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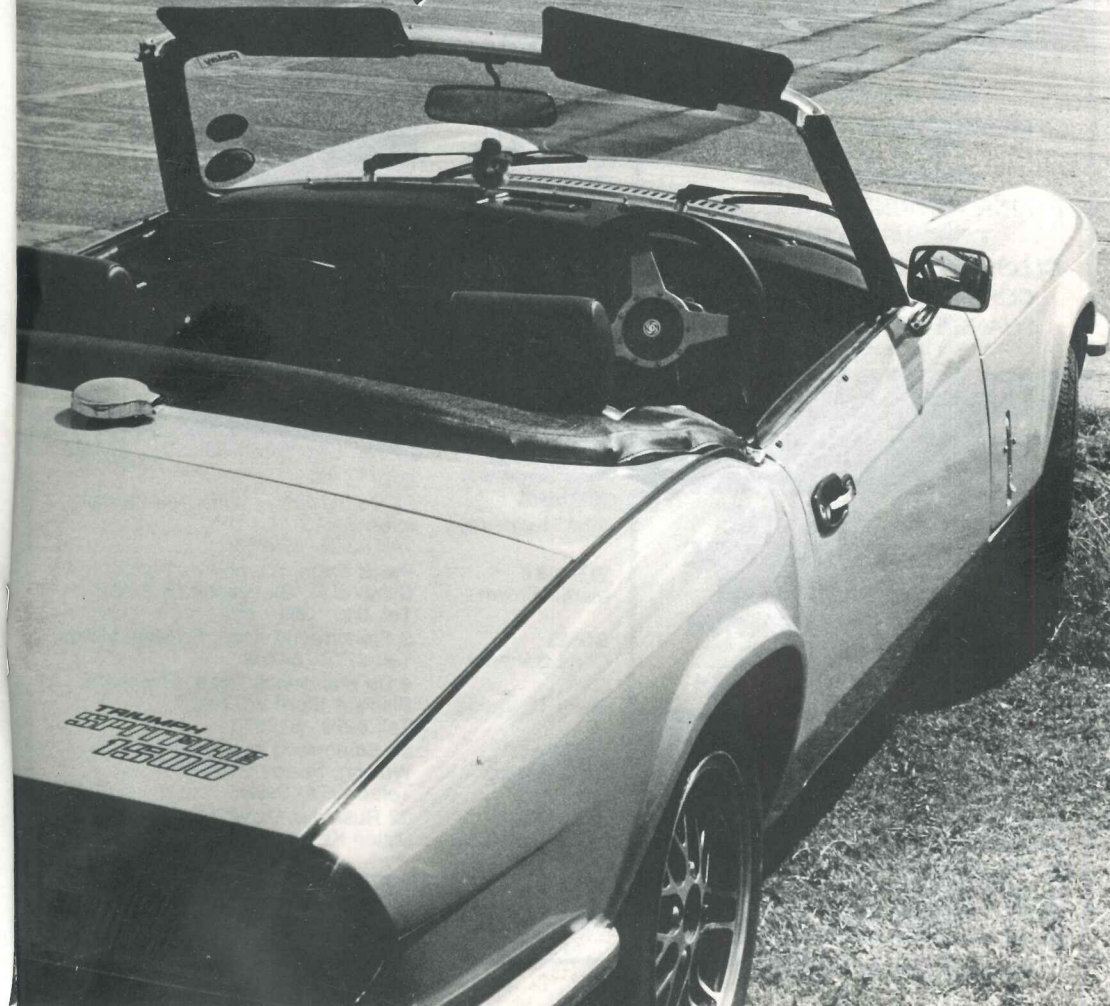
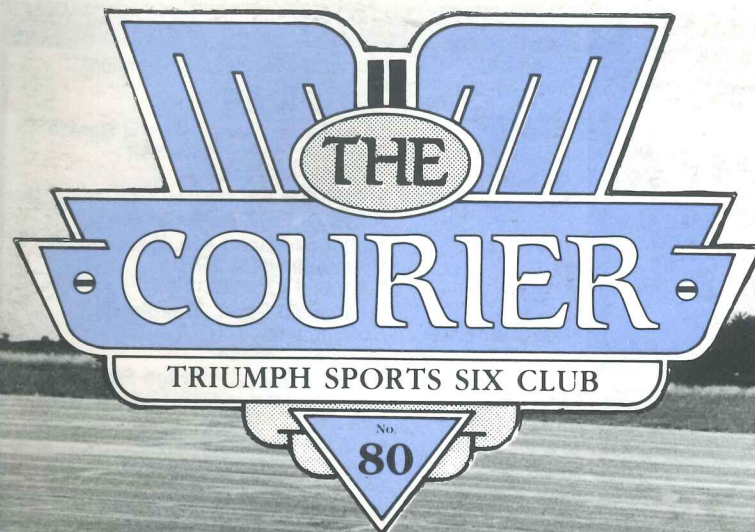


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FEBRUARY 1987



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COPY DEADLINE

15TH OF THE MONTH PRIOR
TO MONTH OF PUBLICATION

Whereas every care is taken to publish accurate
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TSSC do not necessarily agree with all the views
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CIRCLE and cannot accept any liability from
erroneous or misleading information found therein.

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PETER WILLIAMS, MIKE COSTIGAN, BILL SUNDERLAND.

EDITORIAL

Joining Forces

I wonder how many of you noticed that, in last months Courier in the classified Cars For Sale section, we have linked with *Practical Classics*. This special link-up has been arranged in order to give members an increased potential selling area at a discount rate. The scheme is open to all members who not only wish to advertise in The Courier but would like the added advantage of a reduced rate ad. with photograph in *Practical Classics*. This offer will run throughout 1987 and, if it proves successful, we suspect it will be a permanent feature. As a Classic Car Magazine, *Practical Classics* is probably our best connection with fellow car enthusiasts. They have a circulation in the region of 50,000 copies a month; they have a friendly and enthusiastic reputation and their magazine (alongside The Courier) is an ideal place to sell your club car.

Whilst talking about small ads., we have had an increasing amount of people ringing us at the last minute in order to cancel/change their advertisements. So far we have been able to oblige but I'm sorry, this will not be the case in the future. We have very tight deadlines to meet every month and cannot be expected to chop and change copy which has already been set.

Although at present we seem to be stuck in some very adverse weather conditions, the March issue will be carrying the main TSSC Event Calendar for 1987. I only hope we have a bit more sun this year than in the last couple of seasons. One date to note (albeit provisional at present) is 7th/8th June when we hope to hold the TSSC National. So pencil it in your diaries and I'll give more details next month. Please remember, if you are organising an event, contact Jonty Wild as soon as possible since only 'Official Events' will get coverage within these pages.

Finally, get your pens out and get writing! Copy space in The Courier is always at a premium but there is always room for interesting and informative material. We want to hear from you: send in your technical tips, technical/restoration articles NOW! All we seem to hear from the majority of our TSSC Club Officers and Register Secretarys is silence nowadays! Let's hear from you soon.

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Presidents Intro

John Griffiths

It was back in the October 1985 Courier when I last wrote on the subject of the petrol revolution. Since that time things haven't stood still, and further developments can now be reported.

Since January of this year the quality of British four-star petrol has been changing for the worse. Has your car suddenly started *pink*ing? If so, it could simply be due to the fact that the lead content has been cut from 0.4 gm/litre to 0.15 gm/litre. In 1972 the permitted lead content was 0.84 gm/litre!

It is the added tetra-ethyl lead which boosts petrol's octane rating and enabled car manufacturers of old to produce high compression engines such as in the Vitesse and GT6. Now car manufacturers and governments alike consider that lead in the atmosphere is harmful, although interestingly it has not been proved a health risk yet.

Since my first article, lead free pumps, dispensing lead-free petrol have appeared in certain selected garages. This trend towards lead free petrol is, of course, of concern to all 'classic' car owners and I have, therefore, continued to press for up to date information from informed sources.

To answer some of the questions that may be in your minds, I hope the following will be of interest and help.

Q: Why unleaded petrol? and when?

A: The EEC has decided on behalf of all member states that unleaded petrol must be widely available from October 1989 essentially on environmental and health grounds.

