel the air rushing past you. There's nothing holding these 1½ cwt. (12 stone) projectiles to the car. There is somewhere around 70% chance you may be killed.

It is the driver's responsibility to see that his passengers are correctly seated, no one else's. As was stated, it is an offence to have any person seated in such a position that danger is caused to any person in, or on the vehicle or on a road. (Regulation 97 (1) Motor Vehicles (Construction and Use) Regulations 1978).

If you cannot see clearly to the rear of your car, this may also be an offence. This depends on how clear a view you have.

Under part 2 of Regulation 97, it is also an offence to have a load that is not secured to the vehicle. If it comes off at all whilst you are on a road, you commit an offence. Beware when carrying spare parts, it also applies to loads inside the vehicle if they are likely to endanger anyone inside the vehicle.

Part 3 of Regulation 97 is also worth mentioning: your load must not overhang any part of your vehicle. Yes, I know everyone carries ladders on their roofs. Strictly speaking, it is an offence and it depends on how your local Police view the matter.

All of the above also applies to trailers, so there is no getting round it.

A word to Spitfire owners: your car is built for two people. I know the squab behind the seats is big enough for a third person, I have used it myself but you are upsetting the weight distribution of your car and committing an offence under Regulation 97 (1). Your Insurance Company may cancel your insurance if you are involved in an accident with three people aboard, as it may be argued (depend-ing on how the accident happened) that because the weight distribution was upset this may be one of the causes of the accident.

By the way, if you want to carry a large load that overhangs your vehicle, contact you local Police for a permit.

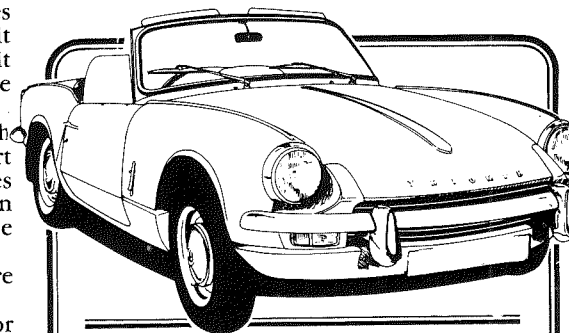
ARE YOU TOWING A TRAILER THIS YEAR?

Whilst towing a trailer you must not exceed 50mph on national speed limit roads or any other

speed limit in force.

If the trailer has no brakes of its own, the trailers maximum gross weight (fully laden) must not exceed 750kg OR half of the towing vehicles kerb weight, whichever is the smaller. For kerb weight refer to the Owners Handbook. Trailers made before 1st October, 1982, that had a designed unbraked, unladen, maximum weight of 102kg must not exceed the 750kg gross weight but have until 1st October, 1986 to comply with the half of the towing vehicle kerb weight rule.

There does not appear to be any trailer dimension limitations. 50mph stickers are no longer required but if the trailer is unbraked, it must display its weight and the vehicle towing it must display its kerb weight. I hope that's clear to you all.



ATTENTION SPITFIRE OWNERS

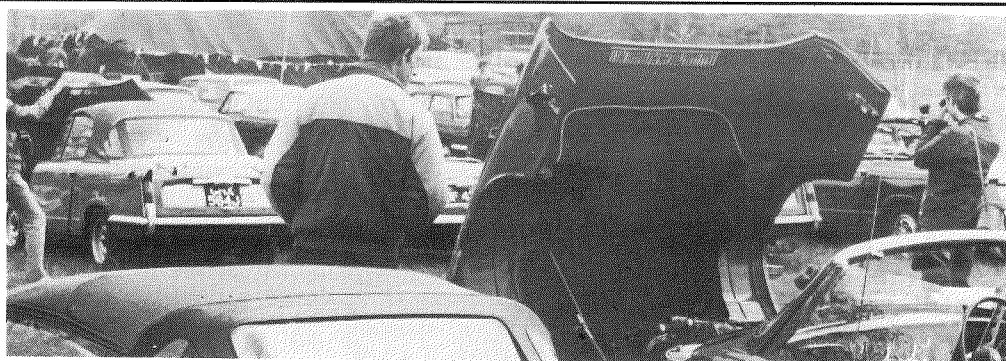
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**SPITFIRE Mk1,II & III
TURNING CIRCLE**

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Any information to:
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Editor



SOUTH OF ENGLAND MEET, 1986

MIKE CREWES

Shades of last years event met us in the early hours of Saturday morning. Being washed out last year, we had all been praying towards Mecca for over a week for good weather. The drizzle subsided at about 10am and the day remained dry. The field was nice and hard and the keen wind set to work drying the grass and blowing everything not tied down, over. We had managed to scrounge a marquee for the event from a local Scout Venture Unit, which proved to be very useful. Cars started arriving and forming their lines with the Trade and Autojumble stands doing keen business. People seemed to be cramming spare parts into all sorts of places. Judging got under way and it was soon evident that a very high standard of turnout had arrived, making judging that bit more difficult.

The Auto Gymkhana was won by a female; well done but come on lads, once is enough. Bill Sunderland and his ever-enthusiastic entourage set up the Club Shop in our marquee and were soon ripping money out of member's hands in exchange for club goodies. They were kept very busy. Also in the marquee we had a continuous video show, showing Triumph films of the '60's, all about our cars. There were also some more recent club films. Thanks go here to John Griffiths for the films and Multi-Broadcast for the loan of a TV and video for the weekend. Unfortunately, our other marquee attraction, the bar, we were unable to set up. Problems obtaining a licence prevented us having a bar and we realised too late that we could apply for our own licence. A note to other Event Organisers wanting a bar, you can get a Liquor Licence in

the Area's name if you apply soon enough. For details contact Cop Shop.

The day blew past with the show running quite well and us realising it was Cup Final Day. In the evening the hardy campers and several, local members (about 25/30 in all) braved the elements to have a disco in the marquee. Everyone enjoyed themselves with their own booze. We all got in to the spirit of things quite quickly and our DJ thought we were mad. He was right! I toddled off home for the comfort of my duvet but the disco transferred at midnight from the marquee to the camping site, where it officially began again and lasted until 2.00am. I didn't realize so many people could sing *Ging Gang Golly!* Sunday got off to a drier start but was more threatening. Some lovely cars turned up for the concours and some of them

beat the previous days results.

I think everyone who was involved deemed it a success, but we can still improve on it for next year, though, due to a personal move, I may not be involved. I would like to thank my two, hard-working henchmen in this years show, namely Nick Lord (Thames Area Organiser) and Chris Childs, without whom my task would have been much harder. I would also like to thank Andy (I really must join again) Kauffman for his enthusiastic help on the Friday and all the Marquee Register Secretaries for their assistance in judging, in particular our President, John, for undying devotion to duty. I would also like to thank all the traders and everyone too numerous to mention who made the show a success, and of course, you for supporting it.



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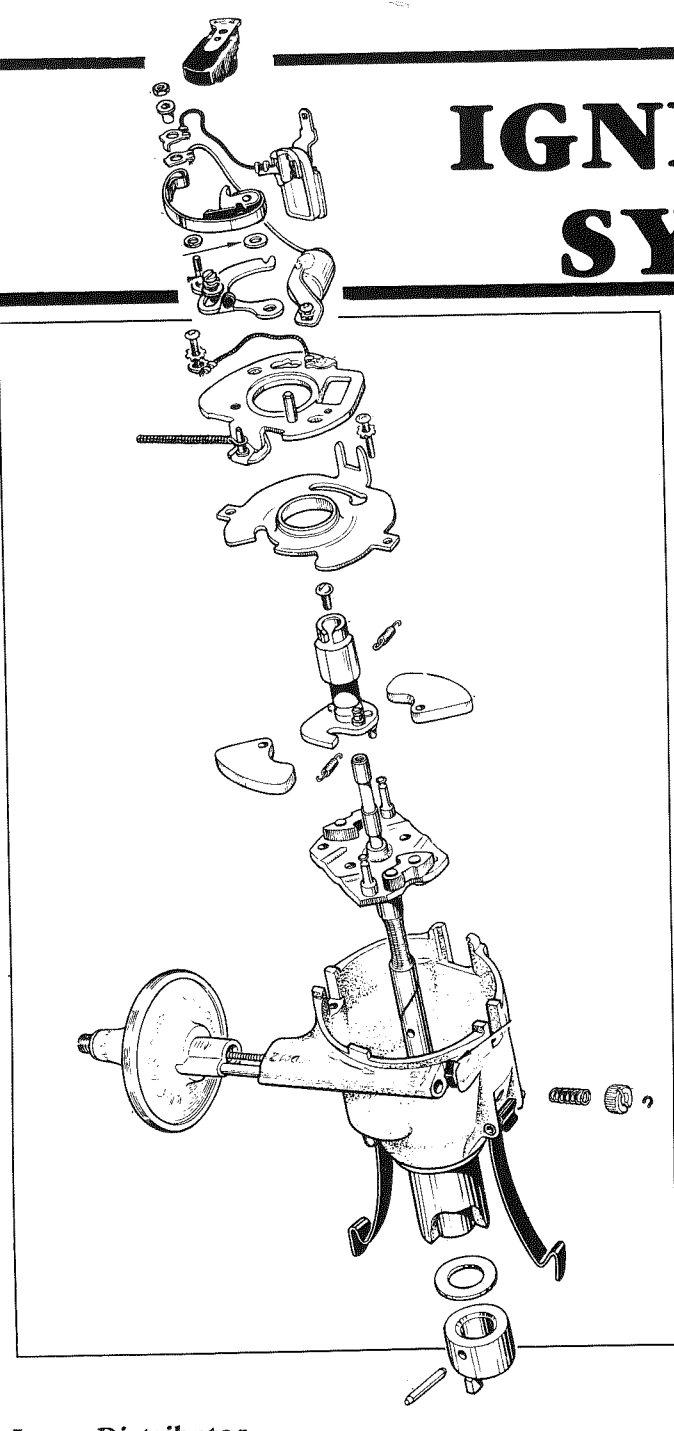
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THE IGNITION SYSTEM

Before the engine can give of its best it is necessary for the ignition system to be in good working order.

On a 6-cylinder engine turning at 3,000 rpm the distributor points will make and break 9,000 times per minute (150 times per second) each time supplying a powerful spark to the correct sparking plug, at just the right moment. The distributor must perform two jobs: it must deliver the high tension secondary voltage to the plugs, and it must also open the distributor contact points at the proper time to supply the spark to the plug, when required, for the engine to develop full power. It will be clear that all parts must be in correct working order and adjusted properly.

THE IGNITION COIL

The purpose of the ignition coil is to convert battery voltage into a very high voltage capable of jumping across the gap in the sparking plug. At the time when the spark occurs, there is a high pressure in the cylinder which makes the voltage necessary to enable the spark to jump - very high indeed. It is usually in the region of 7,000-10,000 volts for light throttle conditions. The voltage necessary to fire the plug can be much higher as this will depend on working

Lucas Distributor

13

conditions. The pressure in the cylinder will vary with throttle opening and speed. The volume of explosive mixture drawn into the cylinder will be greatest when the throttle is fully open, and the engine speed low - in fact under accelerating and hard pulling conditions. Voltage could then rise as high as 15,000 volts depending on compression ratios, etc. The plug gap and mixture strength can also make firing voltages higher, and a reserve of available voltage is required for use in these circumstances.

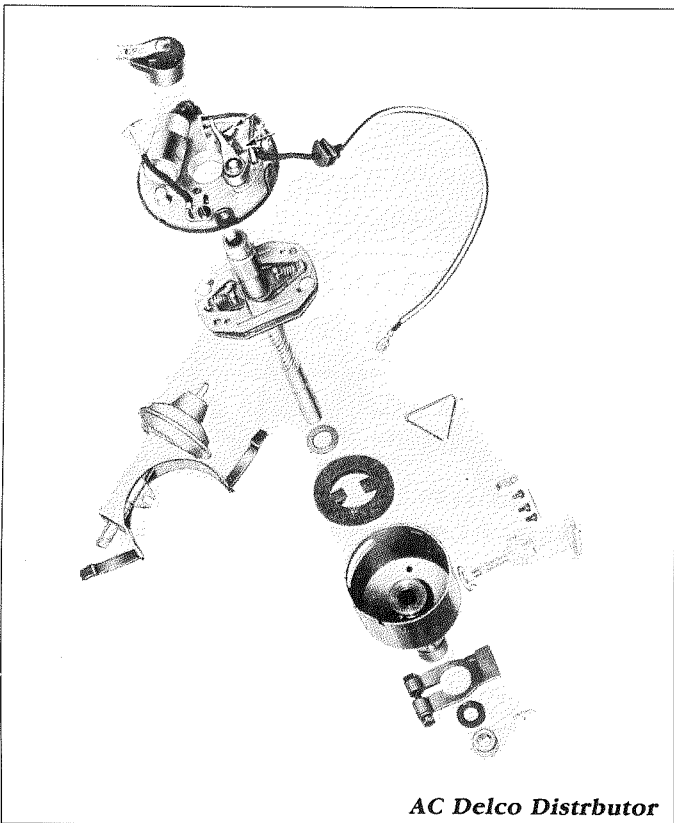
The coil consists of two separate windings of wire known as the Primary and the Secondary. The primary coil has many turns of wire and is joined from the Ignition Switch to Earth via the Contact Breaker points. The Secondary coil has many, many more turns of wire. The ratio between the number of turns of wire on the Secondary compared with the Primary will give an indication of the step up in voltage in the Secondary. As we cannot obtain something for nothing there will be a much lower current in the high tension than in the low tension winding.

When the current flow in the primary winding is suddenly interrupted by the opening of the contact breaker points, a high voltage will be induced to flow in the secondary or high tension winding, and this will be delivered to the sparking plug by way of the distributor cap. The primary winding current must be collapsed very rapidly if the induced voltage is to be high and the condenser plays an important part in this break-down. When the points are open there is no path for the primary current to flow except into the condenser. The condenser will absorb the primary voltage, acting like a buffer. It will prevent excessive burning at the points.

If a condenser fails it will either short circuit or open circuit. In the short circuit condition we shall have a permanent earth for the primary circuit even when the points open. This means that there will be no break-down of the primary circuit, and so no high tension spark - complete failure of the ignition system! If the condenser becomes open circuit it does not do any work at all. The breakdown of the primary circuit will not be as rapid, and the high tension voltage much lower as a result. Burning of the contact breaker points will also occur. With an open circuit condenser sometimes the engine will run, but will cut out when the engine speed is increased or the engine has to do some work. It depends on whether the condenser failure is partial or complete.

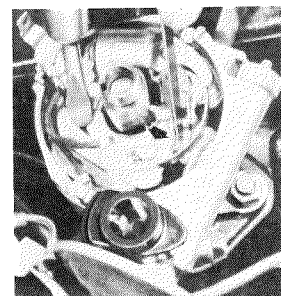
THE DISTRIBUTOR

This provides a means of interrupting the primary circuit. It is driven at half engine speed by the camshaft. The arm of the contact breaker points makes contact with the driven cam, and the points are opened. When the points open the primary circuit is interrupted. The condenser is connected across the contact breaker points. The low tension connection from CB terminal on the coil goes to the arm of the points. The current passes through the closed points, so insulating washers are fitted in positions where earthing could occur. As these points open and close at high speed the gap must be adjusted to the correct clearance quoted in the driver's handbook.



AC Delco Distributor

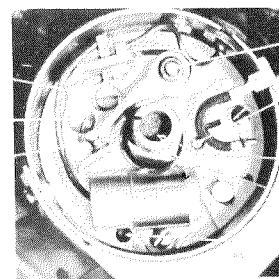
The points should be clean and free from pitting. The two contacts must also be square to each other so that the adjusted points do in fact have the correct clearance. Points can be refaced using an oil stone, but if badly pitted they should be renewed. The points must be free on the pivot, or sticking and subsequent misfiring will occur. If necessary ease out the hole carefully. A drop of oil on assembly will prevent sticking and a smear of oil or grease on the fibre keel contacting the rotor will prevent a squeak at this point. If new points are fitted they should be readjusted after about 500 miles, as the fibre heel wears down and the point gap will decrease. Always adjust points when the heel is on the "peak" of the cam.



Lucas CB Points

If the point gap is not set to the recommended clearance this will not only affect the spark but also the ignition timing and the "dwell". This is the period during which the points remain closed between each ignition cycle. It is measured in degrees of rotation. This dwell is important, as it allows the coil primary to build up fully so that a full voltage spark can occur. A wider point setting will result in less dwell (the points stay open longer) and will make the spark occur earlier. A narrower setting

gives more dwell. (The points stay closed longer) and the spark will occur later. If the bearings or bushes on the distributor are worn and side movement is possible, the point setting and the dwell will vary as the engine speed increases, the centrifugal action can take effect. This can result in poor performance and misfiring. If no wear has taken place dwell will be correct, as long as the points gap is correct.

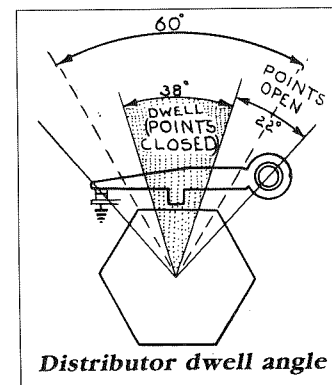


AC Delco CB Points

The distributor also delivers the high tension spark from the coil to each plug. The rotor arm driven by the engine is in alignment with a segment in the distributor cap, at the time when the points open and high voltage is induced in the coil. The high voltage arrives at the centre terminal in the distributor cap - passes to the rotor arm by way of a spring-loaded carbon brush. It travels along the rotor arm and to the correct segment, and along the plug lead to the plug. As we are dealing with high voltage, insulation must be good everywhere or the spark will jump to earth. The rotor arm is insulated from the drive shaft, but cracks or oil or dampness will provide an easy path for an escape, and the spark at the plug will be lost. Cracks or dampness in the cap can also give the same result. Sometimes the cracks are very

fine and cannot be seen.

Usually if the cap or rotor arm is shorting a "click" will be heard each time the plug is



due to spark. Replacement of faulty parts is the cure.

Often corrosion can occur at the points where leads fit to the coil and distributor cap, and these connections should be checked and cleaned if necessary. Carbon brushes and spring do need occasional replacement. The brush should be clean and dry and move freely in the distributor cap. On some distributors the carbon contact is fixed and a spring arm is fitted to the rotor.

Once the spark has occurred inside the cylinder there is a delay while the mixture is burning and producing most power in the cylinder. This time remains the same, independent of speed of the engine. If our engine speed increases it will be necessary to make the spark occur earlier, to allow for this delay, and still to obtain most power for the cylinder. The faster the engine rotates the earlier the spark must occur. So it is necessary to provide some means of advancing the spark automatically.

THE DISTRIBUTOR AUTOMATIC CENTRIFUGAL ADVANCE

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direction of rotation, our cam would open the points sooner, and the spark would occur earlier. By moving it in the same direction as rotation it will occur later. The same result can be obtained by moving the cam round in relation to its drive, and this is the method used for centrifugal advance.

The drive from the camshaft to the rotor is broken in the bottom of the distributor, and is reconnected through two spring-loaded arms. When these arms are rotated centrifugal force will throw them outwards against the tension of the springs. As speed increases the tendency will be for them to fly out further, until spring pressure will be overcome completely. The connection to the rotor is such that the outwards movement of these arms will make the rotor move against the normal direction of rotation.

The different size spring is fitted to each arm so that one arm will move out before the second one. A weaker spring will have less resistance to the centrifugal force. So we can obtain a gradual advance of the rotor position as first one arm and then the second one moves out. As engine speed decreases our arms will return to the original position, as the springs become effective. It will be seen that the start and rate of advance can be altered by changing the arms and springs. To reach these arms and springs the base plate screws and connections on the distributor are removed before the top section, with the cam, is lifted off. Make sure that you mark the position of the slot in the top, or it can be fitted 180° out and firing order changed. If arm bushes are worn or springs broken these can be replaced, but of course they must be the correct part numbers for your particular make and model.