Q: If it doesn't have to be available until 1989, why have some oil companies introduced it now?

A: Because the Government has asked the oil companies to introduce the new fuel as quickly as possible to help visitors from abroad who drive cars already designed to run only on unleaded petrol.

Q: Will T.S.S.C. cars run on the new fuel?

A: Unleaded fuel is unsuitable for *all* cars

Catered for by the T.S.S.C. The absence of lead causes severe mechanical damage to the valves and valve seats, which will in turn drastically reduce performance and economy.

Q: What about the cost of converting cars to run on unleaded petrol?

A: It may be possible in time to fit new special compound valve-seats although the cost could be several hundred pounds. However, the law will not demand conversions of older cars.

Q: Will I still be able to buy leaded petrol for many years to come?

A: The Royal Dutch/Shell Group confirm that leaded petrol will remain available for as



long as there are cars that need it. They say, this will be well into the next century (Good news for all T.S.S.C. members).

Q: What will happen to older cars once leaded petrol is discontinued?

A: Again Shell say they will be treated as a special case and the small quantities they need will be provided by the oil companies.

Acknowledgement:

I am very grateful to Shell UK Oil for producing the information contained in this article, which I am sure will be well received by all.

NEW T.S.S.C. VENTURE:

Last month I promised details of another new exciting T.S.S.C. venture. The Christmas and New Year holidays have unfortunately delayed the launch until next month.

...

Don't forget to start preparing your cars for the coming events season the first one isn't far away now!

Perhaps we will see some of you at the A.G.M. on the 8th March and at the Bristol Classic Car Show on 21st and 22nd March.

...

RECRUITMENT DRIVE '87 Jonty Wild



This month's prize is, once again, donated by John Kippings of Coventry. I briefly outlined John's company in last month's Courier. This time I would just like to re-state that his reputation is amongst the best for knowledge, helpfulness and service. Also, since last month, I can speak personally for his quickness and efficiency for mail orders.

The prize this month has been won by Clifford Rothead - 85/9761. Well done. Your prize is a choice between Graham Robson's book on the Herald/Vitesse or Spitfire/GT6. I would also like to thank John Kipping for his continuing support.



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ANNUAL GENERAL MEETING

SUNDAY 8TH MARCH 1987

Notice is hereby given that the Annual General meeting will be held on **Sunday 8th March at 2.00 pm.**

VENUE: Studley Castle, Studley, Warks - Austin Rover Marketing Centre.

PROPOSED AGENDA:

1. Increase in Membership Subscriptions.
2. Re-election of Members of the Council of Management.
 - A. In accordance with the Articles of Association, the following will retire and are eligible for re-election:

R Drew
J Griffiths
G Ridgewell
B Waters
R Notley

- B. The following has resigned and is eligible for re-election:

J Wild

- C. The following was seconded onto the Council of Management, subsequent to the last A.G.M. and has to be re-elected.

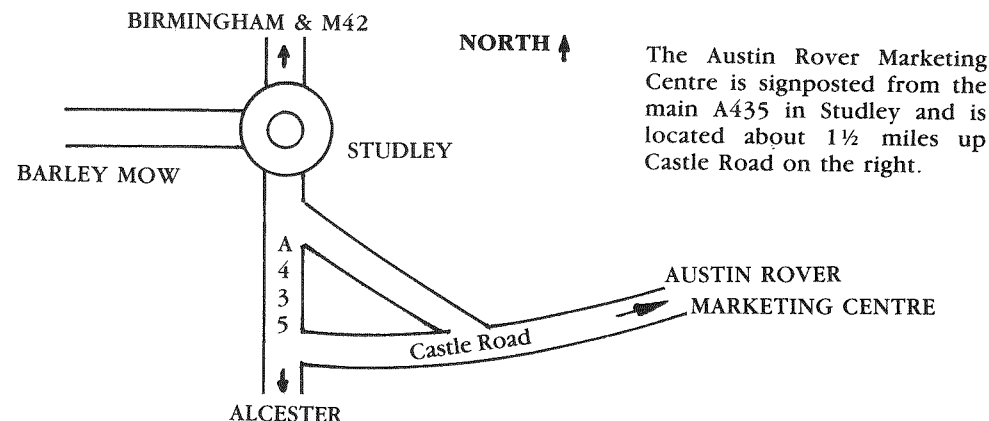
W Sunderland

3. Re-election of other Club Officers, to include Area Organisers and Register Secretaries.
4. Report on Club Activities since the last A.G.M.
5. Financial Report and Presentation of Accounts.
6. Re-election of Auditors - Haywood & Company.
7. Report on Membership since the last A.G.M.
8. Report from Forward Planning Committee.
9. Any other business - any member wishing to add an item under this section of the Agenda must do so 14 days before the A.G.M. by submitting such items to the General Secretary *in writing and signed by two club members.*

All nomination forms to be submitted to the General Secretary, to arrive by the first post on Saturday 21st February, 1987. Forms received after this date to be treated as null and void.

BOB NOTLEY
GENERAL SECRETARY

HOW TO GET THERE



Individuals wishing to be elected to the Committee of Management should submit a more detailed Proposal Form, containing more information about themselves and their aspirations for the Club in general, to be read out at the A.G.M.

PROSPECTIVE CANDIDATES SHOULD ATTACH THEIR PROPOSAL WITH NOMINATION FORM

IMPORTANT: YOU MUST BRING YOUR CURRENT MEMBERSHIP CARD WITH YOU IN ORDER TO BE ADMITTED TO THE A.G.M.

APPOINTMENT OF CLUB OFFICERS NOMINATION FORM (Management Council Members, Register Secretaries)

I (block letters)

Membership Number

WISH TO NOMINATE
(block letters)

FOR THE POST OF (block letters please)

Signed
● ● ●

I (block letters)
ACCEPT THE ABOVE NOMINATION AND AGREE TO STAND FOR THE POST OF (block letters)

Signed Memb. No.

THIS FORM MUST BE SENT TO THE GENERAL SECRETARY, TO ARRIVE BY THE FIRST POST ON SATURDAY, 21ST FEBRUARY, 1987: MR BOB NOTLEY, GENERAL SECRETARY TSSC, 25 HOOPERS LAND, ASTWOOD BANK, REDDITCH, WORCS. B96 6AP.

FORMS RECEIVED AFTER THIS DATE WILL BE TREATED AS NULL AND VOID

SPITFIRES (U.K.)

Unit 11A, Branton House,
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Tel: (0533) 812129

SPECIAL OFFERS FOR FEBRUARY '87 (TSSC CLUB MEMBERS ONLY)

| | | |
|--|---|--------------------------|
| Chrome Air Filters | TSSC Price £3.75 + VAT ea. | P/P 50p |
| Rubber Handbrake Gaiters | | |
| Spitfire I to IV all Heralds/Vitesse | £7.00 + VAT | 50p |
| Steel Front Qtr. Valances | | |
| Spitfire MKIV/1500, GT6 MKIII only | £29.00 + VAT ea. | £1.50 |
| or | £55.00 + VAT pr. | £2.50 |
| Quality Fibreglass Qtr. Valances | £26.00 + VAT pr. | £2.00 |
| Plus Many Fibreglass Panels In Stock | | |
| Super Quality, Super Fit Spitfire/GT6 | | |
| Full Sills at a Super Price | £10.00 + VAT ea. | £2.50 |
| Spitfire/GT6 Steel Front and | | |
| Rear Wheelarch (Flair) | | |
| (Please state which model) | £19.50 + VAT ea. | £1.00 |
| Spitfire/GT6 High Quality Door Skins | £15.00 + VAT ea. | £2.00 |
| (Handle holes already cut out on later models) | | |
| Vitesse/Herald High Quality Door | | |
| Skins (With handle holes cut out) | £15.00 + VAT ea. | £2.50 |
| HIGH QUALITY | | |
| SOFT TOPS | Rec. Price | TSSC Price |
| SPITFIRE MkIII | £50 + VAT | £46 + VAT |
| SPITFIRE MkIII | £50 + VAT | £46 + VAT |
| SPITFIRE MkIII with zip W/d | £58 + VAT | £54 + VAT |
| SPITFIRE IV & 1500 zip W/d | £58 + VAT | £54 + VAT |
| HERALD/VITESSE | £59 + VAT | £55 + VAT |

| | | | |
|--|----------------------------------|-------------------|----------------|
| SUPERB QUALITY | Contains every carpet in the car | | |
| CARPET SETS | Rec. Price | TSSC Price | P/P |
| SPITFIRE all models | £47 + VAT | £40 + VAT | 3.00 |
| (Steam moulded G/box Carpet) | | | |
| SPITFIRE all models | £40 + VAT | £35 + VAT | 3.00 |
| (Stitched G/box Carpet) | | | |
| HERALD all models | £40 + VAT | £35 + VAT | 3.00 |
| VITESSE all models | £40 + VAT | £35 + VAT | 3.00 |
| GT6 State which model | £62 + VAT | £53 + VAT | 4.00 |
| Includes all rear deck & arches | | | |
| WOODEN SLATTED boot luggage racks | £15 + VAT | | 2.50 |
| 2" x 1" Ceramic Union Jack Badges and chrome bolts | £3.00 ea. + VAT | | p/p 25p |

Many, more steel and fibreglass panels available for your
Spitfire, GT6, Vitesse or Herald,
as well as all interior trim parts beautifully made by craftsman.



WORLD WIDE MAIL ORDER SERVICE



OPENING HOURS: Monday closed for buying (answering machine can take Visa/Access orders)
Tuesday - Friday 9.30 am - 5.30 pm
Saturday 9.30 am. - 2.00pm



COP SHOP

Mike Crewes

No person shall use, or cause, or permit to be used on a road, a vehicle which is readily capable of showing a red light to the front (Regulation 11(1) Road Vehicle Lighting Regulations 1984). There are exceptions but pertain mainly to emergency vehicles. No person shall use, or cause or permit to be used, on a road, a vehicle which is readily capable of showing any light to the rear, other than a red light except:-

- amber light from a direction indicator
- white light from a reversing light
- white light from a work light
- interior light
- number plate light - the list goes on (Regulation 11 (2))

No person shall use, or cause or permit to be used, on a road, a vehicle to which there is fitted a lamp, reflector or marking which is capable of being moved by swivelling, deflecting or otherwise while the vehicle is in motion, except:-

- a headlamp which can be dipped only by the movement of the headlamp or its reflector
- a headlamp which is capable of adjustment to compensate for the effect of the load carried by the vehicle
- retractable headlamps for fog lamps
- direction indicator fitted to a motor vehicle first used before 1st April 1986
- a work lamp, etc., etc., etc. (Regulation 12)

No person shall use, or cause or permit to be used, on a road, any vehicle which is fitted with a lamp which emits a flashing light except:-

- a direction indicator
- headlamp flashed manually.

(This means "Knight Rider" type lights are unlawful as are flashing brake lights).

FRONT FOG LAMPS

Maximum height above the ground 1200mm.

Maximum distance from side of vehicle 400mm - (where a pair of front fog lamps are used in conditions of seriously reduced visibility in place of the obligatory dipped beam headlamps).

REAR FOG LAMPS

Vehicles first used after 1st April 1980 must have at least one, but not more than two:-

- if one fitted to centre line or offside of vehicle
- if two fitted must be a matched pair

Vehicles first used before 1st April 1980 have not requirement or restriction on number fitted but if only one fitted, must be to centre line of offside of the vehicle.

Maximum height above ground 1000mm

Minimum height above ground 250mm

Must be at least 100mm away from brake lights and MUST NOT operate with the brake lights. Must also have tell-tale light fitted.

Front or rear fog lamps may not be used other than in conditions of

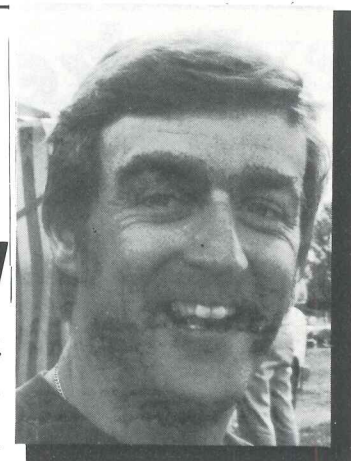
seriously reduced visibility and not whilst the vehicle is parked. Regulation 23.

I suggest seriously reduced visibility might mean if you have difficulty seeing other vehicles they will probably have difficulty in seeing you. If not, then visibility is good.

Keep all your lights in good working order, correctly adjusted and clean. A couple of minutes maintenance and replacing broken bulbs is very cheap and may save your life. With the long winter nights, check your lights regularly (daily is best - if you park between vehicles you can easily see the reflection of your lights in the vehicles in front and behind you!!).

Roll on summer! Remember also to keep a check on tyre tread; now is the time of the year you will need it most.

If you have a query or suggestion on Road Traffic Law, write to Mike Crewes, 24 Otterburn Gardens, Isleworth, Middlesex, TW7 5JJ enclosing S.A.E. Remember help is only 26 pence away.



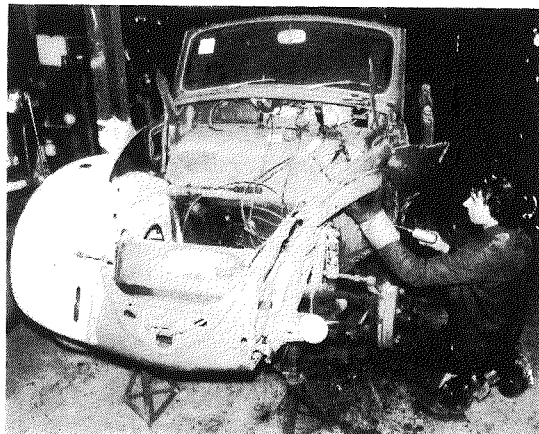
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No other publication covers the subject so comprehensively, gives you so much helpful advice.

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THE DO-IT-YOURSELF MAGAZINE
FOR THE CLASSIC AND OLDER-CAR ENTHUSIAST
*From your newsagent
on the second Thursday of the month,
or by subscription.*



BOND EQUIPE NEWS

We are having a stand at the Peterborough Motor Show on Sunday May 10th, 1987. Any Bond owner wishing to have their car on a Bond Equipe only stand, please contact us as soon as possible so we can confirm the size of stand required.

This show is held on the river embankment and close to the City Centre, Peterborough Cathedral and indoor swimming pool, but most important, is only 100 yards from the great Peterborough Autojumble.

On Saturday/Sunday June 13th and 14th, the second Bond Equipe Rally will be at The Three Horseshoes, Yaxley.

For further details of the above two events, please contact: **Dennis and Diana Watson on Peterborough (0733) 243571 after 6pm or weekends.** Our address is 254 Broadway, Yaxley, Peterborough PE7 3NR if it is easier to call in person.

PRESS RELEASE

DRIVE AID MOTORING BOOK TO HELP THE THIRD WORLD

First it was Band Aid, and then Live Aid. Now a group of Britain's top motoring experts have got together to produce the latest idea in charity fund raising Drive Aid.

Their combined talents have produced a superb new book called 'Choosing A Classic Car', which gives a fascinating insight into the delights of some of the world's most collected cars.

With a Foreword by the legendary racing driver Stirling Moss, the book provides a unique collection of material of interest to those who might seriously be interested in buying one of the cars or simply wanting to relive motoring golden oldies.

All the material has been provided free of charge by a list of authors which reads like a Who's Who of top motoring writers. All profits from sales of the book will go to help third world countries through the UK-based charity Intermediate Technology.

The idea for such a book was conceived by Worcester-based motoring author Lindsay Porter while watching the Live Aid Charity concert on TV. He later contacted the Haynes Publishing Group, Britain's largest motoring book publishers, and with their backing the project was underway.

A total of 31 buying guides and vehicle profiles make up the book, complete with extensive illustrations, some in colour. Every model from a Ford Popular to a Jaguar E-Type and a Jowett Javelin to an Austin Seven is covered.

Contributions for the book have come from Mike McCarthy, Paul Clark, F Wilson McComb, Jeremy Coulter, Lindsay Porter, Graham Robson, L.J.K. Setright, Paul Skilleter, Robin Wager, John Williams, Peter Williams and Jonathan Wood.