As a quick check to find out if the mechanical advance will operate, remove the distributor cap. Rotate the rotor arm against the direction of the arrow on the arm. The rotor should move a short way and spring back to its original position. If it will not do this, try putting a few drops of light oil down the spindle. If this does not free the mechanism it will be necessary to dismantle further and replace the damaged parts. If no springiness is felt the springs or arm pivots could be broken or seized.

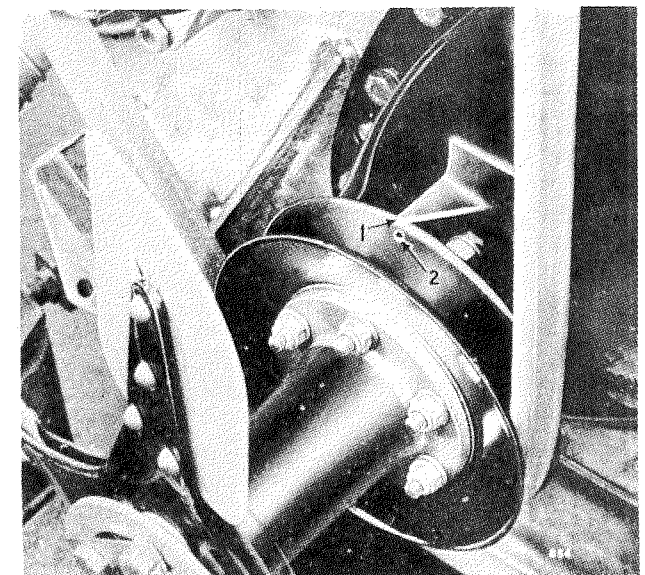
THE VACUUM ADVANCE MECHANISM

As mechanical advance depends on engine speed it is necessary to provide an independent means of altering ignition timing. This is achieved by using the depression available around the butterfly valve in the carburettor. Depression here will vary. It will be greatest at gentle cruising speeds, but

when the accelerator is opened depression at this point will disappear. At cruising speeds extra advance will improve petrol consumption, but the engine would be too far advanced to give good acceleration. To provide both, ignition retard is necessary during acceleration.

The base plate of the distributor can move in relation to the position of the cam, having the same effect as moving the cam in relation to its drive. Connected to the base plate by a spring-loaded arm is a diaphragm. When a depression is applied to the diaphragm it will deflect, moving the arm and the base with it. A pipe from the diaphragm is connected to the carburettor. At cruising speeds depression will advance the engine. When acceleration takes place the depression disappears, and the extra advance is lost. The base plate should move freely.

To check the diaphragm, remove the pipe, hold finger



Top dead centre markings

over the end and move base against spring. The diaphragm should hold the plate back for a few seconds. If the plate moves back immediately the vacuum unit should be replaced. Remove the small circlip at the end of the micro adjuster and remove the adjusting nut. Push the arm clear of the base plate and slide out vacuum unit. Again the new unit must be the correct type for your car. The rubber connections at either end of the pipe must be in good condition, and the pipe must be clear.

IGNITION TIMING

A static ignition timing figure is given in the owner's handbook, this indicates how many degrees before TOP DEAD CENTRE of the piston the spark should occur.

Top Dead Centre on the engine is indicated by a hole drilled or a raised boss on the engine pulley. By watching the position of the rotor arm it will be possible to see when No. 1 cylinder is reaching Top Dead Centre.

Now fully retard the micro adjuster on the distributor, slacken off the clamping bolt retaining the distributor, and move the body against direction of rotation until the points just break. This can be checked using a timing light, a piece of cigarette paper trapped in the points, or moving with the ignition switched on. A spark will occur at the points when they open. Now lock up the body of the distributor. The engine is firing at Top Dead Centre. If a Lucas Distributor is fitted you will notice a series

of slots on the moving part of the adjuster.

Each of these slots represents 4° of crankshaft rotation. Move the adjuster until the number of degrees is correct according to the owner's handbook.

If an AC Delco distributor is fitted no slots are there, but definite clicks are felt when the adjuster is moved. One click means 1° of crankshaft rotation. Adjust to the figure specified in the owner's handbook. Depending on condition of the engine and fuel used, slight adjustment from this setting may be necessary to achieve best performance and economy.

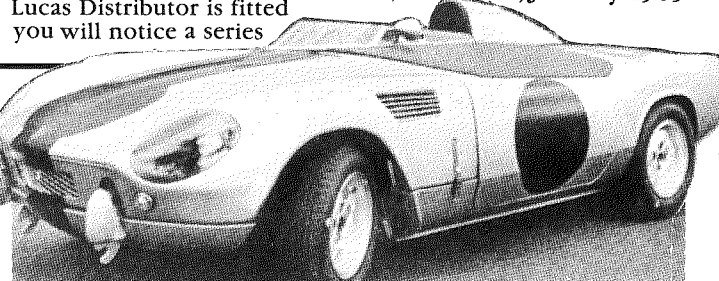
Courtesy of the Standard-Triumph Review, Volume 27, Number 1, January 1965

Fastest Lap at Macao - and second in the A.C.P. Trophy Race

"We all here want to congratulate you on a magnificent car, which, only because of bad luck, did not do better".

So began the cable from Hong Kong which gave the first indication of the performance of the specially prepared Triumph Spitfire entered in the Automobile Club of Portugal's Trophy Race and the Macao Grand Prix.

Both events were held on the Guia Circuit in Portuguese Macao, and the car was entered by Z.F. Garages, Standard-Triumph International distributors in Hong Kong. On November 28th, the Spitfire came fourth in the Macao Grand Prix event over 60 laps of the circuit. It was driven by Walter Sulke, Managing Director of Z.F. Garages, and was beaten only



by a Lotus Formula Junior, an E-Type Jaguar and another Lotus Formula Junior, beating among others, a Brabham Formula Junior, E-Type Jaguars, Lotus Elans and Lotus Super Sevens.

This race was marred by an accident in the second from last lap which caused the organisers to hang out the red flag unnecessarily, and for a time Walter Sulke was placed third. However, after a protest from one of the crashed cars, the Spitfire was put into fourth position in spite of the fact that it crossed the finishing line third.

In the Automobile Club of Portugal's Trophy race the Spitfire, driven by leading Far East driver Albert Poon, came home second over 30 laps. The only car to beat the Spitfire was the fast Warner Elan, but here again fate intervened.

After leading the field for the first six laps, the Spitfire was involved in a slight accident with a Honda which "got in the way", and the result was a slight touching of the two cars resulting in a front stub axle of the Spitfire being bent and the wishbone also bent.

The Spitfire then ceased to handle, but even so Poon was only 50 seconds behind the winner and a lap ahead of the third car, a Lotus Elan. After the accident Poon completed 24 laps of the circuit and made the fastest official lap in the race at a time comparable to the fastest car competing. The 1147cc Spitfire was competing against cars of four times greater engine capacity. Walter Sulke ended his cable with the words: "Sorry we did not do better, the car had better things in it but that's motor racing".

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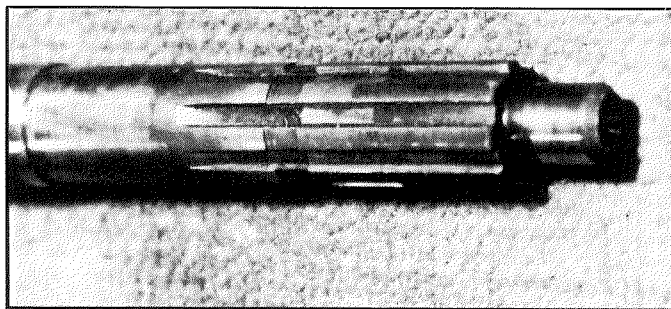
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RECONDITIONING

read on

Y I read with interest the feature on gearbox reconditioning by Gareth Thomas and note the problems highlighted concerning the reconditioning of the club range of gearboxes, especially the continuing problem of unreconditionable units!

O I would like to dispel certain myths arising from his article. Having been involved with all types of transmission reconditioning and uprating for some years, (in fact, Sports Six Spares was the first company to produce reconditioned laygears with bearing steel bushes, J-gearboxes and differentials in the country.



Tip showing uneven wear

type conversions, with TR7 gears, use of forged selector hubs and mainshaft improvement).

When the statistical evidence is evaluated, certain points become clear. The mainshafts in standard and overdrive form are of the same quality and there is no case for suggesting inferior steels and hardening. The answer lies in understanding the operation of the shaft itself. At Kingston Sports Cars we are bulk reconditioners and are probably one the largest reconditioners of club-type

the operation of the overdrive oil pump. The eccentric motion of the pump cam. is met by oil pressure and return spring resistance. This produces an oscillation in the mainshaft, causing excessive bias load to the tip. The evidence of this can be readily seen on the overdrive end of the mainshaft where only half the rear tip will show any sign of wear. The problem is made worse by the fact that the distance from the pivot point is furthest at the mainshaft tip.

The design in the J-type

gearboxes and differentials in the country.

Certain relationships between standard and overdrive gearboxes has emerged. Most standard gearboxes exchanged have minor to moderate wear to the mainshaft tip; only where the main bearings have failed does the mainshaft tip wear become severe. However, on overdrive exchange gearboxes, in excess of 90% have severe mainshaft tip wear. The reason for this is

overdrive was to reduce this bias force by removing the return spring and fitting a sleeve around the cam. attachment at a pivot point to the pump piston. Also, to help matters, the mainshaft tip was greatly increased producing the 1500 Spitfire mainshaft. Life would be so much simpler if the shaft was the same length as the Vitesse/GT6 one - unfortunately it is some two inches too long.

The next point is that of mainshaft reconditioning. When Gareth Thomas was employed at Sports Six Spares, the technique of tipping the mainshaft was new and the company developing this method had not perfected this repair. The results in some cases caused complete failure. That was more than three years ago. Another company has since perfected this repair by using much closer tolerances and the failure rate is now minimal. A re-tipped shaft is infinitely superior to the use of a second-hand shaft. A tipped shaft, whether standard or improved,

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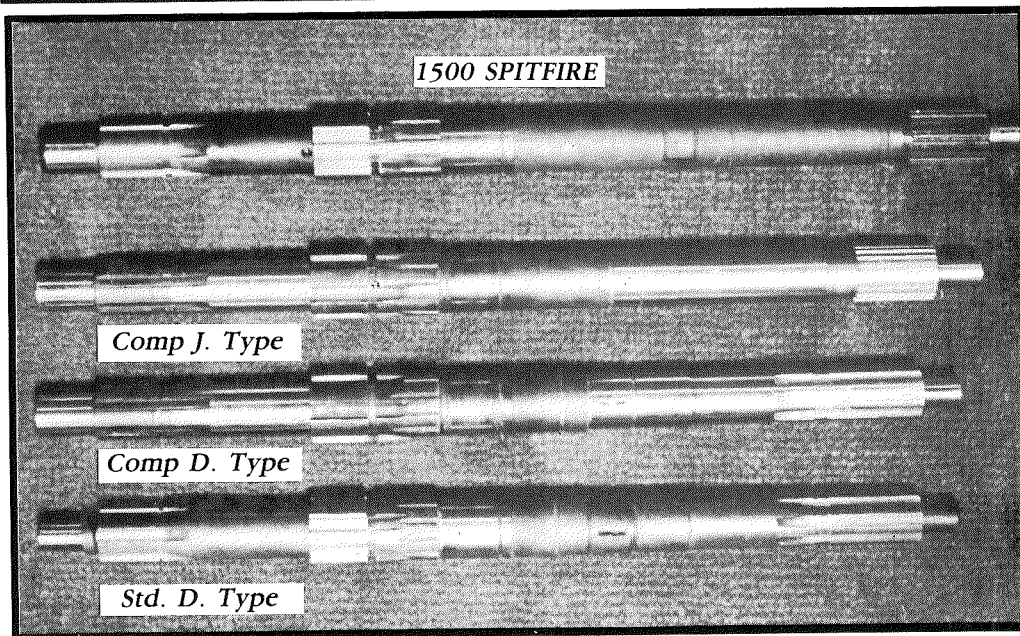
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ing the large tip as pictured.

Laygears have the extra long needle rollers to extend gear cluster life. Forged selector hubs are used with slightly stronger hub springs. The mainshafts are also drilled to take the superior pegged second gear thrust washer as used in the TR7 gear set.

During this year it is hoped that all Vitesse/GT6 overdrive gearboxes will move to this shaft as standard.

One of our 1500 Spitfire close ratio gearboxes has

helped Rob Gravit in his, dare I say it, 1500 Midget win two years running in the MGOC Championship. Amazing, considering he has had five engines and when racing, refuses to use his clutch at all!

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OVERSEAS

RECRUITMENT

Jonty Wild

I am pleased to see that as a result of the Overseas Recruitment Prize offered in last months Courier, the trickle of enquiries from abroad has slightly increased. However, the massive potential membership from abroad remains largely untapped. I have recently received two pieces of information and, although they are related to two countries, the moral is probably relevant to many countries throughout the world.

Firstly, a member from my local Area recently spent a weekend in Paris and was surprised at the amount of club cars he saw, particularly Heralds. Unfortunately, he hadn't thought of taking any Recruitment Leaflets with him.

Secondly, an Australian friend of mine recently visited the U.K. and his information is more disturbing. Although a number of clubs in Australia include Spitfires and GT6's, none actively encourage Heralds. He also said that there are literally hundreds of Heralds in Australia, mostly being run into the ground and then scrapped. This is not because of the owner's desire to destroy their cars, but because they don't know how to obtain parts. In short - they don't know about us! As I have already said, these stories could probably be repeated about dozens of countries, the question is what can we do about it?

Firstly, if you are going abroad, take some leaflets with you. We're not asking you to spend your entire time looking for club cars but if you come across any, put a leaflet on them.

Secondly, and most obviously, we depend on our

existing overseas members. They can help in a number of ways but perhaps I'd better explain the TSSC attitude to overseas members.

It is not our intention to steal members from existing overseas clubs, indeed we actively encourage contact with clubs abroad. Our aim is to preserve and promote vehicles based on the Herald chassis, wherever they are. To this end we would like all owners to join the TSSC; this will give them the contacts to enable them to keep their cars. Also and perhaps equally important, it gives them contact with the country that gave birth to their much loved car. If no club exists, or existing clubs don't cater for our cars, then we would like to start TSSC branches in those countries.

Existing overseas members can help in many ways; the most obvious way is to use the windscreen leaflets and keep in touch by writing to The Courier. Don't worry if your English isn't perfect, it's usually a hundred times better than our efforts at your language (for which I apologise).

Also, we would like your help with the following: if you

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TO NAMES PHOTOS
THEY'VE USED IN THIS
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can help write to me, Jonty Wild or to the Overseas Secretary, Brian Waters (addresses can be found on inside front cover).

1. Would you like recruitment leaflets printed in your own language?

2. Can you provide us with the addresses of any overseas clubs catering for 'our cars'? Let us have them anyway, even if you think we already know them.

3. Can you think of any ways in which we can get in touch with owners in your country? For instance, are there any newspapers or magazines (not necessarily exclusively motoring) in which we could advertise?

We would be glad to hear from you with answers to any of these, or indeed on any other subject. So write to us NOW!

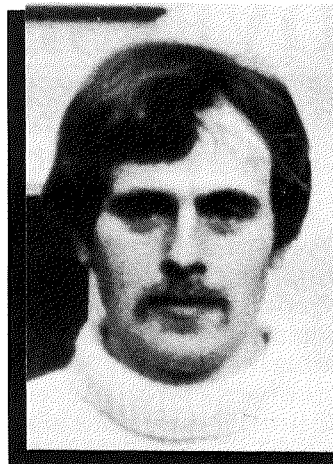
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HERALD REGISTER

CHRIS LONGHURST

REGISTER UP-DATE



The current state of the TSSC Herald Register is outlined in Table 1. There are now 3,222 vehicles on the Register; this number includes records of the cars of ex-TSSC members. Not unexpectedly, the 13/60 convertibles are still dominant (31.9%).

Table 2 gives reviews of the oldest and newest commission numbers of 948cc cars. Additions since the last review in 1984 (September/October) include Y6360 LCV, Y128, Y19725, Y19767, Y22479, G720, G57536, G77937, GY1110 and G61020 SP. I would be pleased to hear from any members out there who have earlier or later cars which are not recorded. As some of these cars are probably not in use at present, a note from owners on the current state of their vehicle would be appreciated.

TABLE 1

HERALD REGISTER UP-DATE (JUNE 25TH, 1986)

	Conv.	Saloon	Estate	Coupe	Van	Total
948	14	79(a)	-	38	-	131
1200	338	524	80	43	19	1004
12/50	6	199				205
13/60	1027	625(b)	230			1882
TOTAL	1385	1427	310	81	19	3222

(a) includes 12 twin-carb (GY) saloons and 15 'S' saloons.

(b) includes 15 DLRS (sunroof) saloon.

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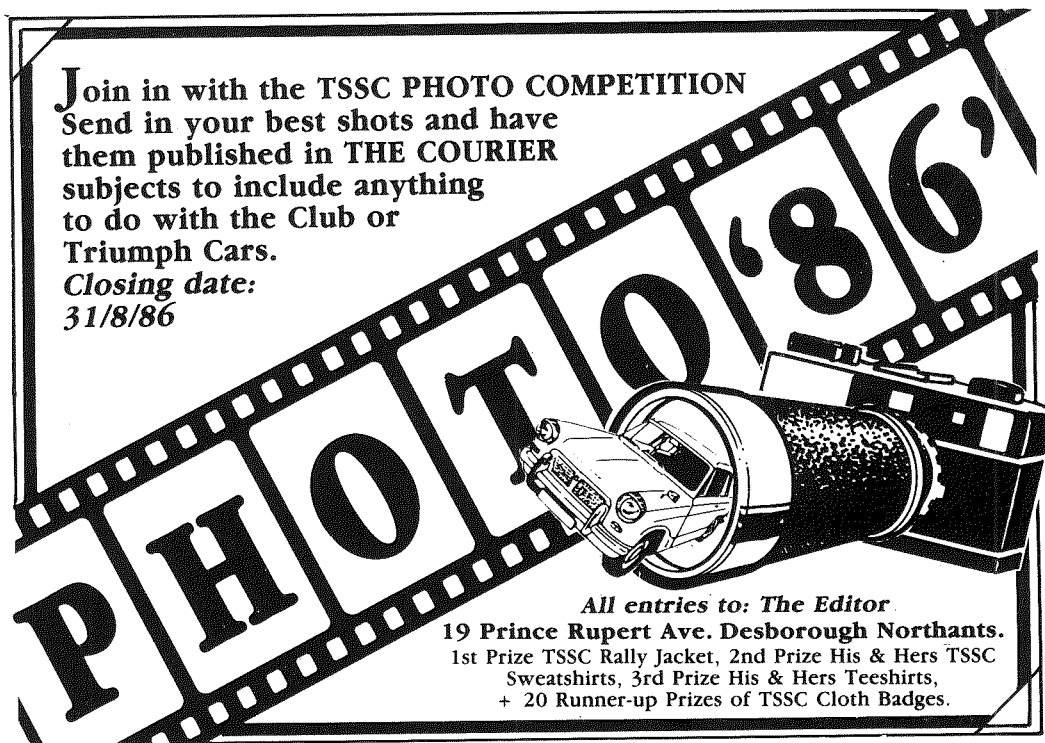
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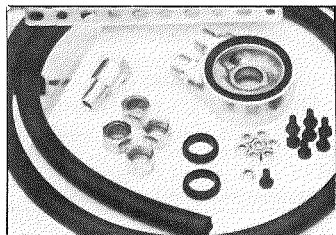
OLDEST/NEWEST COMMISSION NUMBERS 948cc CARS

	OLDEST		NEWEST	
Convertible	Y2183 CV	S W Beecham	Y19558 CV	J J Charles-Jones
	Y6360 LCV	W & P Dils (USA)	Y19794 CV	A P Barton
	Y9283 CV	R E Hill (Eire)	Y21929 CV	S J Henderson
Saloon	G11	A B Hart	G57536	K P Atkinson
	G676	TSSC	G58144	N G Parry-Jones
	G720	M Brown	G77937	c/o W Gregory
Coupe	Y128	P Matthews	Y19725	D Jenkins
	Y798	A B hart	Y19767	E Hartley
	BY939L	O Guerin (Belg.)	Y22479	G Gregory
Saloon (Twin-Carb)	GY1110	G Poore	GY5841	R Reeve
	GY2024	J Kipping	GY6854	R Tyler
	GY2294	V Milford	GY9973	A Wetherbelt
'S'	G61020 SP	K L Pearce	G65991 SP	L J Bingham
	G61211 SP	M I Horsley	G66401 SP	P A Tyson
	G61731 SP	A N Wright	G68103 SP	M D Smith

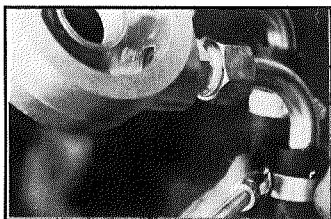
A record of a twin-carb 'S'; GY11248 SP also exists

- By Peter Williams

Below shows a step-by-step guide to fitting one of the coolers on offer in The Courier this month to a Spitfire and, as you will see, it really is easy, taking a couple of hours at the most. Probably the only thing you may want to do differently is the siting of the cooler. As the Spitfire we were working on is rather a one-off, we fitted the cooler in the bonnet nose, but perhaps the best place is just behind the anti-roll bar and bolted to the chassis. This is where the cooler on my GT6 is positioned and to do this, all you have to do is use two short lengths of the mounting plate provided and drill two or four holes along the inside flanges of the main chassis rails. No holes need be drilled actually into the box sections.