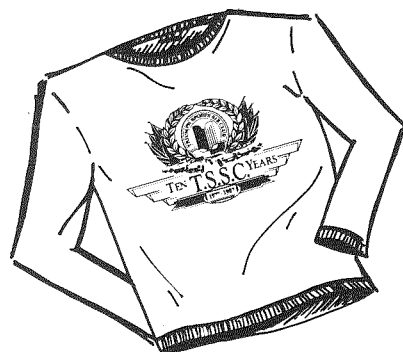
Commenting on the book, Lindsay Porter said: 'I am delighted that the idea has turned into reality. The book offers what I believe is a quite unique collection of material on some magnificent and nostalgic cars. It is, of course, a real bible of classic cars for those people seriously interested in buying one. But at the same time it also makes fascinating reading for those who just like to dream'.

And added Mr. John Haynes, Chairman of the Haynes Publishing Group: 'We welcome the opportunity to produce a book which is both of great interest and helping a much deserving cause. I must applaud Lindsay and all the authors for their very great contributions. All profits and royalties go to Intermediate Technology - the charity which produces simple and understandable technology for needy people. It helps people in third world countries to help themselves towards a better and more secure future and has as its Patron H.R.H. the Prince of Wales. The hardback book of 248 pages is published by G.T. Foulis & Co., and will sell for £14.95. It is now available in bookshops.

BIRTHDAY REGALIA

CELEBRATE A DECADE OF TSSC

ANNIVERSARY SWEATSHIRTS



Celebrating 10 years of the TSSC, we are offering Royal Blue Sweatshirts with full body TSSC 10 year logo in Silver at **£11.95 + 95p P/P** State size

CAR STICKERS ANNIVERSARY LOGOS

TSSC TEN YEARS **£0.95 + 15p P/P**
SPITFIRE 25 YEARS **£0.95 + 15p P/P**
VITESSE 25 YEARS **£0.95 + 15p P/P**
GT6 21 YEARS **£0.95p + 15p P/P**

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I LOVE MY VITESSE **£0.80 + 15p P/P**
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Royal Blue Acrylic V neck jumpers, embroidered club logo Top Quality in sizes 36", 38", 40", 42", 44", 46"

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EXCELLENT TOP QUALITY WOLSEY PURE WOOL JUMPERS IN RED WITH EMBROIDERED CLUB LOGO. SIZES: 36", 38", 40", 42", 44", 46"

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£3.50 + 30p P/P each

- or Set of Six:

Special Price **£18.99 inc P/P**

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TOP QUALITY JACKETS IN GREY WITH WOVEN CLUB LOGO ON BREAST POCKET (Full Race Wear Spec.)

Small - Med: **£27.00 + £1.00 P/P**

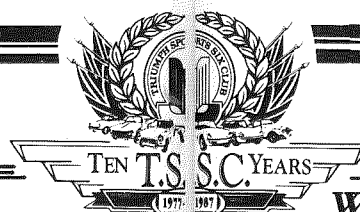
Large & EX: **£28.50 + £1.50 P/P**

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BLACK LEATHER WITH GOLD BLOCKED CLUB LOGO
£3.95 + 25p P/P

KEY CASES

TOP QUALITY, BLUE LEATHER 6 HOOK, WITH GOLD BLOCKED CLUB LOGO **£2.75 + 25p P/P**



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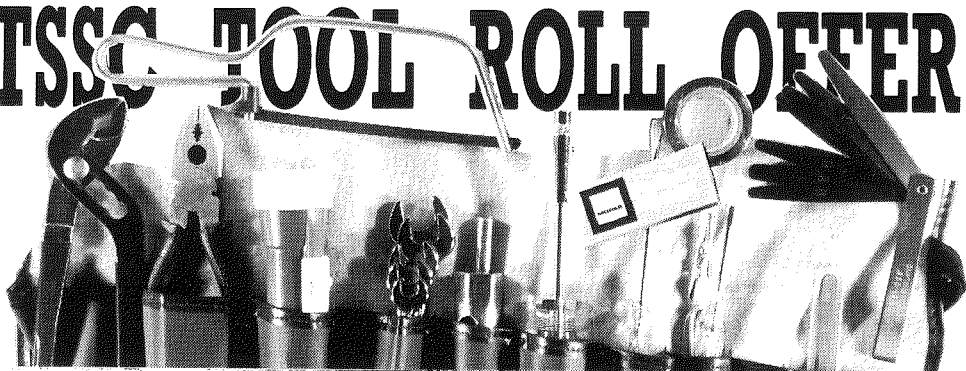
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COMPETITION PROFILE HUGH DAVIES

1986 HILLCLIMB AND SPRINT CHAMPION



| | |
|-----------------|----------------------|
| Age | 27 |
| Club Member | 6 Years |
| Occupation | Surveyor Draughtsman |
| Home Town | Salisbury |
| Local TSSC Area | Salisbury |

Competition Experience: Three seasons (including winning a Driving Test in his fathers 1932 Alvis).

Car: GT6 MKI brought up to MKII specification and then modified but still road-legal.

Modifications: The engine is basically a TR5 2.5 fuel-injected one, but with an up-rated metering unit and a *standard* exhaust manifold. The suspension has been lowered all round with adjustable dampers, an extra front anti-roll bar and shortened springs. The wheels are 6J Allecats with 185 x 60 Yokohama HFR tyres. Inside, the car has a roll-bar, three-point safety harness, fibreglass seat (and a plastic bucket covering the battery!). All this gives a 0-60 mph of seven seconds and a top speed of 125 + mph.

Best Result: Winning the TR class at Wiscombe Hillclimb last year.

Miscellaneous: Hugh proved to be a worthy Champion for 1986, as he was not only often the fastest Triumph, but also more exotic and expensive cars in their place. It just proves that with a little time and effort, you can turn your TSSC car into a real class winner.

DAVE YOUNG

COMPETITION NEWS

STOP PRESS! STOP PRESS!

LATEST NEWS
CONCERNING THE 1987 SPORTS SIX CIRCUIT RACING CHAMPIONSHIP

By Kevin Ginger

Further to the announcement in the January edition of The Courier, the information I can relay so far is as follows:-

It looks like we shall be having full grids for all the four rounds of the Championship, which means the Championship is *definitely on*.

I can now confirm the dates, which are as follows: **March 29th, June 14th, August 16th and October 11th**. This means that all the events are nicely spaced out, making competing or spectating easy on the pocket, being spread out during the year.

In case anyone missed or lost last months Courier, I will briefly run through details of the Championship.

A Racing Championship has been organised for club members. This is a four round Championship at a venue known as Lydden Hill Circuit, Kent, on the four dates already mentioned. **Anyone intending to take part must let me know at the following address: 'Wishing Well', Hogmoor Road, Whithill, Bordon, Hampshire GU35 9HL. Tel: (04203) 89229.**

1987 HILLCLIMB AND SPRINT CHAMPIONSHIP

By Hugh Davies

To be registered for the Championship, please fill in the attached form and enclose cheque for £6.00, made payable to A.H.N. Davies and send to me at: 19 Woodglade Close, Marchwood, Hants SO4 4XT. See the December Courier for details of the rules and classes. Finally, all members who compete, however successfully, will receive a prize at the end of the season, while there are also prizes for class winners and larger prizes for the overall winner and runner-ups.

B.A.R.C. CHAMPIONSHIP 1987

Members of the TSSC can be registered for the B.A.R.C.'s Championship at a cost of £4.00, payable to the B.A.R.C. Application forms are available from me.

I strongly advise entering this as well as our own as all B.A.R.C. events will be rounds of the TSSC Championship.

1986 CHAMPIONSHIP

Competitors from last years Championship who did not go to the Prize Giving, please contact me to arrange collection of your prize.

Anyone with any queries should 'phone me: Hugh Davies on (0703) 868513.

TSSC HILLCLIMB AND SPRINT CHAMPIONSHIP 1987 REGISTRATION FORM

Name:

Memb. No.

Address:
.....
.....
.....

Tel. No.

Class Entered:

Car:

Reg. No. BRAC Championship: YES/NO

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Many of you probably know a little about Joe Bowers Electric Bond. But did you know that he and his car are

WORLD RECORD HOLDERS

HEATHROW Airport was the starting point for a successful world record driving attempt.

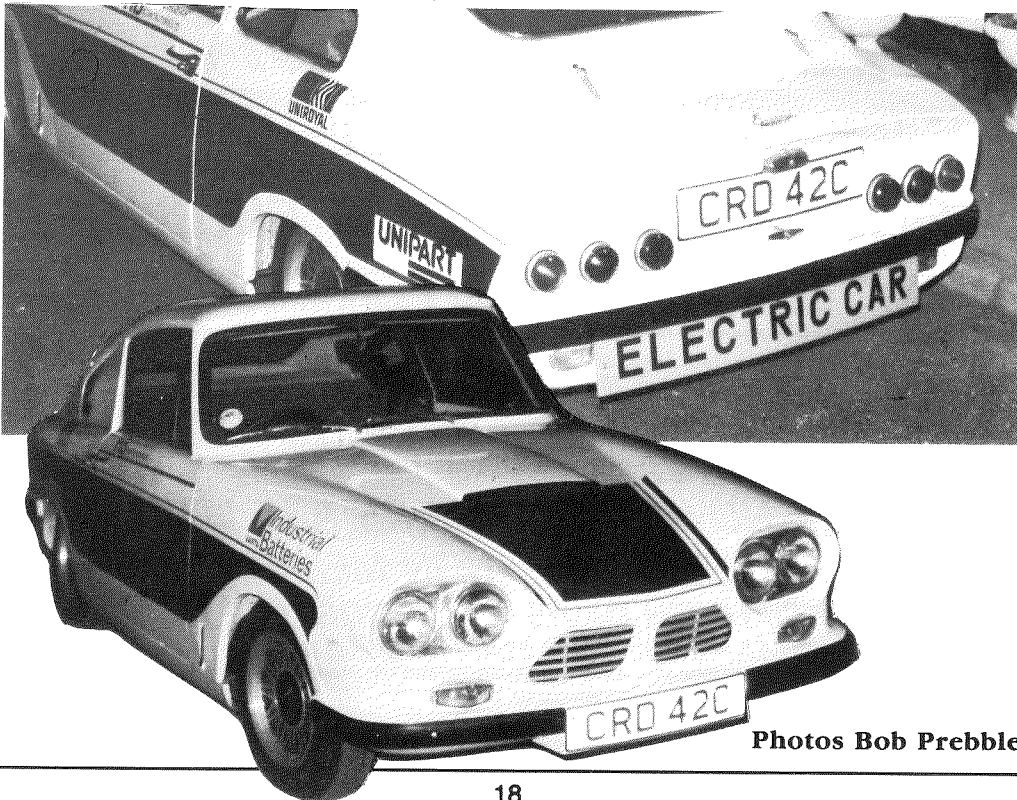
Watford based electrical engineer Joe Bowers, set the world's non-stop, distance road record for a car powered by a conventional lead acid battery.

Bowers set off on a Friday morning from Lufthansa's Heathrow cargo terminal on a 130 mile journey to Varta Industrial Batteries' new works in Crewkerne, Somerset.

His car, a Bond Equipe, was modified to electric operation by Bowers and powered by a normal Varta traction battery.

He averaged 35 miles per hour to Somerset and his total fuel cost (i.e. the cost of charging the battery) was estimated at 60 pence.

Varta batteries are used exclusively by Lufthansa on their fleet of forklift trucks at Heathrow.



Photos Bob Prebble

LOOKING FORWARD TO SUMMER HOLIDAYS



Taking far too much in a camping trailer, we set off from Blackpool in my Spitfire 1500, 'P' reg. for a camping tour of Germany.

We drove through the day to Ramsgate, boarded a ferry at 7.30 pm, disembarked at Dunkirk at 11.00 pm continental time, and drove non-stop through France and Belgium, stopping for a kip just inside Germany at 3.30 am - 558 miles.

During the following days, we camped by the Rhine, thence to Heidleburg, the Black Forest, Bodensee, Garmish and Northern Bavaria, clocking 2,841 miles in all at an average of 39.34 mpg.

the car attracted considerable attention. One German said he had a friend with one, who was unable to obtain new tyres for it. Very strange, perhaps David Herriman could quote some continental sizes for the benefit of those abroad. I did give the man a TSSC form for his friend.

At the other sites in Garmish and Northern Bavaria, I gave out all the forms I had to people who expressed interest. I got the impression that many German Spitfire owners are in the cold.

The countryside is varied and beautiful, ...

To anyone considering Germany for a holiday in 1987, I can thoroughly recommend it. The food is excellent and the drink is far cheaper than here. We paid 3 DM (£1.00) for best quality Rhine wine in supermarkets. The campsites have wonderful facilities, the country is varied, colourful and one third of it is under forest. Germans are most hospitable.

I gambled on not taking out car recovery insurance but was worried one Sunday on the Autobahn when the dreaded red light came on at under 30 mph. At the next campsite a Dane told me where the local Bosch workshop was and after a push-start in the morning, we motored there and they fixed the alternator after thoroughly testing the electrical system. That was the only problem experienced during the three weeks. Incidentally, the car has now done 107,000 miles.

David Ivins - Lancashire

Although I had been stationed with the US Army in Devon and Cornwall in 1944 and had been back to England, Scotland and Ireland several times since then, neither my wife, Eleanor, nor I had ever been to East Anglia, Lincoln or Yorkshire.

So, starting from my sister's house in Woodbridge, we headed North. We enjoyed the East Coast beaches, the castles and cathedrals and the flat open countryside. Eleanor is a great fan of the James Herriot "All Creatures Great & Small" stories, so we especially wanted to spend some time in the Dales. The Vitesse performed faultlessly on the flat land, in the hills and on the highways, although some modern, plastic cars made us feel as if we were standing still on the M routes. We stopped to see some of the staff and officers of the TSSC in Desborough, finding them very helpful, friendly, hard-working and enthusiastic about our club.

Next we back-tracked to Derby where we were to pick up a canal boat for a two-week trip on the canals. During that period, I left the Vitesse at a garage for routine servicing and minor repairs. After the boat trip we drove back to Woodbridge, spent a few days there and then took the Channel ferry to Belgium. Our next goal was the area around Stuttgart,

I found my MKII Vitesse convertible, XOY 109H, in Bishops Stortford in early September, 1985. In as much as the Vehicle Registration Document shows seven previous keepers from May, 1977 to August, 1983, I thought there might be some members who would like to hear of the car's adventures since I bought it.

West Germany, where I had been stationed for over six years in the '50's and '60's. We still have many friends there and enjoyed renewing old acquaintances.

From there we drove into East Germany, spending a few nights with friends in Borna and visiting Meissen, Dresden and Leipzig. The East is just as drab and dull as you have heard it is. People on the streets show vacant, expressionless eyes as they pass you. Even my red Vitesse convertible caused hardly a stir when parked amongst a flock of two-cycle Trabants. Some of the roads in the East are

satisfactory, but many are extremely rough, especially near the border. One has to wonder if the administration has intentionally left the roads in that condition to prevent high speed-travel in those areas. Several times I wondered if I would have to take my Vitesse home in pieces, but it survived with little more than a silencer hanger breaking and a blown tyre. Crossing the border back to the West with very little delay, we felt as if a great weight had been lifted from us. A few days in the East will certainly make you appreciate our freedoms in the West.

After short stops in Nuernberg, Stuttgart and Bonn, we took the ferry from Belgium back to England. It was there that we encountered the British Customs Service. In hundreds of previous border crossings, I have never had such a shake-down. I don't know if it was the Vitesse or the fact that we had been in East Germany, or if it was the first day on the job for the young, smooth-cheeked Customs Officer, but he had to unpack everything, look behind panels and even peer into the petrol tank with a flashlight during a half-hour examination, before passing us on.

On October 25th I took the car to a forwarding company in London for shipment to Nevis in the

West Indies, where Eleanor and I maintain a winter home. We thought that the car might arrive there before we did on about November 25th, but that turned out not to be the problem. After a very long wait and many letters and shipping problems, the car arrived on April 12th, 1986, just in time for us to store it away again and leave for the United States for the summer. There was some moderate body damage on the trip, but nothing too serious, considering the amount of time it was subjected to the hazards of the trip. Despite nearly six months of disuse, the Vitesse started right up and I drove it home.