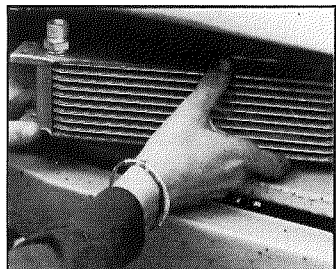
In addition to the cooler and filter sandwich plate, the kits come complete with all the necessary mounting plates, nuts, bolts and an ample supply of hose. For Spfitires, a 10 row cooler is supplied, whereas for GT6's etc., a 13 row unit comes as standard. The coolers are of high quality with extra, fine louvres stamped into the cooling vanes for improved efficiency.



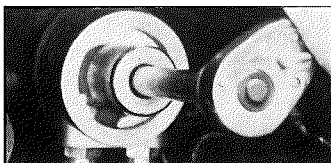
Once you've drained the sump, removed the old filter and checked the angles required for the sandwich block feed pipes, tighten the unions and hose 'jubilee clips' prior to



.... positioning (don't forget the rubber sealing ring behind)



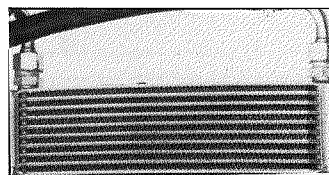
Positioning the cooler is a matter of personal choice but obviously the cooler should be fixed where it will receive a good through flow of cool air. Here, we decided to bolt the unit inside the nose cone of our Spitfire.



.... and tightening the filter sandwich plate onto the block. This, like fitting a standard filter shouldn't be too tight. It's also a good idea to clean the casting and threads of any flashings before fitting.



Your new filter can now be screwed into place exactly as normal.



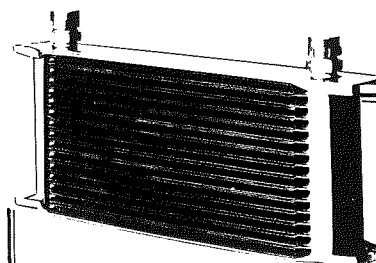
All that requires to be done now is to cut the hoses to length (don't just cut the hose in half to start with!) and connect to, and bolt down the unions to the cooler. As is nearly always the case, it's best to use two spanners, one tightening and one supporting when doing this. Don't forget when siting the cooler that the hoses shouldn't be kinked.



Tested for leaks, there weren't any, and complete. When we've time, an extra mesh will probably be made up and bolted in front of the cooler to reduce the chances of stone damage.



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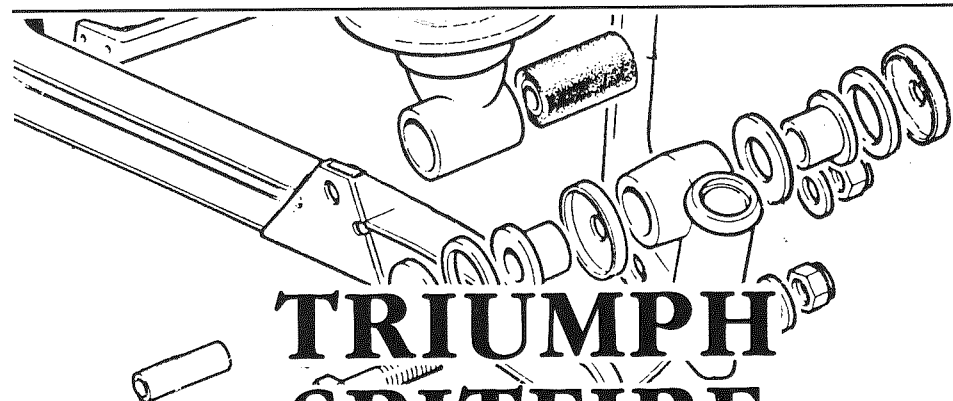
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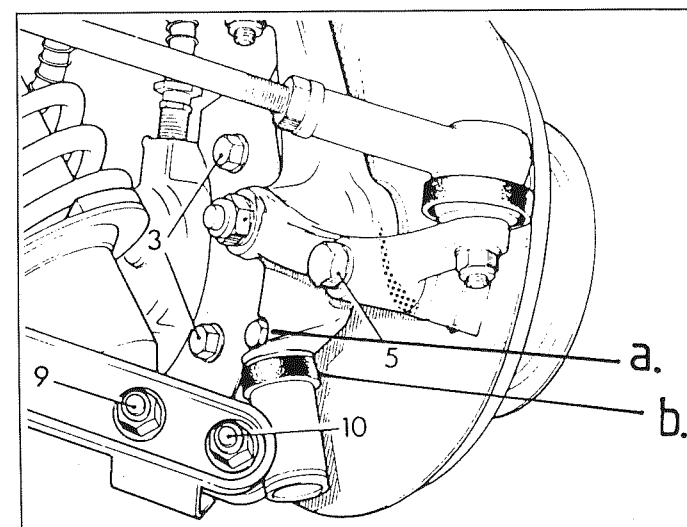
TRIUMPH SPITFIRE FRONT TRUNNION MAINTENANCE

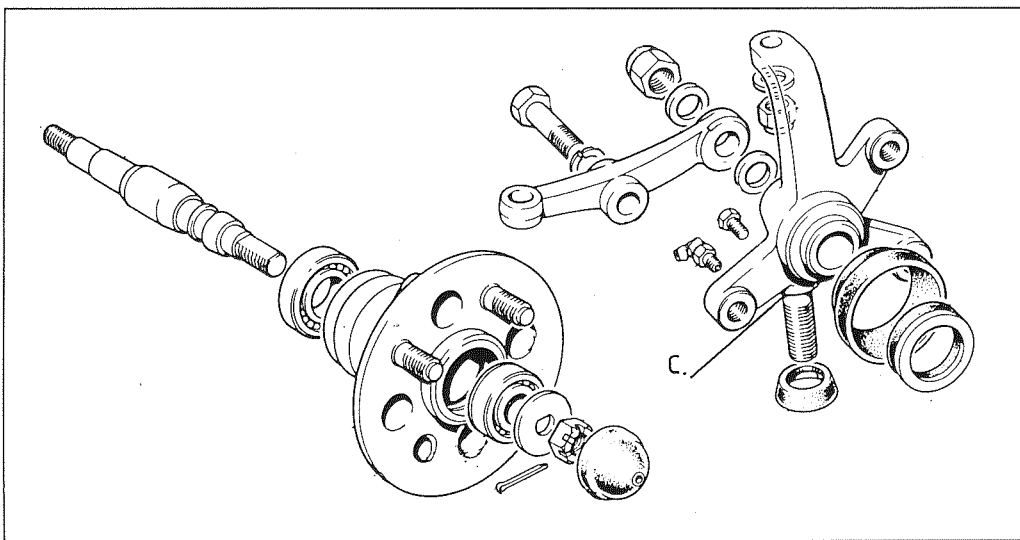
By David Herriman - Venlo, Holland

The Spitfire front suspension is often neglected by people now used to so called maintenance-free units, (although virtually nothing is maintenance-free on a car if driven long enough). The parts requiring attention are the trunnions themselves (so called after their inventor, Sir Archibald Trunnion, 1808-1893) and the trunnion bushes.

Maintenance consists of regular OILING of the lower vertical link/trunnion, Fig. 1. This is done by removing the plug, Fig. 1a (if fitted) and screwing in a 1/4" grease nipple (the 45° ones are best). Pump using EP90 gearbpix oil until fresh oil appears at the rubber cap, Fig. 1b. Wipe clean and replace the plug. If you are feeling flush, you can, of course, leave the nipples in. Don't let people tell you grease will do as it won't.

Look at the lower, vertical link, Fig. 2. It has a large thread, like teeth in a gearbox, which turns against the bronze trunnion thread. This creates pressures similar to those in a gearbox or back axle, hence EP





(Extreme Pressure) oil. A lot of garages can't be bothered to have a second gun filled with oil which always leak and are messy. They tell you grease is OK which, while being better than nothing, is not correct.

Lack of lubrication, perhaps combined with bush wear, can cause the vertical link to break off at point c. Whilst this normally happens at parking speeds, it is an unpleasant, expensive experience and not as uncommon as you might think.

...Buy yourselves a cheap plastic grease gun...

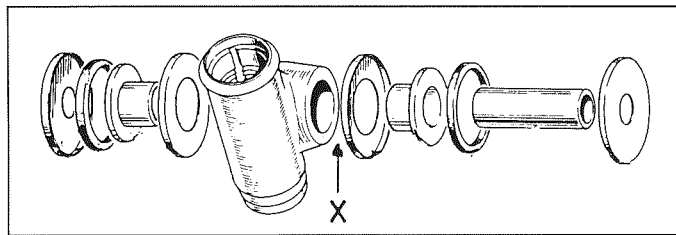
Buy yourselves a cheap, plastic grease gun, which are available for about £3 at large supermarkets. Fill it with EP oil and keep it for this purpose.

Check for wear in both the trunnion itself and the bushes by rocking the whole wheel with the weight of the car on it. You can usually feel wear before you can see it, so try and get someone to rock while you feel and watch.

Replacement of both is a simple job. The bushes come in kits which all the necessary bits can be seen in Fig. 3 for BOTH

sides (without the trunnion itself) and cost approximately £6. While you are at it, you may as well replace the nuts and bolts which are probably very rusty. The sizes can be seen in Fig. 4.

Providing your suspension isn't too badly rusted, the bushes can be changed easily without having to remove the hub. Undo bolt 10 in Fig. 1 and remove; loosen bolt 9. You can now get at the bushes. Drift the metal bush out of the middle and remove the nylon bits. If you get problems you can cut one end off between the trunnion and the washer, Fig. 3. Then drift out the rest. Drifting is almost the same as bashing but you use a round, metal object which should be slightly smaller in diameter than the bit you are removing.



Clean up the trunnion and fit the new bushes. This should be self-explanatory if you look at Fig. 3, not forgetting to lubricate the new bits.

Assembly is in reverse order as they say, but in this case should present no problems.

The trunnions themselves are just a little more complicated but still no problem. When buying, don't forget they are "sided". Left or right is stamped on the side, as one has a left-hand thread and the other a right-hand.

This time we have to take the hub off but it's not as difficult as it first appears. I won't insult your intelligence and tell you to make sure the car is properly propped on axle stands. Remove the wheel. Take the brake caliper off and hang out of the way with a piece of wire. Don't just let it hang on the brake pipe. Remove the grease cap, not always as easy as it looks but a little

persuasion and a medium hammer should work wonders.

Take the split pin out of the big nut (see Fig. 5) in the middle and providing you have a new one, (which you should, of course!) throw it away. Undo the nut, take out the washer and outer bearing. Pull the hub off - you don't need a puller as your muscles will do.

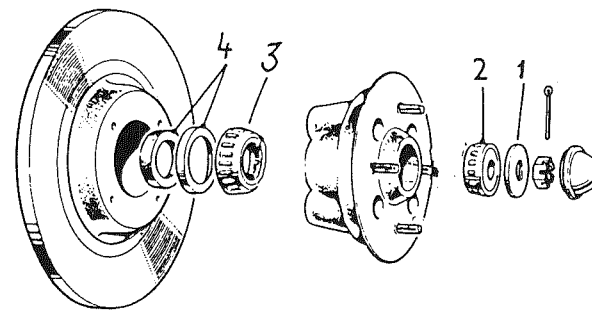
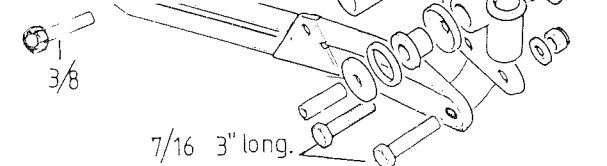
Undo the nuts (3 and 5 Fig. 1) and the brake disc shield can be removed. Unfasten the trunnion as described in the previous bit. The trunnion itself should now unscrew (with just your hand).

Wash the vertical link in paraffin and clean all the nuts and bolts (except when replacing, of course). At this stage it is a good idea to take the rear wheel bearing (Fig. 5,3) out by carefully taking the rear felt oil seal out (Fig. 5,4). Wash both bearings out in paraffin (or petrol if you're a non-smoker) and let them drain on a clean piece of paper. Also, you can check the rubber suspension bushes at this point. Replace where necessary.

Pour some EP oil in the new trunnion which you have, of course, already fitted with new bushes (normally supplied). Screw the new trunnion on to the vertical link, not forgetting the new rubber dust seal. Make sure it can now turn sufficiently in both directions. If in doubt, compare with the other side.

Work plenty of grease into the wheel bearings and refit them, again using plenty of grease. Push the hub back on and then, whilst turning the

hub, tighten up the nut until it (the hub) won't turn. Slacken the nut until the split pin will go through the hole in the middle and the hub will turn without binding. According to the official Workshop Manual, the play should be 0.0508 to 0.1270mm. Now considering 99.9% of you aren't in a



position to measure this amount we shall disregard that information and if you do it as described it will be OK. Let me just say this: a little bit of play which you feel when the weight of the car is on the wheel and you try to rock the wheel with your hands on the top and bottom, is better than having the hub binding which will cause rapid bearing wear.

Assembly is again very simple but don't get your grubby, oily fingers on the

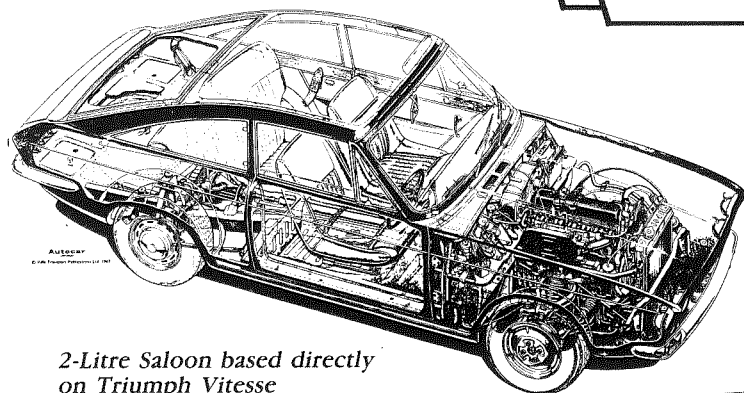
disc. If you do, wipe with clean petrol before you fit the caliper. Pump the new trunnion full of nice, new RP oil.

Tighten up all you nice, new, nyloc nuts and refit the wheel, tightening the wheel torque of 6.6 kg/m (or 48 lb/ft for the old fashioned) like you always do.

Now that was 'nt too bad was it? Next time we shall move on to the rear trunnion bushes.

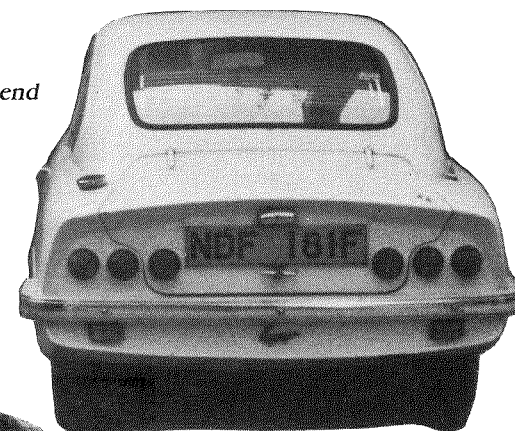
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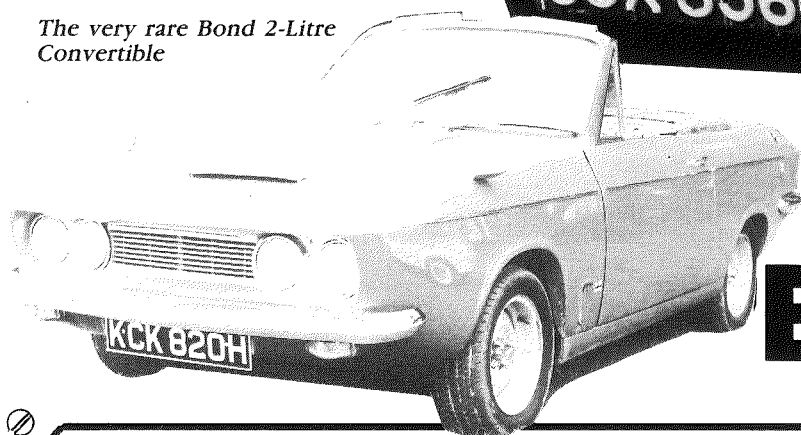


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MY OTHER CAR IS A 'GT6', 'SPITFIRE', 'VITESSE', 'BOND' AND 'HERALD' SILVER ON BLACK	£0.60 + 15p P/P
NEW REAR WINDSCREEN STICKERS 'GT6 BORN IN LE MANS' BLUE ON WHITE	£0.60 + 15p P/P

SEE US AT THE BIRTHDAY BARBECUE

CLUB REGALIA 1986 . . . CLUB REGALIA 1986 . . .

WEAR THE LOGO ... IN '86

TEE SHIRTS

Individual Marque Tee Shirts with 3" Logo on left hand side, for the following:
HERALD, VITESSE, SPITFIRE, GT6, MARLIN.
Colours are Navy, White, Red and Black
Sizes - Small, Medium & Large and Extra Large
..... **£4.75 + 45p P/P**

SWEAT SHIRTS

Individual Marque Sweat Shirts with 3" Logo on left hand side, for the following:
HERALD, VITESSE, SPITFIRE, GT6, BOND.
Colours are White, Red, Yellow, Black, Burgundy, Pale-Blue, Grey.
Sizes - Small, Medium & Large and Extra Large
..... **£9.75 + 85p P/P**

SPORTS SHIRTS

Club Logo printed on Breast Pocket in Navy or White. Sizes: Small, Medium, Large
..... **£9.00 + 60p P/P**

CHILDREN'S TEE SHIRTS

Colours available are: White with Navy Logo in centre and Red with White Logo in centre.
Sizes: 26", 28", 30" and 32"
..... **£3.45 + 30p P/P**

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

CLUB REGALIA 1986 . . . CLUB REGALIA 1986 . . .

NEW LINES for '86

STICKERS

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

V NECK JUMPERS

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

CAR BADGE

INDIVIDUAL MARQUE, REGISTER GRILLE BADGE:
GT6, Spitfire, Vitesse, Herald,
Bond Equipe, Special **£3.95 + 30p P/P**

TABLE MATS

T.S.S.C. TOP QUALITY **£3.50 + 30p P/P** each
Black with gold Club Logo - or Set of Six,
Special Price **£18.99 inc P/P**

RALLY JACKETS

TOP QUALITY COATS IN
GREY WITH CLUB LOGO
(Full Race Wear Spec.)
Sizes: Small, Medium **£27.00 + £1.00 P/P**
Large & Ex Large **£28.50 + £1.50 P/P**

TIES

TOP QUALITY TWO COLOUR
PRINTED TIES
With T.S.S.C. Logo **£4.75 + 25p P/P**

COASTERS

MOTOR 100
COMMEMORATIVE COASTERS
Superb High Quality
Special Edition
including T.S.S.C. Logo
(Black with Gold Logo) **£0.95 + 15p P/P**

NEW ITEMS

KEY CASES

TOP QUALITY, BLUE LEATHER, 6 HOOK,
WITH GOLD BLOCKED
CLUB LOGO **£2.59 + 26p P/P**

CREDIT CARD CASE

BLACK LEATHER WITH GOLD
BLOCKED CLUB LOGO **£3.75 + 26p P/P**

I wish to pay by cash/cheque/Postal Order/Access/Barclaycard

To ACCESS/BARCLAYCARD:-

I authorise you to debit my Access/Barclaycard

Account with the amount of £

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All cheques Postal orders made payable to TSSC LTD
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121B ST MARY'S ROAD, MARKET HARBOROUGH
LEICESTERSHIRE LE16 7DT Tel: (0858) 34424

CLUB REGALIA 1986 . . . CLUB REGALIA 1986 . . .

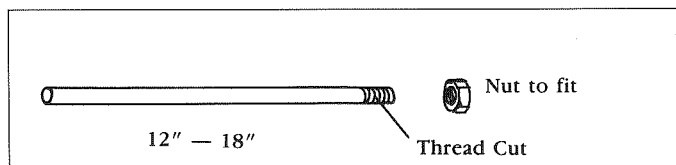
TRICKS OF THE TRADE

By Iain Atkinson

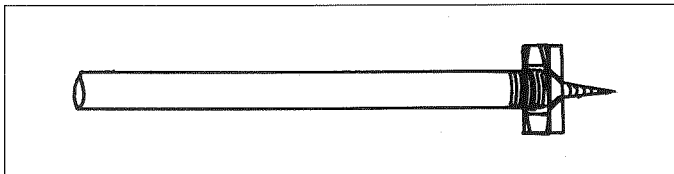
MAKING & USING YOUR SLIDE HAMMER

A very useful tool to pull out dents in the bodywork where you can't put an ordinary dolly behind, i.e. a dent in the sill, and incurring no further damage is a slide hammer.

To make this tool, you will require a rod of approximately 12" x 18" in length and approximately 1" diameter. One end will have to have a thread cut and a nut to fit this thread will be required.



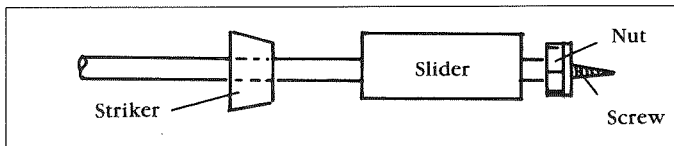
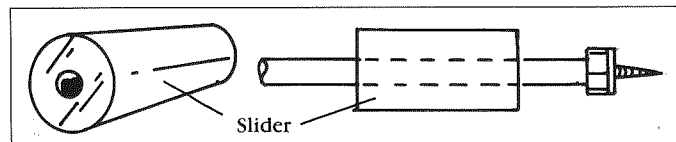
Put the rod aside - we will come back to this in a while - the nut is what we are interested in at the moment. Cut a piece of flat plate $\frac{1}{8}$ " thick and mig-weld (yes, that mig-welder again!) to one end of the nut.



When this is done, find a self-tapping or PK screw and drill in the exact middle of the plate, just big enough to fit the screw through. This is then fitted to the threaded end - as Fig. 2.

The next stage is to make the slider: this has to be a circular piece of metal, $1\frac{1}{2}$ " dia, with a $\frac{1}{64}$ " hole right through the middle so it can slide over the 1" rod.

Next you need the striker (no, not football). At about $\frac{7}{8}$ of the way up the rod, weld on a piece of metal like the slider to it and you will have the finished article (as Fig. 4).



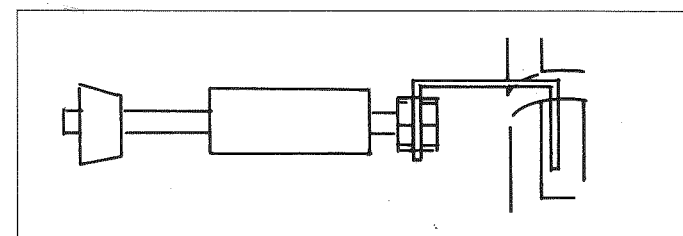
IMPORTANT:

Wear gloves when you use this particular tool because if you catch your fingers between the slides and striker, you'll certainly know what's what!

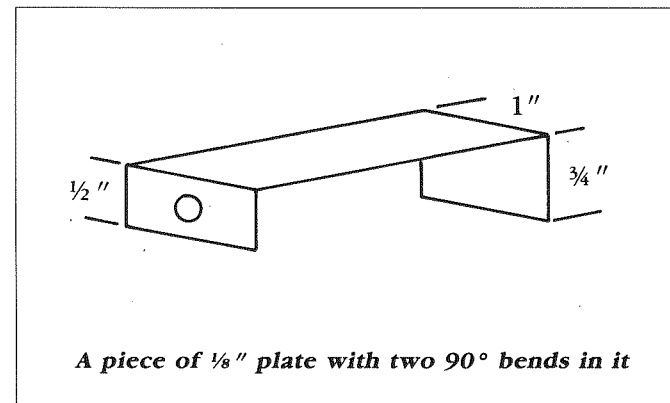
Now to use your slide hammer. Let's take, for instance, the sill problem: a dent that does not require a new sill. Get your slider down to the nut at the end of the rod; this will push the PK screw into the lowest point of the dent. Now screw right up to the nut. Once this has been done, carefully bring the slider up until it hits - I mean hits the striker - DON'T YANK IT WITH ALL YOUR MIGHT! Just hit the striker as if you were clapping your hands and do it more than once. Don't try to pull the dent out in one hit, take as many hits as is required. Be careful not to pull the screw out of the sill and cause more damage.

When you have the required shape back, lead-load the hole and you will have a perfect repair in approximately half an hour - quick, easy and cheap.

Another attachment useful to those of us who have banged the front of the door and the back of the front wing, is explained as follows:



Change the PK screw for a nut and bolt the place bolt through the nut on S.H. - now fit the attachment.



Place the attachment onto the bolt, put the nut on and tighten the bolt. Now take your S.H. with the attachment and place the end behind the dent on the door and the back of the front wing. Use the same method as that used with sill pulling and pull out until the correct shape is achieved. Planish crease on door and wing carefully, so as to get a flat surface.

This job takes approximately half an hour - no taking off and re-hanging doors and just a skim of filler to finish off.

TREASURER HUNT

The club is searching for a new *financial wizard* since our present, long-standing Treasurer will be resigning at the next A.G.M. The ideal person should be a Chartered Accountant who has an interest in the club and is willing to devote some time to managing the financial aspects of the Club's affairs. This role is extremely important and is considered by the Council of Management as a key post.

The day-to-day administration is carried out at the club's office. The Treasurer has the responsibility to ensure that compliance matters are attended to on a timely basis such as VAT Returns, Corporation Tax Returns, dealing with the completion of the statutory accounts in conjunction with the Club's Auditors etc. However, it is not intended that the new Treasurer will personally prepare these items since the Club's staff will deal with these routine matters. It is, therefore, a management function that is required.

In addition to the above, the Treasurer will be required to report to the Financial Sub-Committee on budget forecasts, evaluation of growth, and deal with appropriate tasks allocated by that Committee. The Treasurer will be a member of the Financial Sub-Committee who meet approximately four or so times per year. It is not intended that the Treasurer will be a member of the Council of Management initially. However, once our new Treasurer feels comfortable with the role, a position on the Council would be desirable.

Glyn Ridgewell, our present Treasurer, will continue to deal with the Accounts for the year ending August 31st, 1986. He has been our Treasurer for five years now and wishes to retire from this post because of business reasons.

A brief description of professional experience should be sent to Bill Sunderland. It is envisaged that candidates will be interviewed by the present Financial Sub-Committee as soon as possible.

John Hill's LTD. TRIUMPH Sportscar Centre



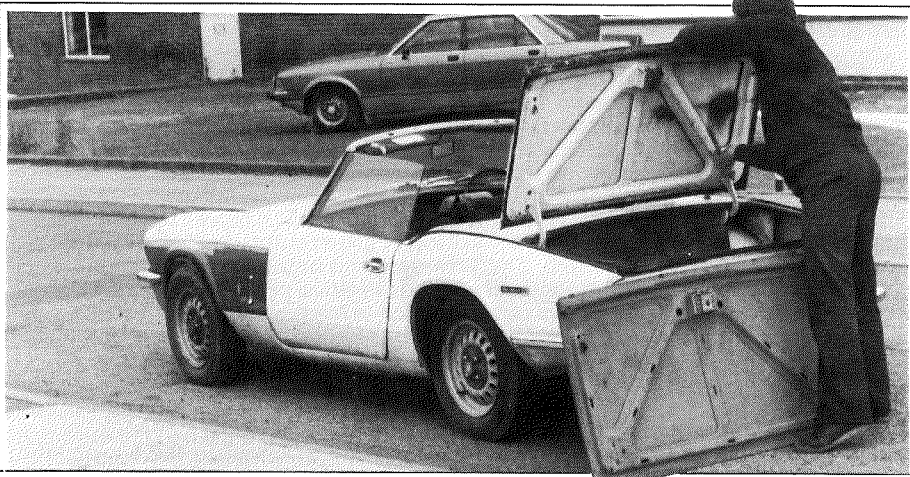
Replacement Parts for
SPITFIRE — GT6 — HERALD — VITESSE

Although we cater mainly for Spitfire members of the T.S.S.C., we do have a surprising quantity and range of spares to Rebuild - Rebody - Restore or simply Repair your Herald or Vitesse. Why not visit us later this year and see our "new" Herald Estate being built up as our 'Warehouse Runabout' new bonnet; valances front and rear; reskinned doors; sills and paint job plus 5½J Spitfire wheels.

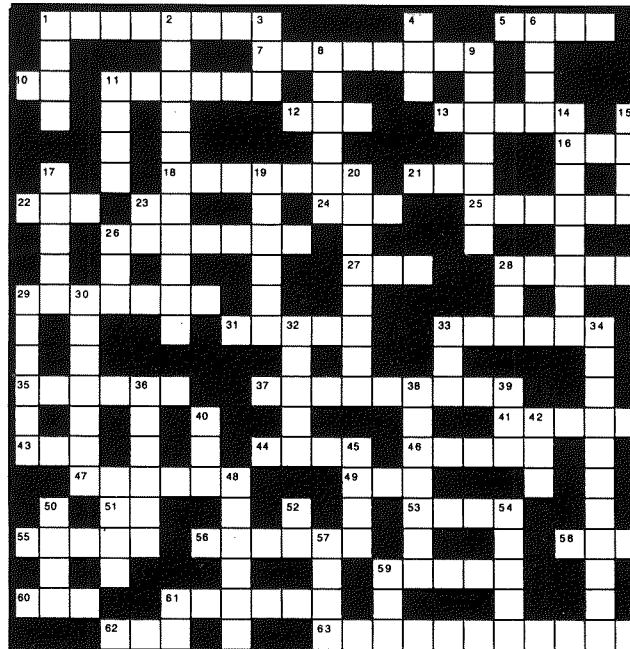
Bodywork course details will be printed in our own newspaper later in the year aimed at the DIY Spitfire Owners, but if you need spares or advice now, contact us by telephone or write for our Free, comprehensive Catalogue and Price List.

Special Offers on a huge range of new spares plus perhaps the biggest small chassis Triumph dismantlers in the country.,

"... Owners get new boots!"



ARTHUR STREET, REDDITCH, WORCS. B98 8JY
Tel: REDDITCH (0527) 20605



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CLUES

ACROSS

1. Makes night driving possible
5. Have regard
7. A constructor of motors
10. Italian car firm initially
11. Road contact compound
12. Mean, vulgar person
13. Egg shaped
16. Alehouse
18. A bringer of good news
21. A long way
22. Type of welding
23. (and DOWN) Help either way
24. Youngster
25. Shortened front window
26. Negative part of battery
27. Biro fluid
28. Short HGV1, perhaps
29. You need this for forward and back motion
33. You need these to stay in business
35. Nm or 16ft
37. It fires an engine
41. Dutch TT venue
43. Word of agreement
44. Inflatable wheel rim?
46. Cook in oven
47. You need this for work
49. Noah's boat
51. Opposite off
53. Ancient Peruvian tribe
55. Car's outer covering
56. A drive gripper
58. Bottom of skirt
59. Car deal for certain company
60. Snow skate
61. Open top car
62. Flightless Australian bird
63. Hot or cold?

DOWN

1. Warning device
2. An engine needs this
3. One
4. 'plane engine
5. Against
8. Small pebbles
9. Back-up
11. Proverbial tin worm
14. Company boss
15. Immediately
17. Tow truck equipment
19. Boats steering device
20. Water cooler
23. SEE 23 ACROSS
26. Vehicle
28. Put more to
29. Proper place for a hoist
30. To inform
32. Not full
33. Lubricating juice
34. Haste indicator
36. Required quickly
38. Leaving car
39. American petroleum
40. Clothes line implement
42. Eye inflammation
45. Per
48. Golden colour
50. Car lifter
52. Spielberg's friend
54. Expenditure
59. Sight target
61. Carb make

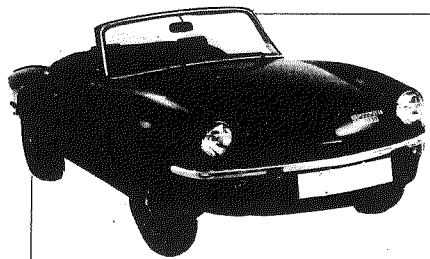
QUIZ... What is the word in the puzzle to which there is no clue but the answer appears on its own?

Compiled by Brenda Carpenter... Hereford

JULY'S WINNERS: James Lewis, Sheridan Earl Russell

JULY'S ANSWERS: Across See 22D Twin Chrome G.A. Sump Donald Lane CV Style See 16D Japan Tappet See 44A Ring SR Estate Lock Rail Mile PW Ignition Pin Stag Gaskets Brake Disc Down Rust Cam Whine See 25D Ten Inlet Valve MCT See 16D Albert Cross Ply Tyre Top Bargain Handle Steering Rack Tie Rod See 33D Crown Sag Tin Alick Dick Moss Pink Tab SU G.R.

ACCESSORY and MOTOR SUPPLIES



WE MAIL FAST!!

All orders over £50 POST FREE except where stated
For orders under £50 add £1.50 postage or £4.34 Securicor Delivery.
Ask to go on our FREE MAILING LIST.
NOTE ONE SECURICOR CHARGE COVERS ORDERS UP TO 25KG

STANDARD SILCENOR SYSTEMS					
Spitfire 1500	£50.62				
Spitfire 1500	£42.83				
Spitfire 1500	£34.29				
GT6 MkII 70-74	£37.35				
Add Securicor Delivery					
120 DEGREE HOT PAINT					
Black White, Red, Silver					
1500 Spray Can	£2.48				
AUXILIARY LIGHTS					
Super Circuit	£23.40				
Clear	£20.80				
Clear	£20.80				
Type 35 Red Stainless	£16.90				
Type 45 Round Stainless	£16.15				
Halogen Conversion Units					
Cosmos 2100 with Bulbs	PR £28.53				
Quadratics with Bulbs	PR £10.00				
Relay	£2.08				
Bulbs - Halogen 12 volt					
H1 100 Watt	£2.56				
H2 100 Watt	£2.56				
H3 100 Watt	£2.56				
H4 10005 Main Dip	£4.13				
H4 10005 Main Dip	£3.80				
OIL COOLER EQUIPMENT					
Radial	PR £19.54				
10 Flow	£22.99				
13 Flow	£22.99				
Other sizes available					
Installation Hose Kits					
Spitfire	£19.80				
GT6	£20.64				
Stainless Steel Hose Kits Add 50%					
Quadratics with Bulbs					
Extensive range of oil control equipment					
stocked, enquiries welcome.					
ENGINE COMPONENTS					
Camshaft - Exchange					
Power HR270 4CYL	£23.00				
Power HR265 4 CYL	£23.00				
Power 381 6CYL	£38.00				
Add £5.00 Each. Dep. to 4CYL					
Add £10.00 Each. Dep. to 6CYL					
EXCHANGE DISTRIBUTORS					
Spitfire MkII 70-74	£33.50				
1500 74-80	£33.50				
Add £1.50 each deposit					
SILCENOR LIGHTING LEAD SETS					
Spitfire MkII 1968-74	£8.60				
1500 74-80	£8.60				
GT6 66-74	£8.77				
Lucas Sport Coil	£7.49				
Piranha Electronic Ignition	£33.04				
FUEL PUMPS					
Spitfire MkII 62-73	£11.68				
1500 73-74	£13.84				
1500 75-74	£13.84				
75-80	£14.58				
75-80	£14.58				
GT6 MkII 65-67	£14.58				
MkII 68-74	£14.64				
CARB SERVICE KITS					
Spitfire MkII 62-73	£8.20				
1500 73-74	£8.20				
1500 75-74 (Bromberg)	£8.20				
1500 75-80	£8.20				
GT6 MkII 66-70	£7.43				
Front Chamber Flow Jet improved					
design Union Special					
For all SU's	£1.60				
SPEEDO CABLES					
Spitfire 1500 Trans.	£7.77				
Overdrive	£3.52				
1500 Trans	£3.52				
Std Trans 70 on	£3.08				
GT6 MkII 66-70 Trans 66-74	£3.83				
Overdrive	£3.13				
GT6 MkII 70-74	£3.83				
POA					
GT6 MkII 70-74	POA				
OIL PUMPS					
Spitfire MkII 2.3	£21.18				
Spitfire MkII 1500	£21.05				
CAM FOLLOWERS					
Spitfire - Most Models	£1.30				
1 GTR (Mallory)					
SPITFIRE STEEL PANELS					
A' Post Lower (Handed)	£4.35				
Overdrive Mk 1.2 (Handed)	£3.75				
Overdrive Mk 4 (Handed)	£10.50				
Sliding Plate	£2.10				
Full Outer Set	£5.75				
Clear	£2.50				
Inner Set (Handed)	£5.25				
Type 35 Red Stainless (Rear of Sil)	£4.42				
Rear 1/4 Panel (Below Bumper (Rear Wing))	£4.42				
Stainless Steel Overall	£11.50				
Stainless Steel Finishing Strip	£3.80				
Stainless Steel Threshold Plate	£4.42				
Add Securicor Delivery on all Panels					
ENGINE COMPONENTS					
Tuning Chains	£4.15				
GASKETS					
Spitfire 1500	£12.99				
Head	£11.35				
MkII	£10.41				
GT6 66-68	£15.39				
13 Flow	£17.94				
68-71	£20.44				
71-73	£20.44				
CONVERSION					
Spitfire 1500	£4.75				
MkII	£4.75				
MkII	£5.16				
71-73	£5.95				
COMPLETE CLUTCH					
BORG & BECK					
Plate, Cover, Bearing	£48.11				
Spitfire 1500 (74-80) 7/4	£38.50				
Spitfire IV (71-74) 6/2	£33.95				
Spitfire I and II	£33.95				
GT6 All Models	£56.36				
TR4 & 4	£6.80				
TR4 & 4	£52.57				
TR4 & 6	£52.57				
COMPLETE CLUTCH ECONOMY					
Plate, Cover, Bearing	£40.77				
Spitfire 1500 74 80 7/4	£26.23				
Spitfire IV 71-74 6/2	£26.23				
Spitfire All Models	£27.90				
GT6 All Models	£27.90				
CLUTCH SLAVE CYLINDER					
Spitfire 62-67	£15.52				
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GT6 70-73	£22.58				
77 on	£27.02				
CLUTCH MASTER CYLINDER					
Spitfire 62-67	£15.52</				

5TH NORTH YORKSHIRE CONCOURS & MOORS RUN

The Blacksmiths Arms Hotel, Hartoft End, Rosedale
Abbey, Nr. PICKERING, North Yorkshire.