Another six months passed before we returned to Nevis in November, 1986. The battery had been removed from the car and kept charged during the period while we were away. With the battery re-installed and some petrol added, it fired up right away. After some tuning-up it passed the local vehicle inspection and is now registered as P 2706 here on Nevis.

Insofar as I know, there is only one other operating Triumph here on the island. It is a TR 4A owned by a local man. There is also the remains of a Herald convertible and some where, probably rusting in a field, there is a Herald sedan that belonged to a friend of mine a few years

ago. I wonder if the Herald Register Secretary has any interest in the particulars of these cars.

Finally, I need a bit of advice from someone with experience. Here on Nevis there is no high-octane gasoline available. I have to make do with "regular" fuel for which there is no published octane rating. Retarding the spark enough to avoid "pinking" causes rough idle, low-speed overheating and "run-on"

when the ignition is switched off with a warm engine. The car runs fine over 1500 RPM in third and fourth. Does anyone have any suggestions on detuning the 2-litre engine? Has anyone tried two cylinder head gaskets to lower the compression ratio? Are there kits to alter the Lucas distributor advance curve? Any other suggestions? ■

Carl W Sachs - USA

TRIUMPH BOOKSHOP

ORIGINAL BRAND NEW LEYLAND PUBLICATIONS

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| Workshop Manuals | UK O'seas |
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| Herald 13/60 | £19.95 £21.95 |
| Herald Servicing Card | 99p £1.50 |
| Handbooks | |
| Herald 1200/1250 | £5.00 £5.50 |
| Herald 13/60 | £5.00 £5.50 |

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| Workshop Manuals | UK O'seas |
| Spitfire 4/11/111 | £19.95 £21.95 |
| Spitfire 4/11/111 Dutch | £18.00 £20.00 |
| Spitfire IV/1500 | £18.00 £20.00 |
| Spitfire IV/1500 Dutch | £18.00 £20.00 |
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| Spitfire MK11 | £5.00 £5.50 |
| Spitfire MK111 | £5.00 £5.50 |
| Spitfire MK111 Swedish | £5.00 £5.50 |
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| Spitfire MKIV German | £5.00 £5.50 |
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| Triumph GT6 1966/1974 | £6.50 |
| Triumph Spitfire 1962/1980 | £6.50 |
| Spitfire Collection No. 1 1962/1982 | £5.50 |
| Road & Track Triumph Sports Cars '58/67 | £6.50 |
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| THE COMPLETE HISTORY'S | |
| SPITFIRE/GT6 | £11.25 £12.00 |
| HERALD/VITESSE | £13.50 £14.50 |

| HAYNES WORKSHOP MANUALS | Price |
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| COVERS ALL HERALD, VITESSE, SPITFIRE & GT6 MODELS | UK O'seas |
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| Vitesse MK1 | £5.00 £5.50 |
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| Workshop Manuals | UK O'seas |
| GT6 MK1/11/111 | £19.95 £21.95 |
| Parts Catalogues | |
| GT6 MK1/11 | £16.00 £18.00 |
| GT6 MK111 | £12.00 £14.00 |
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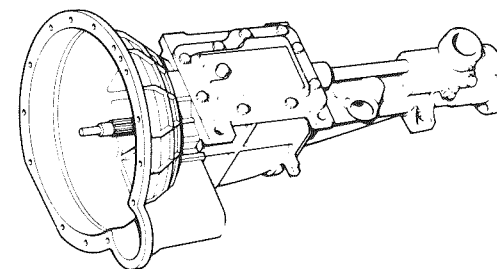
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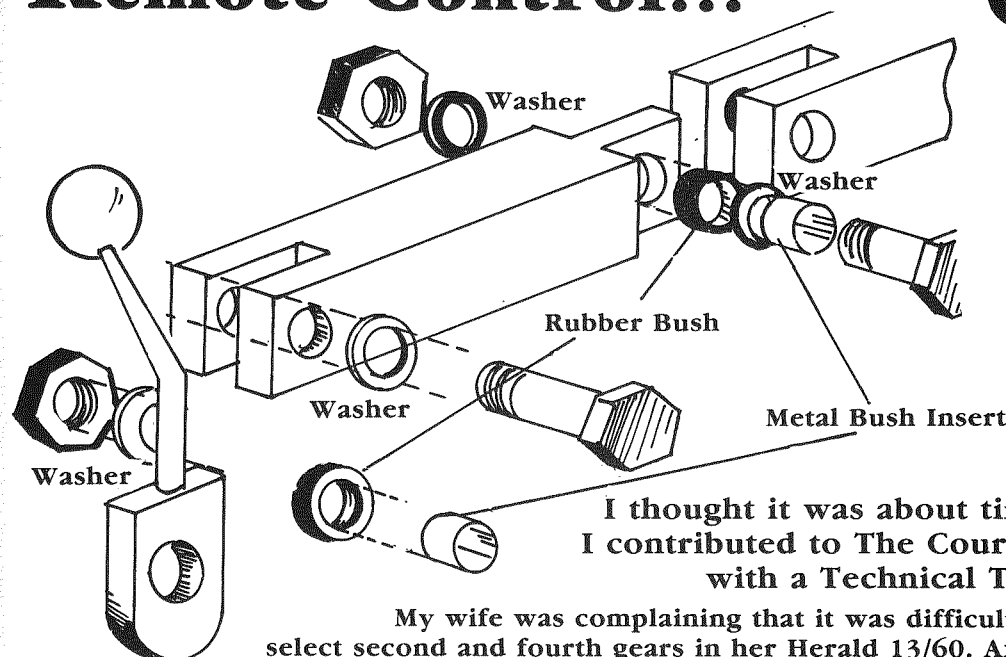


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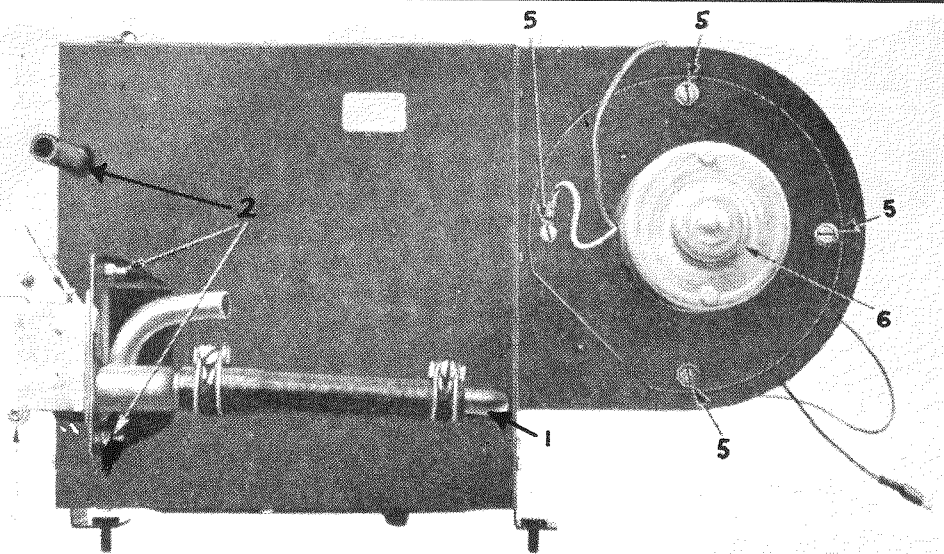
I thought it was about time I contributed to The Courier with a Technical Tip.

My wife was complaining that it was difficult to select second and fourth gears in her Herald 13/60. After testing the car myself, I thought it was the synchromesh worn and I was expecting to fit a new gearbox. However, I checked the remote control mechanism first and found that the rubber bushes between the two joints were perished and nearly non-existent. This caused excessive play in the mechanism. To remove the remote control mechanism, undo the four nuts on top of the box and lift off the mechanism. When turned over, you will see two joints, both with a nut and bolt passing through. Remove the nuts and bolts and examine the joints. There should be a small, metal bush inside a larger, rubber bush. If, like mine, the rubber bush is missing, then replace it with a new item or, as I did, make one up from a suitable piece of plastic tubing, cut and drilled to size.