SUNDAY 31st AUGUST 1986

Come along to the beautiful North York Moors National Park for our annual get - together. The Blacksmiths Arms offers excellent hotel accommodation with restaurant, bar meals and real ale. Camping facilities available locally at Rosedale Abbey and Spiers House (Forestry Commission).

The afternoon Moors Run will take you through picturesque Eskdale, finishing at Grosmont at approx. 4.00pm.

For those wishing to enter our *light - hearted Concours* there will be four standard classes, namely HERALD, VITESSE, SPITFIRE and GT6, together with a class, for "best local club car". All Concours entrants must be on site for 11.30am

CONCOURS ENTRY FEE :£3.00

All entrants will receive a commemorative brass plaque. Cheques / P.O. made payable to "T.S.S.C. North Yorkshire Area". Entries please by 9th August 1986 to:

SALLY HURD, 42 Woodside Avenue, Burnholme, York. YO3 OQS

Tel: 0904 416556

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1971 TR6, immaculate, P.O.A.
1971 GT6, £1,650.00.
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12,000 miles, usual extras.
£5,950.00.
1982 MG Metro Cabriolet,
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13/60 Herald convertible,
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1974 Scimitar GTE, £600.00.
MGC GT Auto, £800.00.

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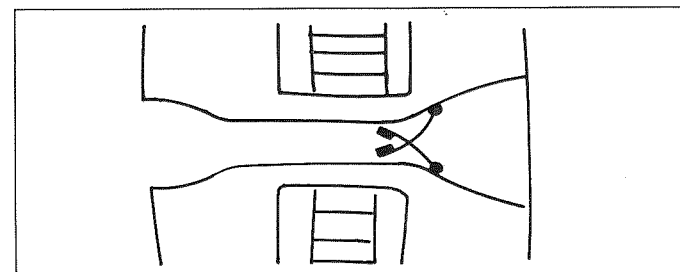
Bookings taken now for Winter rebuilds.

TECHNICAL TIPS

INERTIA REEL SEAT BELTS

In the course of refurbishing a Vitesse convertible of pre-seat-belt era, it was decided that the prospect of leaving the car quickly through the soft-top was unappealing and seat-belts must be fitted.

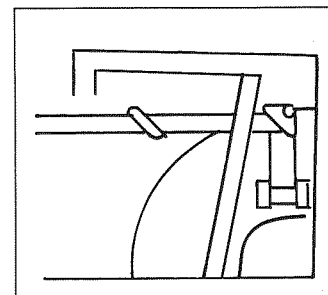
Now, belts and brackets may be available but at £30 odd pounds, there had to be a cheaper solution. There is. Take one Austin Princess in a scrap-yard and remove all the seat belts and fittings. Mount the centre floor fasteners using the existing side mounts in the rear footwell and cross the fasteners over as shown in Diagram



Take out the rear seat back and mount the boxes of the belt units on the vertical part of the wheel-arch, so that the belt is coming out of the unit vertically. Position the original pillar mount vertically above the unit so as to avoid the belt fouling the wheel-arch and bolt both units (with reinforced plates) to the wheel-arch. The belt passes through the holes in the side panels and works well without any of the rattles associated with the standard belts. Cost £3.00 and time.

Do not try manufacturing brackets to mount the retractor units on their side in the hoodwell as it will not work. One or both your retractors will not work unless vertical.

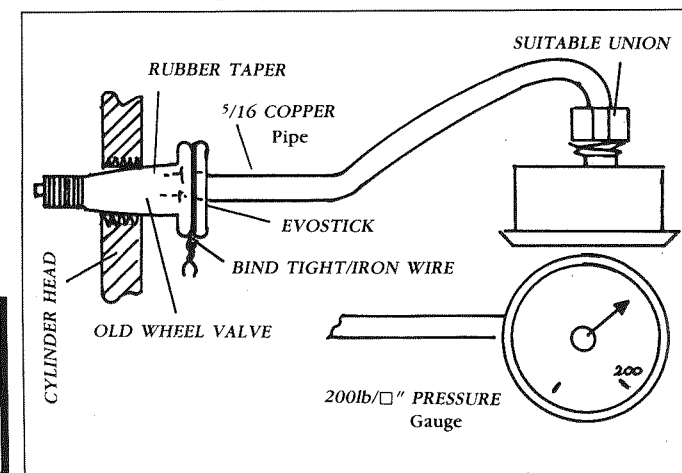
FRANK POWELL - STANDISH, NR. WIGAN



COMPRESSION TESTER

Make as shown. Jam rubber in the plug hole, with all the plugs out. Lean over and operate the switch across the solenoid coil. The cylinder will pump up the copper tube and indicate maximum compression pressure.

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ANYONE FOR A DAY AT THE RACES?

Having recently joined the ranks of club members competing in the TSSC Sprint and Hillclimb Championship, I am surprised to see so few members actively involved in actual car racing. I am a novice to all types of motor sport and my visit to Buntingthorpe this May was my very first outing on a track. Driving the *Kingston Sports Cars* prepared Vitesse MKII, I found the experience exhilarating, if not unnerving. My best outing was at Goodwood on June 8th. With the improved anti-roll bar, reinforcing bars and 36psi in the P6 tyres the car performed much more to my liking. I must add the car can go much faster than I am, at present, able to drive it. My best time achieved was 120.54.

With some weeks to go before the next club sprint, I looked around for some alternative venue. As a member of B.A.R.C., I could enter the Road-Going Challenge at Lydden Hill. As I was to discover, the organisers are keen for any new contenders and, although the Vitesse with injection was not strictly eligible by RAC Blue Book rules, they agreed to my entering. After 10 minutes or so of practice, I realised racing was quite hard work. The practice session enables drivers to familiarise themselves with the course and also to enable the timekeepers to time the drivers, thus producing the grid positions. Unfortunately, with one plug-lead hanging off, my practice time was less than impressive and I was subsequently placed thirteenth on the grid out of fourteen.

The other cars racing included two Lotus Sunbeams, several RS2000 Escorts, a Golf GTI, an MG Metro, an Opal Manta, a BMW30CL, a Viva and a 1275 Mini.

After a warm-up lap, we all sat on the grid revving-up, waiting for the green light. Then we were off; at the first, long, double apex bend it was like Kingston one-way system in the rush hour. Fortunately I managed to pass a few other cars by going on the outside. By the next lap the field had opened up and I found myself pursuing a the BMW, which I out-manoeuvred at the bend before the hair-pin. The Opal Manta was duly passed by the same manoeuvre. By this time I had moved up to eighth position. But, unfortunately, the bolt connecting the gear-lever to the selector linkage decided it was time to vacate, leaving me stuck in second gear; I duly retired.

On reflection, racing was not as dangerous as I was led to believe, it is also less demanding on the car than sprinting which has caused some clutch problems. Lydden is a one mile circuit, so speeds are not excessive and is a good track for beginners.

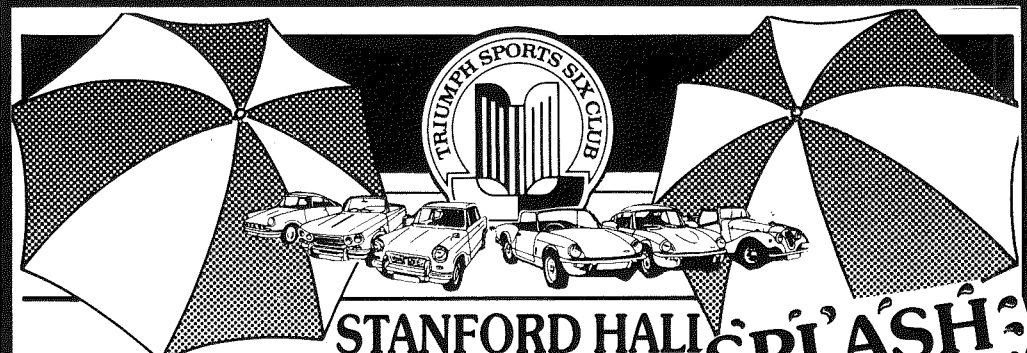
Also racing is much better

value than sprinting: for instance, the Goodwood Sprint cost £24.00, where with good organisation, one can notch up three or four runs. At Lydden the race entry costs £33.50 where you can have approximately eight laps for practice then a ten lap race.

I think it would make a very interesting race with a line-up of club cars. Even if there is not enough interest to have a strictly club car race, at least club cars can enter the other races.

The next race at Lydden is August 31st, with Event Seven for road-going saloons. So how about some more club entrants? There are two Vitesse lined up so far. Entry forms can be obtained from Mrs S Viola, 12 Smithbottom Lane, Purley, Surrey, tel: (01) 660 8633 and you can apply for B.A.R.C. membership at the same time if necessary. Incidentally, you must have the RAC Restricted Licence.

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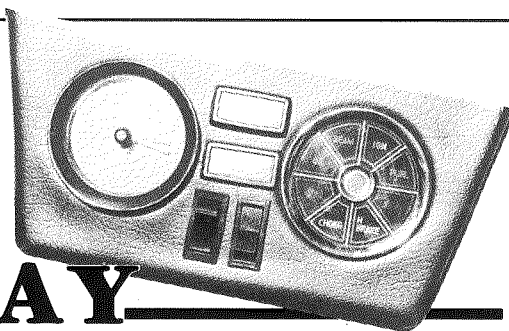
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A GT6 HEAD UP DISPLAY



Howard & Trevor Hughes — Herts

Whilst visiting a local scrapyard, the circular segmented display fitted to a Triumph saloon caught my brother's eye. £1.00 and half a day later, what he referred to as his 'Christmas Tree' was fitted in the glove compartment of his MKII Spitfire. Following an incident with a wall one winter, it saw service briefly in a Ford Cortina before a return to the Triumph fold, this time in the guise of a MKIII GT6.

At the time, my brother was heavily into kit-cars and from them he got the idea of a roof-mounted console, containing the said display plus a clock and spot-lamp/fog-lamp switches.

First a box was constructed from plywood (see dia).

This was covered with black vinyl material to match the dashboard and cut unwanted reflections to a minimum. The rear of the box section XY was connected to a bracket between the two sun shades, while point Z was fixed to the sunroof. A multi-coloured, 40-way ribbon cable was taken from the console via a small hole in the front windscreen pillar down to the dashboard. It was necessary to roll up the ribbon cable to fit it through the pillar.

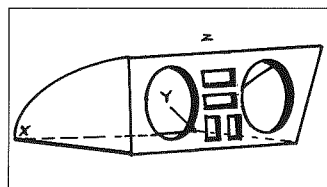
Wiring up the console was a simple task, greatly aided by the colour-coded ribbon cable. In the attached circuit diagram;

- I - Ignition warning light.
- F - Fuel warning light and switch.
- RH - Right hand indicator.
- H - Handbrake on light and switch.
- C - Choke on light and switch.
- LH - Left hand indicator.
- O - Oil pressure warning light.
- MB - Main beam warning light.
- CI - Clock illumination.
- CLK - Clock

The choke microswitch was

removed from the saloon complete with choke cable and fitted directly into the GT6. The fuel tank unit from the saloon also fitted but the float arm had to be bent appropriately. A handbrake microswitch had to be made up as the saloon's was unsuitable; its principle is the same as that of the choke cable which can, therefore, be used as a model.

The ignition, handbrake, choke, fuel and oil lamps all use a common +12V supply, becoming illuminated when connected to earth. The clock, clock illumination, spot/fog lamp, main beam and indicator lamps all use a common earth, becoming illuminated when connected to a +12V. It is a good idea to keep these supplies separate and to use several of the ribbon cable strands for each of the common returns, due to the



larger current. I don't know what the current rating of ribbon cable is but it is NOT enough to connect your quadruple 55W Halogen spot-lights to, which is why a relay is used in the circuit drawn.

While not for the purists, the finished "head up display" has provoked many favourable comments. Even in a car as small as a GT6 it is not intrusive, the lights are not in direct line of sight and so do not affect night vision; it is well out of reach in the event of an accident, yet placed just above the mirror; it is comfortable to use and see.

It is surprisingly durable too having survived any number of Treasure Hunts and the occasional Portsmouth Polytechnic Goodwood Sprint (the car was lapping in 1 min. 52 secs.) without even rattling (which is more than can be said for the passenger - me!)

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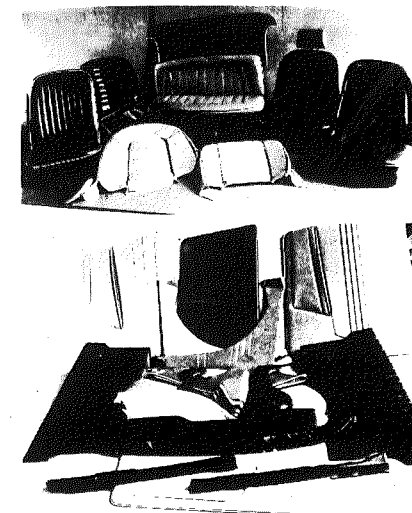
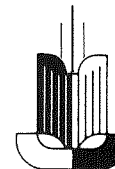
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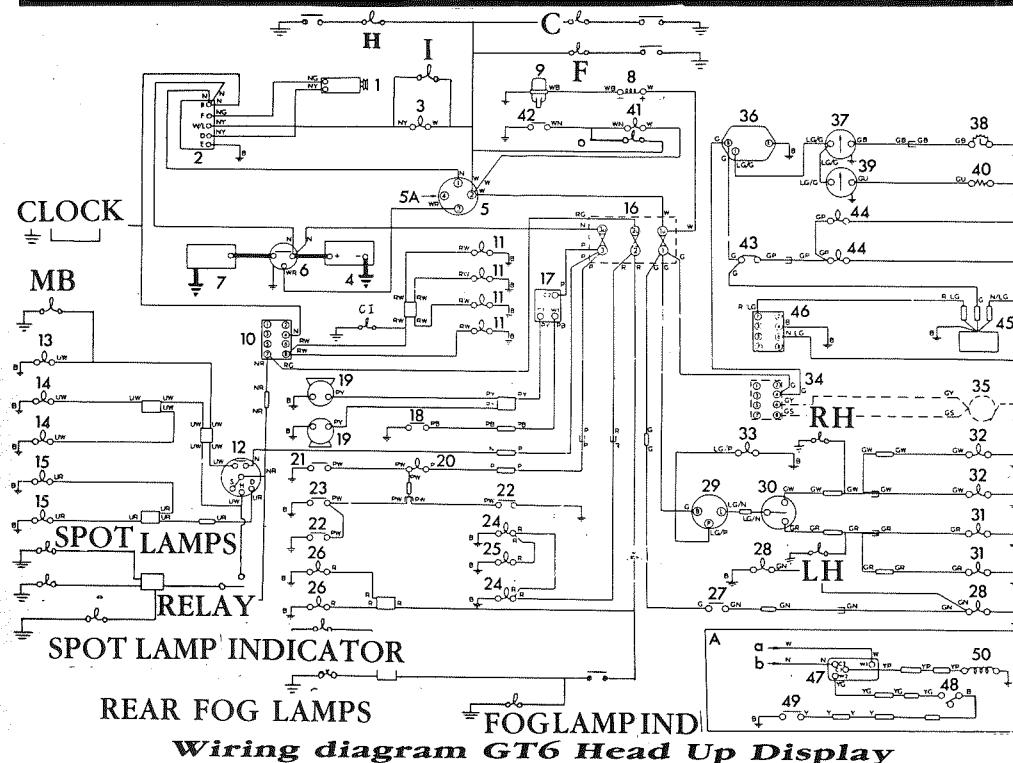
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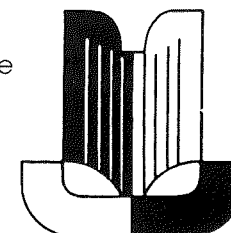
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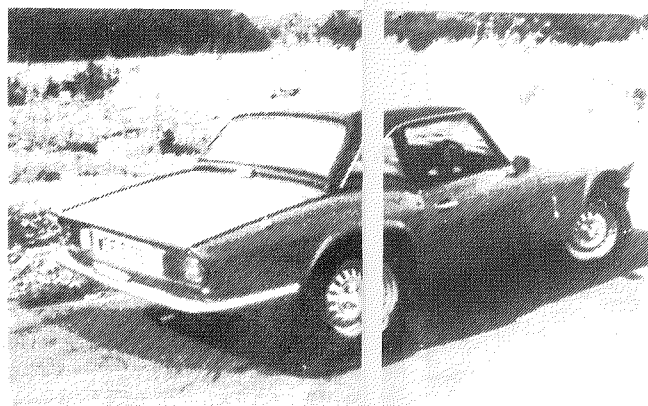
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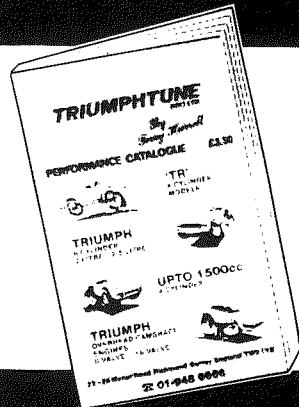
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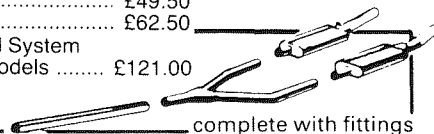
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CANTERBURY - GERALD SPENCER:

Had a nice, little car rally all ready and prepared for the meeting on 8th July - shame nobody turned up! Well almost nobody, nice to see you Ray and Dave. Isn't it strange how the members from the furthest afield are often the most regular and reliable. Attendances over the next few meetings may well decide whether the Canterbury Area is to survive. For those puzzling over the last months Area report, please read '90 mph in reverse down' after 'done' in line 4 - should make more sense now! Matt has also fixed his reverse gear! Meetings for August include and convoy to The Duck on the 12th and possibly a barbecue at Mike's later in the month.

DORSET - ANDY TOPP:

The last meeting in June was well attended with, of course, the 'Bonnet's Up Competition' being the main attraction with at least ten cars from the Somerset and Dorset Areas competing. The best car of the evening was judged to be a MKII Spitfire belonging to Clive Antell from Sherborne. It was immaculately clean. Well done Clive.

Now for my report of the Caldicot Castle Weekend: even though the weather was fine, it could have been hotter, but that did not seem to worry people. Counting up attendances, there were at least 140 club cars. I would like to thank John Reese for organising a smashing weekend and I am looking forward to next year's event.

Back to this year now and the next event being The Festival of Transport on the 9th and 10th August. If you're a member and have not come along to any of the meetings at The Antelope Hotel, Sherborne, come along to Yeovil as we would be pleased to meet you. There is a barbecue in the camp site, so I'll see you all there. Next club night August 27th at 8.00pm.

HASTINGS - ADRIAN THOMPSON:

This is it folks! The last report from yours truly as A.O. I'm moving to sunny Basingstoke. The Area I can now say is definitely on the up. By the time this is printed the first barbecue will have taken place, which I will leave the report on until Jeane takes over next month.

The Area had a fantastic trip to Bromley; one car actually made it to my knowledge! Holidays, blown engines and various other excuses spoil the day. Anyway, well done Steve (even

though it was in an Astra).

Well, that's about it. Not a lot to report except there are a lot of members in this Area - I know, I've written to at least 20. How about coming along to the meeting - you never know, you might find that part that you've always wanted, the tool for taking off Rotoflexes or even just a chat and a jar or two.

Don't forget the next two meetings: 11th and 25th August down at The Wheatsheaf and the convoy to the Hill Climb at Goodwood on the 3rd.

N HERTS/S BEDS - STEVE BEDFORD:

Our camping weekend at Caldicot Castle was, again, very successful. We had 17 Area members present this year. The drive down was certainly interesting with Steve Antollic's 2.5 GT6 leading our convoy: it's a shame we had to keep waiting for Peter Scholles! On Saturday we played rounders with Central Somerset Area and this was great to build up an appetite for the barbecue in the evening. The fact that we lost does not matter. I tried the Driving Test and had the dubious honour of coming last. My excuse was that I was not driving my car. Never mind, I shall be getting my own back when running the Cambridge Driving Test (because of the deadline for The Courier, I cannot give the results with this report). A thoroughly good weekend with plenty to do and see. The South Wales Area should be very pleased with their efforts for a successful weekend.

Our July Whitwell club night saw nearly 40 people present with 15 club cars (and one Morgan that wouldn't start) in the car park. Summer has finally arrived. It was the first opportunity to be outside for the whole meeting.

The Treasure Hunt on Sunday 6th July saw 18 cars competing for our coveted trophy. Congratulations to Dave and Val Young who came first and to Bob and Steve Probble who were second. Well done to Jayne Sparkes the organiser for the Triumph 2000 Register who came fourth. The top ten places were very close and I hope that everyone enjoyed themselves for what was a very good day out. I know there was a lot to look at and find along the route but this kept everyone guessing right to the end. Well, at least I enjoyed myself!

FORTHCOMING EVENTS:

Sunday 3rd August - Stanford Hall.

Wednesday 6th August - meeting at The Eagle & Child, Whitwell.

Saturday 9th August - Golf Match

against Triumph 2000 Register. 6pm at Stevenage Golf Course. Bats (or is it clubs?) will be provided. You don't have to be able to play to come and laugh at us.

Sunday 17th August - Rounders of Redbourne Common. Further details at our meetings.

Tuesday 19th August - meeting Bird In Hand, Henlow.

24th & 25th August - Family Weekend at Cranfield. We are running the low speed driving test at this event, so come along and join in with the fun. Further details at our meeting.

Saturday 13th September - evening canal trip from Watford Marina. Food will be provided so names to me a.s.a.p.

Wednesday 24th September - further course on Tempsford Skid Pan. All day course run by Police. Numbers are limited so names to me a.s.a.p.

EAST KENT - DAVE BRIDLE:

Hot off the typewriter comes news of the success to the first ever Medway international Triumph Weekend, organised at the Chatham Historic Dockyard by the E. Kent Area. The event was publicised on the local Invicta Radio and in all the local newspapers. People came from far and wide to see the event: from Finland and Germany they came in droves and seven from the Spitfire Club Saurland in Germany. The event was marred on the Saturday by heavy rain until lunchtime but we still had 50 cars there at one time. The Sunday dawned a little brighter and, thankfully, the weather held all day. Sunday was better than Saturday, with various competitions attracting support, especially the Tug-of-War and the Herald Pull. Wait for the full report in next months Courier.

FORTHCOMING EVENTS:

17th August: Sports Day Spectacular. Venue to be announced. Lots of silly games. Bring a picnic. Fun for all the family. Please contact Clive for details - tel: 0474-359974.

3rd Sept - monthly meeting at The George.

WEST KENT - RICHARD & SUE FRANCIS:

The Bromley Pageant of Motoring, held on Sunday 29th June, turned out to be the biggest ever Pageant and in fact, has now become the largest event for the car enthusiast in Europe. There was a terrific turnout and some splendid cars on show. Our

stand this year featured the following:
 Bond Equipe - Dennis & Diana Watson
 Vitesse MKI - Paul Matthews
 Herald 948 - JDx, brought by Barry and Maureen Newitt
 Vitesse MKII - Peter Williams (should have been Ernie King's 1500 Spitfire but this was, unfortunately, involved in an accident not long ago)
 GT6 MKIII - Richard and Sue Francis - this was the first year that we had a decent enough car to have on the stand ourselves
 Spitfire MKII - Carl Heinlein

Our thanks go to the above people for bringing their cars and for their support. Special thanks to Dennis and Diana Watson and sons, who always end up working at the Bromley Pageant due to the lack of help from our own Area members. Thanks also to Bill Sunderland and Jonty Wild for working the stand this year.

As always we entered the Tug-a-Car and Throw-a-Tyre competitions and we came second in both. The prizes were given to us by Brian Jacks. Thanks to the teams that took part.

Boot Sale, held on Tuesday 1st July. This proved again to be successful as previous years have been, with many people turning up, including many new faces.

Change of Venue and Day of our Meetings: don't forget that our meetings are now held at The White Horse, Sundridge on the 1st and 3rd Wednesdays. We look forward to seeing you there.

Thanks to East Kent Area for a great day at Chatham on 5th July.

NEWBURY/READING/BASINGSTOKE - STEPHANIE STURGESS:

We've now held a few meetings and things seem to have settled down. We would like to thank East Berks for coming along to our first meeting to lend a hand, it was much appreciated. We have a number of regular attendances and hope to start getting events organised soon (treasure hunt, social evening and a trip to a brewery!).

As from the date of this copy of The Courier, we will be holding our meetings on the first Tuesday third Thursday of each month, still at The Royal Oak at Padworth Common on the Tadley to Burghfield Road. We look forward to seeing more owners of club cars in this Area!

By-the-way, we have a steadily growing 'For Sale/Wanted/Exchange' list of spares for club cars. Pay us a visit to see what's on offer.

NORTHANTS - IAN MCKEGGIE:

As you will know, our Area is largely responsible for the Family Weekend. If you can help, please give me a call. Our Sunday meetings are well under way now but I would like to find a better pub, so if you have any ideas, let me know. Lastly, the Wednesday meetings are hitting new heights. If you are a new member and have not been to a meeting yet, come and join us - you will enjoy it!

NORTH EAST - JOHN ATKINSON:

First of all this month, I want to say congratulations to Tony and Doreen Lambert on the birth of their son Mark, born on 30th June at 10 past midnight, weighing in at 6lb (our newest and youngest member ever!). Anyway, it should give the rest of us some time to try and catch up to the standard of Shadowfax, somehow I don't think Tony will be spending too much time working on cars for a while!

I know in the July Courier I said that John and I wouldn't be there and that there was to be no quiz at the meeting, well, there was a change of plan and what a nice surprise we had 7 new members turn up. Mind you, we had a few regulars that didn't turn up due to colds - I guess it's

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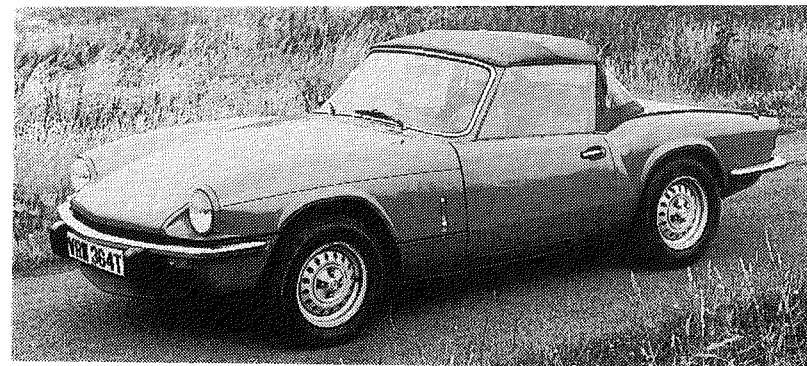
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**BEHIND
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ESTATE
AGENTS**

a good reason so they're forgiven.

First was a pair of new members - Paul and Jane, with a score of 63 - our highest yet. Second was Graham and third was another new member, Micheal with 60.

I will let you know what happened about the run to Keilder, The North of England Motor Show, and the summer meeting in next months Courier.

MORE DATES FOR YOUR DIARIES:

Sunday 17th August - Treasure Hunt and floating meeting. Meet at The Bowes Incline, 1.30pm to start at 2.00. There will be a small charge of £1.50 per car to cover trophies and admin. Anyone not wishing to take part in the treasure hunt, the evening meeting is to be held at The Rose and Crown, Winlaton (back room). Directions to pub: A695 to Blaydon, at roundabout take turning to Winlaton, go up the bank, turn right after The Huntsman pub, follow the road to Give Way. Rose and Crown on your left.

Thursday 21st August - Theakstons visit (Cleveland Area). Anyone interested please contact Kathy Sleightholme. This is an evening visit.

Sunday 24th and Monday 25th August - TSSC International Family Weekend. At the moment we are arranging a convoy to this event. If anyone is interested, please get in touch as soon as possible with one of the committee members.

Sunday 31st August - 5th North Yorkshire Concours and Moors Run. Anyone interested in a convoy to this event, please meet at The Bowes Incline car park at 9.00 o'clock or as above, get in touch with one of the committee members.

A reminder of North East committee members:

John & Judith Atkinson 091-4142870.
Jim Bell 868737.
Anthony Watson 551296.
Brian Cleaments 252 1883 (office hours).

NORTH LONDON - GRAHAM MOUNTFORD:

Our meeting at Chingford (9/6), was a great success with about 20 people turning up and 9 club cars (4 Viteses convertibles, 3 Heralds and 2 GT6 MKII's). Surprisingly, for June, it was a dry and warm night which enabled the meeting to be held outside in the pub carpark. The meeting at Arkley (30/6), had our worst turnout for ages (6 people and 4 club cars), which was slightly embarrassing as one of the six was West Middlesex Area Organiser, Bob Rowland, paying a visit to our Area.

The Mini Treasure Hunt, planned for 28/7 had to be cancelled as the report missed The Courier deadline for copy. It has been suggested that we have a

small collection at each meeting of 50p each in order to build up Area funds to finance Area promotion, events, etc. and perhaps eventually spares and equipment.

Our August meetings re at The Old Hall Tavern, Chingford E4 on 11th and at The Rising Sun, Arkley Barnet on 25th.

NORTH MIDLANDS - ALAN MOSEDALE:

It's been fairly quiet over the past couple of months but the Area still has a steady appearance of new members and cars, especially Spitfires which we had very few of.

We all had a great time down at the South Wales Meet and likewise at the local Nottingham Area monthly meeting at Donnington (good luck with the speed boats Clive) and the club was also represented at the Leek 'Automania Show', at which I collect a plaque.

As you read this, four club cars, namely a Spitfire, GT6, Herald and Vitesse will have appeared at the 'Austin Healey 25th Anniversary' at Stafford Showground, representing the club and each marque, so more news on that next month.

On the spares front, I'm desperately seeking a good Vitesse bonnet for a suicidal friend and a right rear overrider

for the Vitesse but that has to be a new one as I can't seem to find either anywhere.

For the future months, the Area has a treasure hunt in the planning and also a darts team, so any budding Eric Bristows please come forward.

NOTTINGHAM - CLIVE ROULSTON:

Yet another good meeting. The good weather does bring people out with it being light 'til late, a lot of time was spent in the car park admiring the shiny ones and laughing at the rusty ones.

After my request for assistance to get some events going, David Manning kindly volunteered; so for August 13th meet, we will be meeting at the School of Agriculture at Sutton Bonington, which is only 6 miles from our regular meet. There will be a barbecue and some sports organised, so come along - it's going to be fun. Barbecue £1.75 - all welcome on the night, but advance booking does help catering. Entries please to:

David Manning
50 College Road
Sutton Bonington
Leics LE12 5RD

or myself - Shepshed 504387

This is not a permanent move, just a one-off. So, September meet at Donnington as usual.

RIBBLE - BILL COULSHED:

It really is nice to see how many new members are appearing and with such a variety of cars too. The prize for 'over-the-topness' must go to Keith's Spitfire, which is nothing if not eye-catching. Anyone who has seen this car will know exactly what I mean! I must mention the Nolan brothers (!) from Coppull, too. Amongst their collection is a totally original Herald Saloon, which still has its original tyres (and they're legal).

Our meetings seem to be getting bigger and bigger but I know there are a lot of you who still don't come along. Don't be shy - we won't bite!

When this appears in print the Woodvale Show will be either imminent or over. Hope the weather is/was better than last year

CENTRAL SOMERSET - ROD WARREN:

A number of Somerset Area members attended the Wales Meet at Caldicot Castle which proved to be a very good event and I think a good time was had by all. Thank you to those members who represented the Somerset Area.

August 9th/10th will again see the Yeovil Festival of Transport at Barwick Park, Yeovil. The Somerset Area will be representing the TSSC at the show with a stand in the Motor Club Corner with help from the Devon and Dorset Areas. The Festival is one of the largest

motoring shows in the South West and hosts a whole range of vehicles including vintage and veteran, military vehicles, traction engines, motor cycles, new cars and, of course, Motor Club Corner. The show is a two day event and is generally attended by thousands.

We have a number of nice cars lined up for the TSSC stand and it would be nice to see as many members as possible attending the show and showing your support for the Area and the club as a whole. The Barbecue has been organised for Saturday evening which will be held on site. Please bring your own bangers, burgers, etc., as I am sure you will appreciate the prospective difficulties in catering for an unknown number of persons.

The show will be sign-posted from Yeovil and is generally very easy to find. Hope to see many of you there!

SWINDON - IVAN KIRK:

Another superb turnout. Can we carry on parking together? It makes a good sight and starts many a conversation as people arrive.

Those of us who went to Caldicot had a great day out. A GT6 and 4 Spitfires in a convoy on the M4 got some admiring looks. Swindon Area took the driving tests by storm but did not win anything except my 'booby' - sorry folks. Are women better drivers or just more cautious? As the ladies beat the men! Some of us just touched the odd cone (Paul); well, it's not like a wall or another

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The festival attracts thousands of people each year, even last year when the Sunday was a total wash-out but the public still managed to flood through the gates as well as the water! Hopefully the weather will be on our side this year and a fun weekend can be had by all. Camping facilities are available for those exhibiting their cars or those wishing to attend the event for the two days. The collection of vehicles is beyond belief, with vehicles ranging from a Mini to Land Rovers to Military Vehicles and Traction Engines and Puller Tractors which carry a many as six V8 engines! A great attraction of the show is the Club Corner where many Motor Clubs group together to show off their cars. The T.S.S.C. will of course have a stand with a wide range of 'our cars' on show to the public. If anyone would like to show their car on the TSSC stand or would like any further information Contact:

FURTHER DETAILS FROM ROD WARREN (0278) 424234

car is it!

FUTURE EVENTS:

Next meet August 4th at Blunsdon House Hotel. Hopefully, we will have a room suitable for some films.

Please let me know if you are coming to the Family Weekend (full details and Booking Form in this mag). Autumn events: Treasure Hunt and manoeuvrability competition.

THAMES - NICK LORD:

As this is my last report, I would like to thank all those who have helped me, especially Mike and Tracy; and, of course, you the members for turning up and being there. My successor is Darren Ramshaw and I'm sure you will give him equal support. He will no doubt be introducing himself next month.

We didn't bother with the camping convoy to the West Midlands Fun Day - when we rang up it turned out to be just an Area event; so instead we zoomed up the A1 to the Bond meeting and had a very enjoyable weekend on a really good site - I certainly hope they do it again.

Unfortunately, the Honda Bike Club couldn't make our social evening, though they promise to be at our barbecue. One Honda did turn up though; that was Dave Ellis, having managed to lose a running battle with a BMW in his Triumph (?) Chevette. *More filler Dave?*

Eleven of us went to the Wales Meet at Caldicot Castle; thanks John for a good weekend.

Bromley Pageant of Motoring was an excellent day out, with many Area members enjoying the hot sunshine and the many vehicles on show. We won't say anything about Darren's brakes, pistons or AA Relay trucks on the previous Saturday night!

Our treasure hunt against the Gatwick Area didn't quite materialize. We had the treasure hunt but saw no Gatwick Area members! Where were you?

Treasure Hunt results - ha, ha! Well done to Steve, Barbara and little Robin Saunders in their Bond Equipe; they took first place. Joint second were Darren and Karren, and Phil and Mark.

WHAT'S ON IN AUGUST?

Saturday 2nd & Sunday 3rd - Leicester Event. Convoy leaves the New Inn at 2.00pm on Saturday. Tickets in advance.

Sunday 10th - Lunchtime drink at the New Inn.

Thursday 14th - 'Guess The Part' quiz at the New Inn. Start 9.00pm.

Sunday 17th - Summer Photo Call. Meet at the New Inn at 10.30am. Drinks afterwards.

Sunday 24th/Monday 25th - TSSC International Weekend. Convoy leaves the New Inn at 2.00pm on Saturday. Tickets in advance.

Thursday 28th - Social at the New Inn. September Saturday 6th - Special

Treasure Hunt. Start 7.00pm at the New Inn.

That's the lot! I'd just like to wish Thames Area and Darren the best of luck for the future. Please grab Darren now with your ideas for Christmas and the programme for October onwards. This is the most difficult time of the year to organise because of the dark, cold evenings. The Area can only do what you want if you give us your ideas. *Au Revoir* and Happy Motoring.

S WALES - BRIAN WAKELY:-

It's all happening and a lot to report on this month.

ROSPA - Lecture: This was most successful and very well attended at this repeat event; mostly by the other car club involved but a few TSSC members took their second chance to listen to this most informative lecture. Once again, anybody interested in taking their Advanced Driving Test, contact me for all forms and details.

Cardiff Castle was again very well attended. About 15 club cars came, many of which were very good examples and made an impressive line-up.

This show gets bigger and better every year. The cars, old and new, seem to be in better condition each year. The Arena events get better and more interesting and the Driving Tests get more competitive as more people can do them. And to round this years event off, we were blessed with glorious weather all day.

The Caldicot Castle, TSSC event was such an action-packed weekend and there is so much to talk about. John Reese is, I believe, going to do his final duties to this event in writing a full report for you. But I'd just like to mention a few things: the weather could have been better but at least it stayed warm and dry. On the Saturday about 150 beautiful cars set the scene beside this most interesting of castles. Everything, in a nutshell, went as planned: competitions attracted good crowds; autojumblers had a constant stream of potential customers; the entry fee on the gate was reaching the necessary targets and, of course, the beer tent was packed - this kept Fiona, our budding Bet Lynch (in miniature) our of my way for most of the day.

Saturday evening ended with a barbecue, disco and even a football match on the green. Then the day was rounded off nicely with the bar open 'til late and the campers retired in a merry mood. Not to mention *THE GOOSE* - I said not to mention the goose - but that's another story.

Sunday dawned with breakfast at the barbecue, which when it wasn't going up in smoke, went down well for those who could face it. Then departures began - either for home or on the Treasure Hunt.

Finally, thanks to all those who helped throughout the weekend - your help was priceless. Also to those who video-filmed

the event, which made good viewing at the last meeting and of course, to John Reese, whose *baby* this was. So good it was, that I think he should do next years too, but he will need a bit of persuasion I think.

N.B. To the owner of the green MK4 or 1500 Spitfire, reg. PBW 577P. I have your adjustable spanner and wasn't able to sell it on the autojumble. So, if you'd like it back, please contact me.

Next meeting Wednesday 6th August.

WORCESTER - BILL & BEV DIXON:

A very good attendance, with a few new faces. In all there were about 28 people attending. It was nice to see the car park so full of Triumphs and Spitfires, surrounding a lonely MG (not a club member!). Apologies for there being no write-up in last months Courier, blame the Post Office. I would like to thank this month Tony and Janice Spicer for supporting us. I don't think they realised it was that far! The quiz this month was won by Vikki.

Some of us are going to Stourport at the invitation of the 'Old Mill Classic Car Club', to their Fun Day and booze-up.

W.A.C. '86 is now finalised and we hope to have your full support but turning up to see us (full details - see advert in Courier).

NORTH YORKS - SALLY HURD:

This month we held our first and probably last meeting outside with 14 members and very enjoyable it was too. The last two months have been very busy with car shows, air fairs, day outs and pub lunches. August proves no exception. Diaries at the ready!

Sunday August 3rd: we have been invited to join the West Yorks Area on a Day Out. Meet Market Square, Otley 10.30am for a Scenic Drive, followed by a Pub Lunch and finishing at 'Automobilia' museum, Hebden Bridge at approx. 3.30pm (refreshments available).