On re-assembly, grease all parts well and remember to refit the washers in each joint. Time taken was just two hours, including making up new bushes. Well worth the effort as now the gearbox feels like new and all gears are selected crisply and easily (and I saved over £100!).

This should not only apply to Heralds but to all 'our' cars, as I believe the gearboxes used are similar for all models.

VINCE MUNGAY - ASHFORD, KENT



HOT STUFF

Bernard Robinson

Having recently purchased a 1962 Herald Coupe 1200, I thought I might pass on my tips on how I cured the cars only major fault; NO HEAT! As the car had stood for a while and on checking the receipts and servicing records, I could see no mention of a change of thermostat or cooling system flush at any time, this was probably due to the low mileage of 41,000 miles.

I started the overhaul by adding some 'BARRS' cooling system flush to the radiator and ran the car as normal for a couple of days as per the instructions. This breaks down all the gunge and rust particles in the system (similar to a kettle descaler) and has the added advantage of showing up any leaks in hoses, rad etc; by drying out as a whitish deposit at the leak source.

In this instance I thought it would be advisable to flush the core in the heater radiator

(a Delaney Gallay model) and having used this operation before in my GT6 which uses a Smiths heater unit, with good effect, I started to remove the complete heater unit from the car.

Firstly I drained the water from the radiator and engine block. Next, after disconnecting the battery (always a wise precaution) I unscrewed the blower motor housing screws (Nos 5 and 6 in photo), undid the electrical connections and withdrew the motor and fan

from the casing. All the hoses were then removed having previously given them a liberal dosing of 'WD 40' to ease things along. To remove the heater body itself you then have to undo the retaining nuts INSIDE the car. These nuts are located underneath the scuttle panel - there should be two.

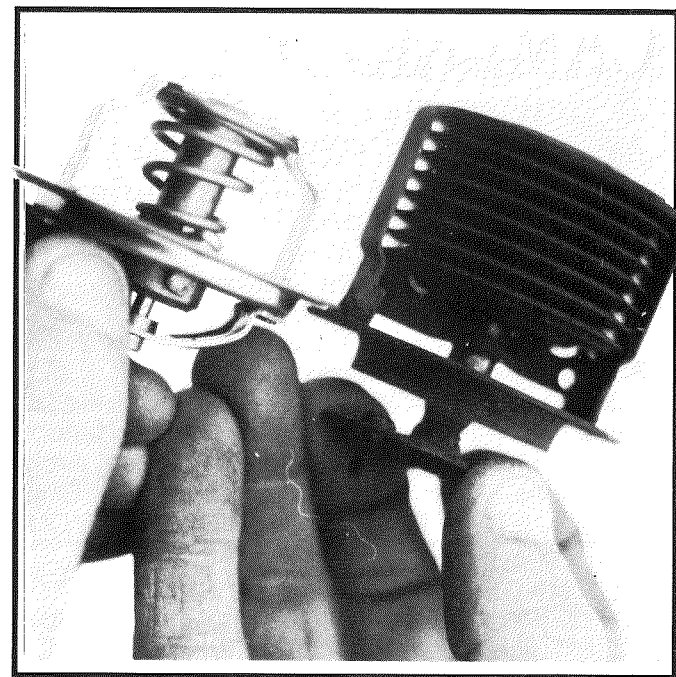
The Heater is sealed to the scuttle by means of a rubber gasket, so take care not to damage this on removal of the unit. After disconnecting the heater valve control cable and

also the choke cable, you can proceed to lift out the unit - this can be a bit fiddly as you have to rock it both forward and upward to clear the blower duct at the back (this too has a rubber seal) and the retaining studs at the bottom. Once clear make sure you keep the heater upright as there is always some residual rusty water in the heater core. Placing the unit over a suitable drain you can proceed to flush the core by connecting a hose to one of the heater outlet pipes (Nos 1 or 2 in photo).

Turn on your hose, which I connected to the hot water supply; do not use too much pressure as this could do more harm than good. Once the core has filled just let the water trickle out as by now the flushing compound should have broken down most of the heavy deposits. Once the flow of water runs clear, remove the hose and reconnect to the other outlet to reverse flush the core. I think you will be surprised at how much muck and gunge this process removes, and by taking the heater out of the car you eliminate all possibility of flooding your interior with rusty water.

Checking the valve operation is easy enough by blowing through the valve inlet pipe. With the valve in the open position you should get a good flow of air, any difficulty will mean there is an obstruction. Repairs to the valve are unfortunately out as the manual claims the valve is serviced by replacement only (*unless you know better...Ed.*)

Before refitting I then flushed the engine block and radiator by inserting the hose into the rad. until the water



ran clear. I then flushed the back by pushing the hose onto the water pump heater pipe outlet and waited until everything ran clear again. As it was November when I did this job I decided to replace the thermostat for a Winter one of 82° as opposed to the Summer one of 88°. After undoing the thermostat housing studs, I was surprised to find the original AC unit in place (see photo). I replaced it as by now it been in use for some 24 years, and as it was stamped 88° indicating it was for summer use. Cleaning off the housing and water pump mating surfaces with a sharp blade ensures a good seal with of course a brand new gasket.

After checking all the hoses and the clips I then refitted the heater and bolted it in place, re-connected the control cables and secured the hoses. Making sure I had the heater

valve fully open, this cancels any possibility of air locks in the system, I refilled with water and anti-freeze (distilled or clean rain water is better if you can get it). The advantages of all this is, quicker engine warm up (less choke needed), in my case clearer screens and an interior temperature which is to say the least 'HOT STUFF'.

Obviously the techniques applied are simple and straight forward and will apply to all our cars, with of course obvious differences.

If you have any Technical Tips to help other members, send them in to us now!!!

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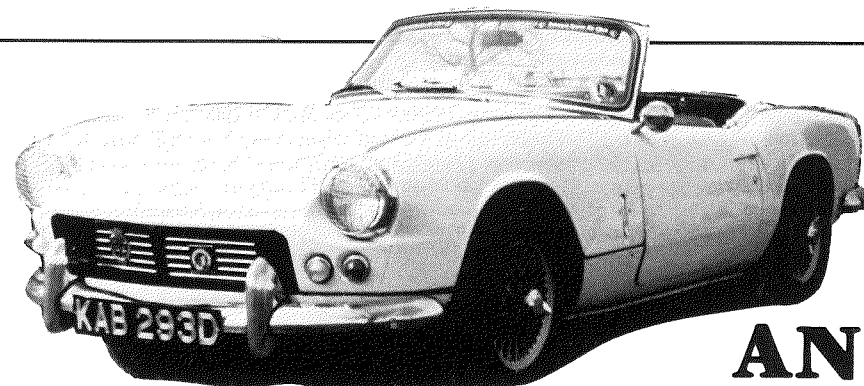
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AN AUTOBIOGRAPHY

BY KAB 293D and by Nick Lord

H i! I'm a white Spitfire 4 MKII. I have had quite a traumatic life but for the last few months my health has been very good and the outlook is quite rosy. I was born in February, 1966, which means that in 1987 I will be celebrating my 'coming of age' (it has been rumoured that my Master might treat me to a full tank of go-go juice!).

I was initially purchased by a businessman as a run-about for his wife. She was quite kind to me but didn't look after me very well. Oh! She gave me plenty of washes and polishes, but it was those awkward little places that she neglected. But for the 15 years she owned me, I only covered 60,000 miles.

One day in 1981, I heard that I was due to be replaced - *too-long-in-the-tooth* was mentioned and I was quite upset. But, before that came about, I was out shopping one day, when a big, nasty lorry hit me in a very delicate place. I was very hurt. A trailer arrived to take me away to a London Triumph dealer - a not very nice man - and I was put into a corner of his yard. Day-after-day, I lay there; weeds were growing all over me and I was gradually disappearing in a sea of green. I waited, shedding rusty tears for my awful plight but nobody came to visit me.

Then, one morning, a whole year later, a big banging and rattling woke me from my fitful slumbers. In front of me was standing a very macho MKIII

Spitfire. He did, however, have on a very tatty suit in Racing Green with holes everywhere. Out of the car got a man who looked at me with delight. He ran his hands over me and then started putting them in the most embarrassing places! He seemed pleased with what he found though and I heard the sum of £500 mentioned. Then he shook hands with a dirty man in oily overalls.