Sunday 17th August: a Day Out in the Dales (No. 2). Meeting opposite the 'Harrowgate Horseless Carriages' garage at 10.30am. Picking up West Yorks members at Bolton Abbey at 11.15am for a mystery tour (nowhere near water!) and the all important pub lunch somewhere in the Dales; back to Ripon for 3.30pm.

Thursday 21st August: TSSC Leeds meeting - new Area setting up. Contact Kevin Rosser (0532) 787955. Meet at 8.00pm onwards in The Duke of Wellington pub, East Keswick near Wetherby.

Sunday 31st August: NORTH YORKS CONCOURS & MOORS RUN. Entries please by August 10th.

Sunday 14th September: York Historic Vehicle Rally. Forms from Steve Boyne.

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GT6MKII stored 4 years: sound chassis, reasonable bodywork, sunshine roof, many extras, excellent basis for restoration. £300. Contact: Stuart, tel: Bexley (0322) 58188 - 77/00164.

Triumph Vitesse 1971 MKII convertible: abandoned restoration - much work done but much to do. Repaired chassis, good running gear, brakes etc. Offers invited. Contact: Robin, tel: Grimsby (0472) 823385 - 85/12273.

1977 Spitfire: fitted 1300 engine, many spares inc. 2 x 1500 engine (dismantled), diff, gearbox etc., etc. £500. Will swap for small caravan. Contact: Miller, tel: Peterborough (0733) 210588 - 85/10043.

Herald 13/60 convertible 1970: Jasmine, MOT June 1987, good natured, excellent runner. Offers over

£600. Contact: Thompson, tel: Oxted, Surrey 3608 - N/A.

Vitesse MKII saloon, 1969: O/D, 72,000 miles, 2.5 litre conversion. Immaculate, original, Jasmine body, rustfree, original chassis. Professionally rustproofed. Garaged. Unusual history. Probably finest available. £1,600 including spares. Contact: Gordon, tel: Reading (0734) 864934 - 86/14552.

Spitfire MKIII: all parts available for complete rebuild or split for spares. Contact: Andrews, tel: Leicester 601831 eves - non-member.

Spitfire MKIV, Yellow, 1974: hardtop, low mileage, reconditioned gearbox and O/D, undersealed, Grand Prix tyres - recent. Will deliver. £600 o.n.o. Contact: V P McKillop, tel: Newmarket 742558 - non-member.

Herald 13/60 estate, 1971: Valencia Blue, 65,000 miles, radio, reconditioned gearbox. Taxed until November. Mostly good cond. but failed MOT on front/rear chassis corrosion. Surely too good to scrap? £120. Contact: Smith, tel: Cambridge 66989 - 84/9589.

Vitesse MKII convertible, O/D, 1970: Damson, MOT June '87, tax November '86. Basically sound, needs minor tidying. £850. Also partly dismantled MKII saloon (front end damage) - very cheap to anyone prepared to collect it. Trailer needed (West Wales). Contact: Andy, tel: Capel Bangor (097084) 526 - 83/5269.

Triumph Herald 1300, 'J' reg: navy blue, MOT Jan '87. Very reliable. Excellent runner. body needs work. Can't speak highly enough of running reliability. Sorry to let go. £375 or offer. Contact: Bull, tel: Bognor Regis (0243) 830299 - N/A.

Spitfire 1500, ARX 222T: red, O/D. V.g.c. Two owners. Present owner 5 years. Company car forces sale. April MOT. Brand new hood. First to see will buy. £1,900. Contact: Steve, tel: Slough (0753) 37479 - 86/13643.

Vitesse 2L saloon unfinished rebuild: excellent, rebuilt chassis, new outriggers, brake pipes, wheel cylinder, trunnion bushes, good engine and gearbox, body still needs some work to finish. Offers? Contact: Mike, tel: Cardiff (0222) 693812 - 84/7266.

'J' Triumph Herald 13/60: original owner, MOT, tax to Jan '87. Good runner. Bodywork poor. £250. Contact: Forrest, tel: Bedford 851637 - non-member.

Unique Herald: 3 years + £2,000 + chassis up rebuild. 2.5 P.I. + GT6 running gear. Engineer's Report, spares, manuals, T&T, 130 mph.

£1,250. Also 1971 13/60 estate: 60,000 miles, average condition, MOT £300 or £1,500 for both. Contact: Mr Hardstaff, tel: Mansfield (0623) 646434 after 13th August. Non-member.

Herald 13/60 convertible, 1968: good condition, mechanically reliable (recon. engine), excellent interior/hood, good bodywork. Two owners from new, 56,000 miles. £500 to a good home. Contact: T Phillips, tel: Birmingham (021) 459 5231 - 84/8504.

Gleaming white 13/60 saloon: J reg., genuine 14,000 miles, v.g.c., taxed. £1,250. Contact: Lloyd, tel: Newcastle, Staffs (0782) 617641 - 86/10854.

Vitesse convertible MKII, 1971: recently fitted new; hood, tonneau, exhaust, radiator and lower wishbones. Original s/lock. Car must go, T&T, best offer secures. Useful spares plus Workshop Manual. Contact: Jenkins, tel: Birmingham (021) 308 6738 - 85/12269.

Vitesse 6 convertible 1963: tax, new MOT, rebuilt to A1 condition, Cactus/black, red interior and carpets, reconditioned engine 3.89 diff., sharp hi-fi, bootrack. Many spares including engine, diff. Offers invited around £1,550. David, tel: Nuneaton 386812 - 85/9402.

GT6 MKII, 1969: Emerald Green. Recent replacement rear wings, shocks, doorskins and headlining. Tidy interior. New Rotoflexes, Leyland sill and front tyres (175/70 on 5½J wheels all round). Spare, recon. gearbox. Taxed 'til Nov '86 and MOT 'til July '87. £1,095. Contact: Pete, tel: Northampton (0604) 45154.

13/60 Herald estate: K reg., red, good condition all round, economical. £495 o.n.o. Contact: Mayes, tel: Herts (0707) 323224 - N/A.

13/60 convertible: restored body, new bonnet, hood tyres, s/steel headrail, rebuilt engine, 11 months MOT. £875 o.n.o. Contact: Pawson, tel: Nottingham (0602) 815028 - non-member.

Spitfire 1500 ARX 222T: red, O/D, v.g.c. Two owners. Present owner five years. Company car forces sale. April MOT, brand new hood. First to see will buy. £1,900. Contact: Steve, tel: Slough (0753) 37479 - 86/13643.

GT6 MKIII, 1972: Pimento Red, O/D, new rear spring and Rotoflexes, new rear shock absorber mountings, new sills. Resprayed and Waxoyled. MOT and tax. Excellent condition. £1,500 o.n.o. Contact: Richard, tel: Coventry 502840 - 86/8276.

Herald 13/60 convertible, 1970: taxed and MOT. Good condition. New hood, carpets, clutch, exhaust and tyres. Runs

very well. Seinna Brown. £650 o.n.o. Contact: Andy, tel: Milborne Port (0963) 251189 after 7pm - 81/2892.

Herald 1200 1962: 7128 MU, black and white, good cond., MOT April '87, new clutch plus other new parts. Original Owners Manual and valve radio. £350 o.n.o. Contact: Paul, tel: Ealing (01) 567 1481 day or (01) 997 3637 eves - 86/13600.

Marlin sports roadster: Vitesse running gear with O/D, SAH manifold. All parts new or reconditioned with full service history. Colour black wings and bonnet, silver body. Looks very classical. Excellent cond. throughout. Tax and MOT. £2,500. Contact: John, tel: Bursledon, Hants 6377 - non-member.

Triumph Herald 1200, 1968: fairly good condition, paintwork needs attention, f/glass bonnet, new carpets. Good runner. £175 o.n.o. Contact: John, tel: Crawley 541882 - 83/5511.

Triumph Spitfire MKIV, 1973: red, MOT'd Nov., Taxed Dec., S/T, O/D, good condition. New clutch, radiator, hoses, sills, brake master cylinder, front pads, starter motor. Handbook, Haynes manual. £1,300 o.n.o. Contact: Martin, tel: Orpington 29633 eves - N/A.

Triumph Herald 1200 coupe 1963: MOT May '87, clean and tidy interior, mechanics good. Body good. New sills and valances, original car, history from new. £450. Contact: Carl, tel: Hassocks 4170 - 81/2656.

Vitesse MKI 2L, 1968 saloon: 74,400, 6 months MOT/tax. Recon gearbox, engine decoked. Mechanically sound. Good chassis, good tyres. Tyres need overhaul, needs new wings and respray. Contact: Anne, tel: Brentford (01) 568 8043 eves - 82/3664.

Vitesse 2L MKII saloon, 1970: Maroon with tan trim. Recent exhaust, new tyres, rear suspension rebuilt last year. Needs slight cosmetic attention. £575 o.n.o. Contact: B Mogford, tel: Caldicot (0291) 420762 after 6pm - N/A.

Triumph Herald estate: good condition, taxed and MOT'd. £275. C reg. Tel: 01-866 7784 - non-member.

Triumph Spitfire, 1976: yellow. MOT to June '87. Personalised reg. no. 'PAT'. Reasonable bodywork and running order. May consider exchange for newer model. Hardtop included. £1,050 o.n.o. Contact: Dixon, tel: nr. Lincoln (0400) 72164 - 85/10880.

GT6 MKII, 1970: excellent condition, over £2,000 recently spent. MOT April. £1,400. Contact: Carrington, tel: Dane End, Herts 568 - non-member.

Spitfire: new MOT, O/D, excellent condition. 33,000 miles, W reg. Enquiries contact: Nigel, tel: Ingatstone, Essex (0277) 352720 - non-member.

Triumph Herald 13/60 convertible, 1971: Valencia Blue. V.g.c. Full MOT, sound frame, new tyres, battery, radio. £850 o.n.o. Contact: Moore, tel: Manchester (061) 224 1583 - 86/11938.

Spitfire MKIII, 1969: bodyshell professionally rebuilt with new panels. Resprayed in white acrylic. Bonnet requires attention. Good mechanics. All parts boxed. Just needs refit to finish. Sell complete or split. £800 o.n.o. Contact: Marilyn, tel: (01) 568 9200 x 3120 - 83/6494.

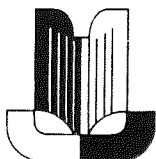
Collector's Item - Triumph MKII Vitesse '68 - '69 convertible: original colour. Main chassis condition good, bodywork and engine needs attention. £385. Car in running order. Contact: Lees, tel: Burntwood 71338 - N/A.

Vitesse MKII convertible: O/D gearbox, needs good home for restoration or sell complete for spares. Lack of time forces sale. £200. Contact: Pearce, tel: Colmworth (023062) 394 eves only please after 6pm - 84/8863.

GT6 MKIII: white, sunroof, HRW, full MOT, fully rebuilt mechanically, export seats, 185 x 13" eight spoke wheels.

TRIUMPH SCENE

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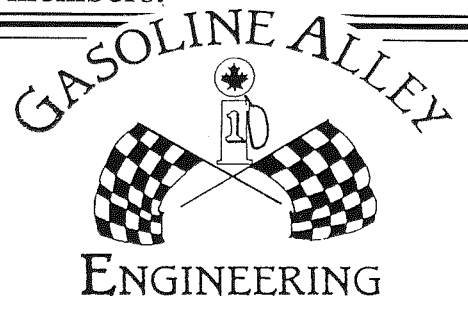


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Bond Equipe convertible, 1970: only 2nd owner. Used as 2nd car, hence low mileage or 49,000 since new. Long MOT. Reluctant sale. £1,100. Contact: David, tel: (0273) 731234 after 6pm - 85/12519.

Very rare original 1960 Herald coupe 948TC: 228 SPF, pink/white, wire wheels, walnut dash, white clocks, wooden wheel, professional overhaul and engine rebuild April '86. Full MOT/tax. V.g.c. Move abroad forces sale. £1,600 - 'phone now! Contact: David, tel: St Albans (0727) 52908 - 86/14109.

Triumph Herald 13/60 saloon, 1970: recon engine plus many new/replacement parts. Years MOT. V. reliable. £375 o.n.o. Contact: Collins, tel: SE16 (01) 231 3265 - 86/13955.

GT6 MKI, 1967: reg'd PVK 6F, 54,000 miles, MOT until Oct., virtually rust-free body and tidy interior except for split drivers seat, 5 1/2" wheels, original except for hybrid bonnet hence £900 or offers. Contact: Adam, tel: Stroud (04536) 5273 - 86/14633.

Herald 13/60 saloon, 1971: grey, new sills, outriggers, overriders etc. Much-loved companion. After 5 years reliable service, has been replaced by convertible and needs another good home. £630 o.n.o. Contact: Judy, tel: Draycott (03317) 2506 Derbys - 84/8793.

Vitesse 2L MKII saloon: J reg., 10 months MOT, taxed, 5 new tyres, O/D, tow bracket. All bills. V.g. bodywork with v. little rust. £775 o.n.o. Contact: Staggs, tel: Wokingham, nr. Reading (0734) 787541 - 83/6319.

Herald 13/60 convertible, 1968: good chassis and engine, bodywork needs attention. F/glass hardtop and hood. Genuine 54,000 miles, 12 months MOT. Taxed until January. £250 o.n.o. Contact: Morgan, tel: Swansea 404286 - 404286 - non-member.

Triumph Herald 1969: 37,000 miles. Requires welding/tyres for MOT. £225. Contact: David, tel: Dorking 885701 eves/weekends - non-member.

Bond Equipe 2L, 1969: YAB 80G, many new/replacement parts fitted. Good, sound, everyday car. V. tidy. Eyecatching. MOT, sunroof, H.R.W., 5 1/2 x 13 wheels, radio/tape, burglar alarm. Well worth seeing. Contact: £525 o.n.o. To good home only. Contact: Marc, tel: Smallburgh, Norfolk (069260) 854 - non-member.

GT6 MKIII, 1972: Damson, garaged, v.g.c., O/D, recent clutch, gearbox, 3.27 diff., new MOT, lady owner 76,000 miles. £1,550 o.n.o. Contact: Salisbury, tel: Walton-on-Thames (0932) 244950 - 81/01932.

1961 Triumph Herald saloon: 8941 UE, recent MOT. Nice condition. £350. Contact: A E Crofts, 2 Stanwick Crescent, Cheltenham GL51 9LQ - non-member.

Herald 1200 saloon, 1970: brown, black interior. Only 60,000 miles. 2 owners. Almost all original including Handbook, tools. MOT March '87. Taxed October. Exceptional cond. £750 o.n.o. Contact: Brocklebank, tel: Maidenhead 28341 after 7pm or weekends - non-member.

Spitfire MKIV, 1973: Sapphire Blue, just fitted with full (Leyland) sills both sides. Now structurally good but still plenty of scope for improvement. 11 months MOT. £450 o.n.o. **Also Spitfire MKIII 1968:** export spec., with additional suspension grease points. Valencia Blue, hard & soft tops. Excellent bodily and mechanically, stainless exhaust. V. fast and noisy! 12 months MOT £650 o.n.o. Contact: Mike Costigan, tel: Notts (0636) 814050 - 81/2786.

Spitfire 1500, 1975: H/S tops, tonneau, boot rack, 4,000 miles on new engine (not recon) and clutch. Front suspension overhauled: Hammerited, Spax gas adjustables, new trunnions, bushes, gaiters etc. New rear wheel bearings, drive shafts and couplings, copper brake pipes, electric fan. New carpets and seat covers, cloth door trims with speakers. £1,500. Contact: Barry Grieves, tel: Cwmbran (06333) 71111 x 3069 - 84/7867.

Vitesse 2L MKI saloon: Valencia with tan trim. Sunroof, copper brake pipes, 12 months MOT. Taxed. Good mechanics. Some filler but looks nice and shiny. £420 o.v.n.o. **Also 1200 convertible:** fair condition. Needs brakes. No MOT. £170. Contact: Chris, tel: Liverpool/Manchester (051) 427 2403 or (061) 860 5801 - 82/3877.

Herald 1200, 1967: excellent, original cond. 49,000 miles. Tested. V. solid and tidy. New tyres and battery. £650 o.n.o. Contact: Mercer, tel: Darlington 489154 - 86/10706.

Triumph GT6 MKIII, 1974: immac. cond. Just resprayed. New tyres 5 1/2" wheels, exhaust 1 1/4" SU carbs, elec. ignition. Air horns, Blaupunkt stereo radio/cass, 12 months MOT. £2,350. Contact: Peter Mitchell, tel: NW3 (01) 722 7207 home or (01) 724 3311 office - 85/10506.

Vitesse 2L MKI saloon: recent bodywork restoration and respray Gunmetal. O/D, 1969, SAH exhaust. Outstanding condition throughout. Taxed and tested "HORICE". Must reluctantly go - GT6 restoration needs cash! Offers around £1,200. Contact: Chris, tel: E Dulwich (01) 251 1731 work or (01) 771 4978 eves - 84/8184.

Triumph Spitfire 1500: T reg but engine only done 3,000 miles. White, soft top, black/white trim. V. nice car.

Reluctant sale. £1,900. Tel: Tavistock 840193.

Spitfire V reg: 23,000 miles, B.R.G., tan interior, new clutch, gold seal engine, Triumphtune twin exhaust, extractor manifold, K & N's, electric fan, Spax gas adjustables, alarm, tonneau, uprated springs, garaged. £2,600. For details contact: Mr M F Johnston, tel: Colchester (0206) 392809 - 85/10213.

GT6 MKIII, 1971: Damson, full sunroof, O/D, new carpets, radio, full MOT. Lovely condition. £1,250 o.n.o. Contact: Bruce, tel: Gosport 523941 - 84/9585.

Vitesse 6 2000cc: 1965, Laurel Green, O/D, 175/70's. Needs reconditioned gearbox and new outriggers. £3.75. MOT Dec '86. Contact: Neil, tel: (021) 643 9621 ext 249 work or Walsall 23570 eves - 84/7874.

Spitfire V reg: red, O/D, soft top, Halogen headlamps, radio, tax and MOT. Superb cond. Never raced or rallied, carefully maintained. Must sell. One, careful owner. Offers around £2,050. Contact: Instone, tel: Tamworth in Arden 2389 after 4th August - non-member.

GT6 MKIII M reg: immaculate. Better than A1 cond. Bodywork, paint, chassis, suspension, chromework, interior all completely restored. Engine, gearbox and O/D perfect. Looks superb. Mimosas, tints, sunroof, new tyres. V. reluctant sale. £1,995. Contact: Nick, tel: Wantage (02357) 2693 - 86/13326.

Bond Equipe 2L MKII convertible: reg. no. 200 NFF. V.g.c. Stored for 9 years. 37,000 miles, recent professional respray, new canvass hood, tyres, brakes, stereo, alarm. View London, Ipswich. Contact: Mr Spicer, tel: (0473) 55137 office - 83/5836.

Spitfire MKIV, 1500, 1980: V reg., 48,000 miles, white, hard/soft tops. Excellent condition. £1,950, sensible offers considered. Inspection welcomed. Contact: Graham, tel: Kineton 641835 - 85/10778.

Spitfire MKIII: G reg., good cond. White, hard/soft tops, 5 months tax and MOT. **Also second Spitfire MKIII:** half restored, good engine, many new panels and parts. Both must go. £650. Contact: Steve, tel: Kent (0580) 892613 eves - 85/13014.

GT6 MKII ex Practical Classics staff car: SNK 70J. Documented restoration over last four years. Including front and rear suspension, steering, bodywork, J-type O/D, 3.63 diff, B.R.G. £1,295 o.n.o. Contact: Kim, tel: Hook, Hants 6025672) 2585 - 83/6422.

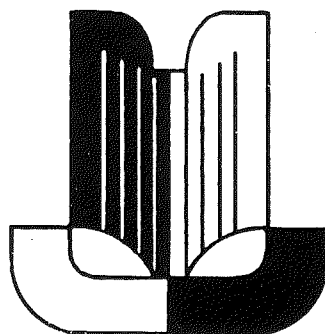
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PARTS

Spitfire MKI abandoned project: most parts available, all cheap to fellow enthusiasts including good chassis, £25, doors £10 each, gearbox £15 plus many more. Must clear - irate fathers shed. Contact: Roy, tel: E15 (01) 519 3378 - 84/8052.

Vitesse gearbox, 1963, 1598cc model, £25. Contact: David, tel: Essex (01) 504 1474 - 86/13869.

GT6 MKIII: bonnet, engine, gearbox, new competition front springs and exhaust, new Spitfire discs, lots of other bits for GT6, Spitfire and Vitesse. Contact: Colin, tel: Denny (0324) 823282 - 84/8930.

Parts Clearout: twin 1 1/4" SU carbs with manifold £15, cylinder head £15, and other 1296cc engine parts. Spitfire gearbox £20. Herald 1200 Solex carb and manifold £15. Contact: Steve, tel: Bristol 554131 - 85/11020.

Spitfire MKIV 1300, 1974, full dismantled: most parts available. O/D gearbox, propshaft, diff, halfshafts, vertical links, leaf spring, recent carpet set (red), reclining seats, tonneau, clocks, steering column, etc. Contact: Steve, tel: Histon, Cambs (022023) 3413 - 84/7642.

Recon Triumph 1500TC engine with all parts, £100. Contact: Escott, tel: Hereford 273513 - non-member.

GT6 MKIII parts: seats, clocks, diff 3.89, chassis, Sundym HRW tailgate, Rotoflex hubs, calipers, heater. Also MKIV Spitfire chassis, hubs, front/rear, many other parts. Ring and see. Contact: Jason, tel: Kettering (0536) 726842 - 83/6564.

Breaking MKIII Spitfire: most parts available inc. bonnet £60, bootlid £10, frame £15, fuel tank £10, diff £15, complete front suspension £30, prop £15 etc. Contact: Julian, tel: Manchester (061 225) 7804 after 5pm - 85/10665.

Spitfire 1500 parts: hood frame £20, tonneau cover as new £18, genuine Leyland Workshop Manual £12, Sparkrite SX2000 electronic ignition £15, exhaust manifold and front pipe offers. Contact: Nick, tel: nr. Glastonbury, Somerset (0458) 50200 eves - non-member.

Breaking Vitesse MKII saloon: engine, gearbox, choice of 2 bonnets (usual rust), chassis (needs riggers), rear body, fuel tank etc. Also Vitesse 1600 gearbox (recon/unused). Herald bootlid (new), door trims etc. Garage must be cleared. Reasonable offers. Contact: Hughes, tel: Solihull (021) 706 4623 - 83/5257.

Triumph Herald 1200 saloon spares/repair/donor. Good bonnet,

seats, recon gearbox, 70,000 miles engine, diff, clutch seized and needs welding (outriggers and side rails supplied). Buyer collects. £60. Contact: Carlos, tel: Wolverhampton (0902) 722942 - 85/11022.

Hood for Spitfire 4 MKII: never been used, in mint condition. £50 o.n.o. Contact: Woodhouse, tel: Nottingham (0602) 261539 - non-member.

Superb engine from rear damaged Vitesse 2-litre MKII, £45. Various rare and interesting spares for Vitesse/Herald - please enquire. Differential, 3.89:1 to suit Spitfire and Vitesse, virtually new, £50. Contact: David, tel: Poynton (0625) 871558.

Breaking GT6 MKIII: most parts available but no bonnet. Plus new, unused parts: rear wings, £55 each; rear trunnions (new bearings) £15 pair; Rotoflex couplings £12 pair; Vit II front outriggers £6 pair. Contact: Dave, tel: Skelmersdale, Lancs (0695) 26212 - N/A.

Breaking Spitfires, GT6's, Vitesse, Heralds, Dolomites: all parts removed. Postal service arranged. Triumphs and spares wanted. Contact: Terry Murphy, tel: Chelmsford 57739 or 71883 - 86/13828.

Breaking Herald 13/60 convertible: most parts available at extremely reasonable prices, e.g. rad, glass, body panels, bonnet, catches, tank, boot, trim, grill (metal), seats, dash, doors, lights etc. Contact: Davis, tel: Caldicot (0291) 423639 - non-member.

Spitfire IV/Spitfire III breaking: complete cars. All parts available. Good engine can be driven £100 complete. Gearbox £30, diff £40, halfshafts, hubs etc. £20, excellent chassis £40 or parts of chassis, front suspension £20. Many more parts. Postal service available 7 days. Contact: Sharp, tel: Blackheath (01) 534 1981 - 82/5004.

Triumph Vitesse 1969 MKII: 2L engine, gearbox, diff, prop, carbs, manifold, dash, GT6 overdrive and gearbox. All believed good. Reasonable offers taken. Contact: Robin, tel: Grimsby (0472) 823385 - 85/12273.

Spitfire III and GT6 II parts: new, original panels, 2 rear wings, complete floor pan, boot lid assy., rear/front valances, sills etc. Others; Spitfire III bonnet (excellent), hard top, GT6 engine, g/box, O/D and g/box, diff, chassis, plus much more. Contact: Roy, tel: Bognor Regis (0243) 821878 - 83/6026.

Vitesse and Herald spares: 1600 engine including dynamo, distributor, oil pump etc; 1500CD Strombergs on 1600

manifold; pair Herald doors, rustfree. No reasonable offers refused. Contact: Gordon, tel: Reading (0734) 864934 - 86/14552.

1600 parts: engine, gearbox, twin carbs, distributor, steering wheel, bucket seats. Lot £75. Spare carb set. Contact: C Holmes, tel: Chingford (01) 529 0665 - non-member.

Spitfire 1500 recon. engine, O/D gearbox £180; h/top £50; s/top £45; 1300 recon. engine £75; 1500 bodyside 1978 c/w carpets, cloth seats, armrest etc. Inca Yellow £200; Complete good doors £25 each. Contact: Paul, tel: Burton-on-Trent (0283) 224213 - 84/8659.

Vitesse MKI convertible: breaking for spares or would suit Kit-Car conversion as chassis and running gear are in good order, as is the engine and gearbox. Contact: Keith, tel: Stoke-on-Trent (09363) 2558 - 83/5969.

Spitfire MKII spares going cheap: bonnet, door, hard-top, propshaft, Herald engine, all £5 plus many other bits. Also VX4/90 in v.g. cond. £150, spares or repair. Contact: Beedell, tel: Henley 571939 - 86/14098.

Herald 13/60 convertible: front and rear seats, front and rear panels in mid-blue, £35. Wanted black convertible rear side panels. Contact: Peter, tel: Barnsley (0226) 247278 after 6.30pm - 84/8012.

Spitfire MKIII f/glass hardtop, needs attention, £15. Also worn g/box and some other spares for engine. Original factory top for MKIV Spitfire, £75 o.n.o. Contact: Chris, tel: Woodford Green (01) 504 6015 - 86/14248.

Ashley fibreglass hardtop for MKI, II, III Spit, offers or exchange for MKI bonnet. Contact: Draycott, tel: Leicester 770757 - 86/13953.

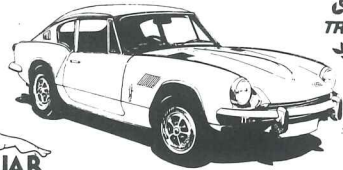
GT6 MKI bonnet, extractor manifold, dash. Spitfire MKIV hardtop, engine 1300cc, diff, bumpers, doors. Many other parts for GT6's and Spitfires. Contact: Andy, tel: Milborne Port (0963) 251189 - 81/2892.

1200 bonnet. Reconditioned and primed, £75. Contact: Brian, tel: Leamington Spa (0926) 312990 eves 6-8pm - 86/9066.

GT6 MKIII bonnet, 4 wheels and tyres, diff O/D, carbs, seats, dash, instruments, radiator, rollbar, steering column, passenger door, front bumper, fuel tank, fuel cap, chassis, other various parts. Prices neg. Contact: Steuart, tel: Chatham (0634) 683462 after 6pm - 82/4937.

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Suitable Spitfire/Herald 1147cc: Weber 40 DCOE on SAH inlet manifold, £40. Pair unused Spax adjustables £25. Contact: Dave, tel: Yeovil (0935) 841268 - 84/7492.

Breaking Herald 13/60 convertible: most parts available at extremely reasonable prices... rad, glass, body panels, bonnet catches, tank, boot, trim, grill (metal), seats, dash, doors, lights etc. Tel: Caldicot (0291) 423639 - non-member.

Spitfire MKII/III steel works hardtop, Signal Red, v.g.c. plus spare rear window, £90. Vitesse 2L MKII cyl. head c/w valves/double springs £25. Spitfire MKII petrol tank £10. SAH inlet manifold (single weber 40 DCOE to 1200 head) £10. Herald 1200 chassis front cross tube (behind valance) new £15. SAH 461 competition front springs for Spitfire/Herald fitted length 6.875" rate 290lbs/inch £20 pair. Contact: Leon, tel: (01) 947 7659 home or (01) 733 5600 x 259 work - 81/2119.

GT6 MKIII chassis, engine, cloth seats, rear hatch, doors, rear windows, Sundym windscreens, steering column, rear lights, bumpers, instruments, rear seat. Plus many more parts too numerous to mention. Please ring and ask. Contact: Alistair, tel: Bodmin (0208) 4543 - 86/2327.

Vitesse MKII saloon breaking: most parts inc. bonnet, doors, engine, diff, O/D box, suspension, trim etc. Contact: Rob, tel: Kington, Warks (0926) 640869 - 81/2929.

Spitfire MKIV spares: inc. w/screen, gauges, heater assy., master cyl., pedals etc. Contact: Mark for details, tel: Wellingborough (0933) 623102 - 85/12069.

Brand New BL Parts: MKII 2L oil pump £10; Vitesse 2L speedo cable £5; 3.89 diff £120; O/D gearbox £115 (2L cars); pair of brake calipers £40 each (2L cars); airfilters £3 each; MKII 2L cyl. head c/w valves and springs £90; 2L brake master cyl. £20; 2L cam £25; 2L brake pads and shoes; GT6 short oil filters £2.50; Vit MKII 2L rear bushes, distance hubs etc. J-type O/D unit c/w mainshaft can and adaptor plate £80; Herald 1200 front wings £30; Vit/Her conv. rear wing £50; O/D angle drive £10; O/D cowlings for switches £2.50; Herald sills £5 ea. Other bits and peices from Spit III and Vit MKII. Contact: Adrian. Give me a ring on Bexhill (04243) 5813.

Twin Stromberg carbs, £25. 4 Spitfire/GT6 wheels and tyres £50. Contact: P Mitchell, tel: NW3 (01) 724 3311 day or (01) 722 7207 home - 85/10506.

MKII Vitesse roof with sunroof and new headlinings £40. Gearbox £10. Seats front and rear £10. Doors £5 pair. Contact: Dave, tel: Ashington (0670) 818719 - 85/10237.

Herald/Spitfire/GT6: original Spitfire MK4/GT6 rear wings. Herald 13/60 to break or sell complete. Few other parts available. Contact: Steve, tel: Peterborough (0733) 232840 (eves) - non-member.

Unused gearbox input shaft: late Vit MKII/GT6 MKIII. Part No. 216972. Ground internally to take NKL 12/16 bearing for mainshaft uprating - see back issues of Courier. Cost approx. £80. Offers? Contact: Graham, tel: Runfold, Farnham 3348 - 85/11176.

Second hand bonnet MKI 1200 Herald, 2 upper wishbones, 1 lower wishbone for same. Contact: Mr Stringer, tel: (01) 593 3137 - 82/4508.

PARTS WANTED

Wanted for '68 Vitesse MKI: 2 front overriders, could re-chrome provided sound. Contact: Roberts, tel: Malvern 4689 - 84/7246.

Wanted for 68 Vitesse MKI: 2 front overriders. Could re-chrome provided sound. Contact: Roberts, tel: Malvern 4689 - 84/7246.

Bonnet required for MKI Vitesse, in good condition please. Cash waiting. Will collect. Contact: Dave, tel: Southend (0702) 346855 - 85/12871.

Wanted Triumph Tune or SAH 6-branch extractor manifold for Vitesse or GT6. Contact: Peter, tel: Maldon (0621) 52344 - 84/7737.

AREA DIRECTORY... 1986

AREA	AREA ORGANISER(S)	TEL. NO.	VENUE	TOWN	MEETING DAY
01 ANGLIA	Jonathan Ball	0223-248203	The Coach & Horses	TRUMPINGTON. CAMBS.	1st Thursday
02 AVON	John Lippiatt	0272-857594	Travellers Rest/The Talbot	FILTON / KEYNSHAM	1st Mon/3rd Wed
50 AYLESBURY VALE	William Gregory	0296-661909	The Cow Roast	BERKHAMSTEAD (A41)	4th Tuesday
55 CANTERBURY	Gerald Spencer	0227-373512	Abbots Barton Hotel	CANTERBURY	2nd Tuesday - 8pm
59 CLEVELAND	William Hall	0642-470860	The Ladle	LUDGATE LANE, M'BORO	Last Wednesday
03 COTSWOLD	David Buxton	0726-624083	The Farley Hotel	TURO	Last Thursday
04 COTSWOLD	Sue Ingh	0428-91137	King's Head Hotel	CIRENCESTER	3rd Tuesday
05 CUMBRIA	David Brown	0426-72172	The Old Queens Head	KESWICK	1st Wednesday
06 DEVON	David Bowdley	0423-28406	The Elm Tree	KENNEL VILLAGE	2nd Sun/Last Sun
07 DORSET	Mike Atkinson	0626-890214	Lynton Arms/Bart Bridge Inn	KENNEL VILLAGE	2nd Sun/Last Sun
08 DORSET	Andrew Topp	0963-251189	The Anchor Inn	SHERBORNE	3rd Wednesday
09 DORSET	Steve Bortcut	0494-35903	The Sun/Under Tom's Cabin	STANDFORD RIVERS	1st Sun/Last Sun
10 GLOUCESTER / HEREFORD	Chris Childs	03727-27654	The Fox Revived	NORWOOD HILL	1st & 3rd Mon
11 HAMTS & SURREY	Justin Barwick	0989-81506	The Loughpool	SELLACK, NR. ROSS	2nd Tuesday
12 HAMTS & SURREY	Sue Bayliss	0224-999551	The Ferry Hill Hotel	BON ACCORD ST., ABERDEEN	2nd Wednesday, 8.30pm
13 HAMTS & SURREY	Adrian Thompson	04243-5813	The Wheatsheaf	LITTLE COMMON	2nd & 4th Monday
14 HAMTS & SURREY	Steve Bedford	0923-23549	Eagle & Child	WHITWELL / HENLOW CAMP	1st Wed / 3rd Tues
15 HAMTS & SURREY	Sheridan Earl Russell	01-205 6397	The Coach & Horses	NEVIGATE ST. VILLAGE	2nd Wed, 8.30pm
16 HAMTS & SURREY	G Curtis / D Binnington	0469-73074	Darleys Hotel (front lounge)	HESSLE	2nd Thursday
17 HAMTS & SURREY	Bill Yates	0473-830437	Rushmere Falcon / Chequers Hotel	IPSWICH	2nd Wed / 4th Wed
18 HAMTS & SURREY	Clive Caldwell	0474-359974	The George	GRAVESEND	1st Wednesday
19 HAMTS & SURREY	Richard Francis	0689-36288	The White Horse	SUNDRIDGE	1st & 3rd Wednesday
20 HAMTS & SURREY	Kevin Ross	0532-787955	The Duke of Wellington	EAST KESWICK	4th Thursday
21 HAMTS & SURREY	Tony Mee	0533-88909	The Bath Hotel / Gate Hags Well	SHEARSBY / SYSTON	Last Thursday / 2nd Sun
22 HAMTS & SURREY	David Evans	0425-871589	The George	GLENGALL GROVE E14	1st & 3rd Thursday
23 HAMTS & SURREY	Geoff King	0908-315025	The Rag	HOWES	3rd Thursday
24 HAMTS & SURREY	Norman Smith	07356-4629	The Round Oak	HOWES	1st Tues & 3rd Thurs
25 HAMTS & SURREY	Bob Smedley	0603-747637	The First	NORWICH	3rd Wednesday
26 HAMTS & SURREY	John Atkinson	091-4142870	The Bowes Incline	MAIDWELL LECTON	1st Monday, 8.30pm
27 HAMTS & SURREY	Graham Mountford	01-952 1755	Old Hall Tavern / Rising Sun	EIGHTON BANKS	3rd Wed/Last Sun lunch
28 HAMTS & SURREY	Alan Moseedale	0782-394301	The Three Crowns	CHINGFORD / ARLEY	1st Monday
29 HAMTS & SURREY	Rob Millar	096-03-64690	Glenavna Hotel	STONE	2nd Mon / Last Mon
30 HAMTS & SURREY	C P Rouillon	0509-504387	Redgate Lodge - racing circuit	CASTLE DONINGTON	1st Sunday 2pm
31 HAMTS & SURREY	John Cudmore	099-389555	The Grapes	NEWTONABBY	2nd Wednesday
32 HAMTS & SURREY	Sharon Espin	0775-88335	Three Horseshoes / The Plough	YARNTON	2nd Wednesday
33 HAMTS & SURREY	Bill Coulshed	0772-322371	Black Horse / Bridge Inn	XAXLEY / D'ING ST NICH.	Alternate months 2nd Mon
34 HAMTS & SURREY	Clive Humphreys	0203-542059	The Fox & Hounds/Three Horseshoes	KIRKHAM / WALTON LE DALE	2nd Mon / 4th Sun
35 HAMTS & SURREY	Ian Wheeler	0334-54796	The Cycles Tavern	CLAY COTTON/BUBBENHALL	2nd Mon 8pm/Last Sun lun
36 HAMTS & SURREY	John Malcolm	0292-56624	Blackfriars	N/A	2nd Sunday 12.30pm
37 HAMTS & SURREY	Rod Warren	0278-424234	Manor Hotel / Creeth Castle Hotel	GLASGOW	2nd Wed
38 HAMTS & SURREY	Pete Stuart	0705-324065	White Hart	PAWLEY / BATHPOOL	Last Thurs
39 HAMTS & SURREY	Ivan Kirk	0425-88305	The Farmers / Various	DENMEAD	1st Tues / 3rd Thurs
40 HAMTS & SURREY	Nick Lord	01-572 9386	Blunsdon House Hotel	SCAYNESS HILL / VARIOUS	1st Wed / 3rd Sunday
41 HAMTS & SURREY	Mike Costigan	0636-814050	The New Inn	N/A	1st Monday
42 HAMTS & SURREY	Patrick Faleur	08242-4136	The Golden Lion	HAM COMMON	Alternate Thursdays
43 HAMTS & SURREY	Brian Wakely	0222-624229	Wenlog Castle Hotel	FARNORD RD. NEWARK	1st Thursday
44 HAMTS & SURREY	Jeremy Woodward	0202-602651	The Skittlers	ROSETT, NR. WREXHAM	2nd Thursday
45 HAMTS & SURREY	Bob Rowland	01-561 0671	Moxhall Hall	CATLETON	1st Wednesday
46 HAMTS & SURREY	T & J Spicer	021-3539961	The Merryhill	BROADSTONE	2nd Tuesday
47 HAMTS & SURREY	Ewan McKay	0789-772480	Norton Grange Hotel	WISHAW	2nd Tues / Last Sun Lunch
48 HAMTS & SURREY	Bill Dixon	0905-358781	The Anchor Inn	MERRYHILL	2nd Monday
49 HAMTS & SURREY	Stephen Boyne	0904-39420	The Hopgrove Inn	HARVINGTON	Last Tuesday
50 HAMTS & SURREY	Chris Stabler	0302-743579	Norfolk Arms / Lumley Arms	MAIN RD., KEMPSEY	1st Monday 7.30pm
51 HAMTS & SURREY	Charles Henderson	0422-45607	The Grove Hotel	RIVELIN Valley / MALTY	2nd Sun lunch / 4th Thurs
52 HAMTS & SURREY				BRIGHTON (A6025)	2nd Tuesday

UPDATES MUST BE RECEIVED BY THE 5TH FOR FOLLOWING MONTHS PUBLICATION