A few days later I was pushed out of my corner and into a workshop. Over the next few weeks I was treated to many new bits; some of them were put on well, some not so well.

I was given new sets of sills, a new passenger door, new floor pans, a new bootlid and rear valance. My carpets were taken out and thrown away. I

was given a reconditioned gearbox. My sump was taken off and I was given new big-end bearings but, oh dear, they forgot to put my locking caps back on. Finally, I was given a respray in my original colour of white. Not a very good respray though, just a quick blow over with no preparation. My works hardtop was given the same treatment.

Then, in August, 1982, I was wheeled out of the workshop and driven by my new owner to his home in Hounslow. I was then subjected to a tremendous cleaning and polishing programme. I felt very proud. I was given new carpets, new mirrors and a new ariel. I looked a real lady.

However, the problems started for my poor Master,

after only one month. Remember my missing locking caps? Well, one Sunday morning on the M4, I had an awful pain in my stomach. One of my con-rods was working itself loose when, with a tremendous rattling and banging, I came to an abrupt halt on the hard-shoulder. I wasn't very well at all. I was towed to a garage in Slough from where, three days later, my master and his mother towed me to their home in Leicestershire. There my engine was stripped down. The result was a horrible mess. The only part worth salvage was the dip-stick and even that had to be straightened. But I wasn't off-the-road for long. I was fitted with an engine from an abandoned Herald and mobile again; my Master promising to find me a Spitfire engine as soon as possible.

My next little problem was my wire wheels. My splines were getting more and more worn until one day, when my brakes were put on, my wheels kept on turning. So, my Master dug again into his wallet and presented me with a set of new wire wheels, new adaptors and new knock-ons.

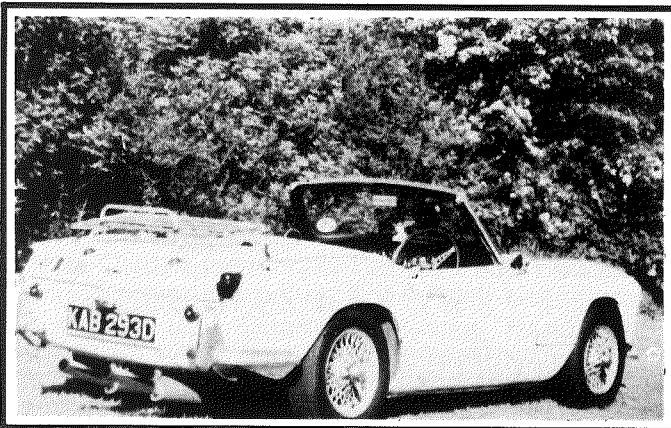
Things then went well for a while and he even kept his promise and gave me an engine transplant for an 1147 Spitfire engine. I was original again!

Shortly after this, my clutch started misbehaving and I was unfortunate enough to break down in Shepherd's Bush in the rush-hour. My Master started to go a bit queer then; he gazed at me threateningly, jumped up and down and bit and even muttered about disowning me. However, he towed me back to Hounslow, took out the clutch which was in tiny pieces and fitted me with a new one. We were mobile again. But, 200 miles later, the same thing again - my clutch was all in tiny pieces. He fitted a new clutch again (between you and I, he can be rather thick at times!). I knew what would happen and it did. After 200 miles you know the rest! He now (eventually) decided to check the engine back-plate. He thought it might be slightly buckled so a second-hand one was kindly loaned by Spitfires UK of Leicester. We approached 200 miles with trepidation but all was well. We forged ahead together. The final months of 1983 were gloriously trouble-free. So was 1984 until May and MOTEC.

We travelled up with Mike Crewes as ballast in the second pilot's seat. On the way I got very, very hot until I was boiling over. We covered the last 100 miles at 40mph with frequent stops for me to mop my brow. My problem was a build-up of scale in my radiator, totally blocking it. My Master actually scraped me with a metal coathanger, and poured all kinds of disgusting concoctions down my throat. All to no avail. I limped back home, very hot and tired, but my kind Master once more dug into his wallet and presented me with a new radiator. "Great! Now we're really going," he said. I think he's said that before, and it's always a fatal sign. So it turned out again. In August of that year we motored up to the Leicester Event at Stanford Hall. "Where's all that smoke coming from? Someone must be having a bonfire", he remarked. "Idiot!" I thought "He'll find out!". True enough, my back brakes seized solidly and we left the event courtesy of an A.A. Relay truck.

These were duly replaced and we happily motored throughout the winter. Then, fate obviously decided that she'd left my master and me alone for too long. There I was at Chessington Zoo attending S.E.M., when some extremely nasty people stole me at night. They drove me so hard that they wrecked my clutch and blew up my engine, and also damaged my exhaust system. Once again, courtesy of the A.A.

My master then proceeded to rip my innards apart like a maniac - I think really he's frustrated surgeon! Anyway, I was a right mess. He patched me up with another engine but it blew out so much blue smoke I was really embarrassed everywhere we went. It was also at this time, while I was standing waiting for him one day, that a milk float decided to attack my side. He destroyed a rear wing and ripped off one of my mirrors. I had a new wing fitted, but it wasn't a very good

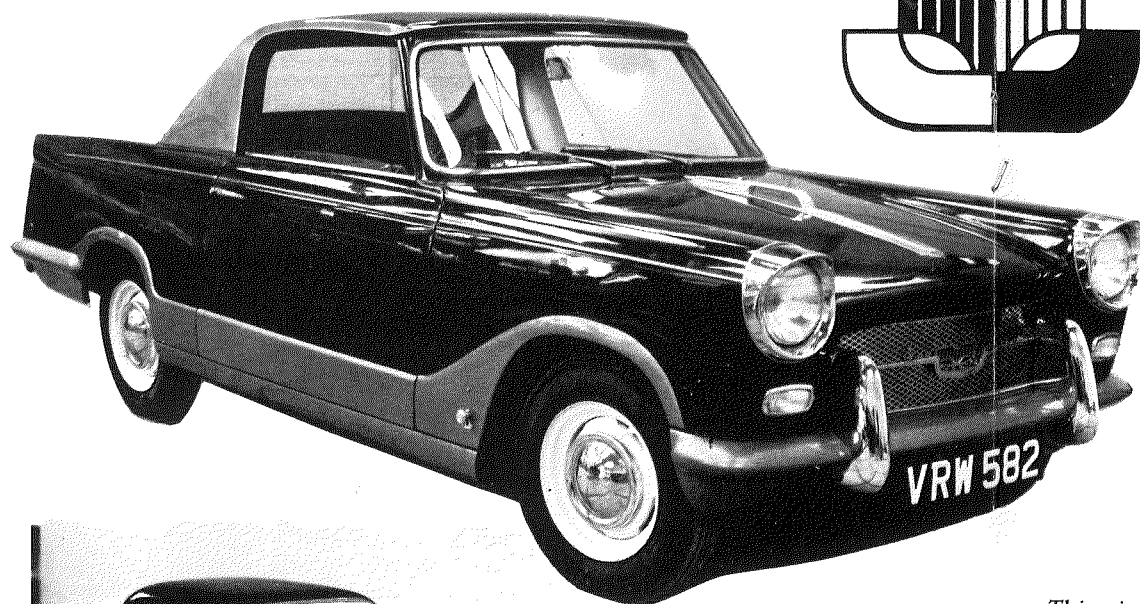
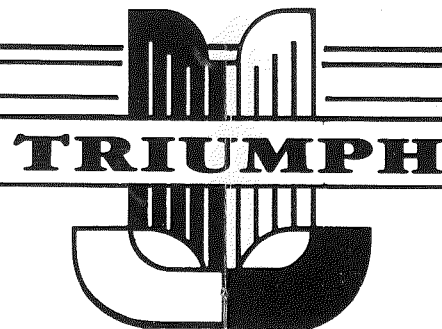


job. However, after a month of this I retired for the year, to be worked on solidly for the next few months.

I was given a very nice, Gold Seal, 1296 engine; a new propshaft and diff.; a new water pump, starter motor and dynamo; new carpets and door panels; another new radiator and steering rack; new brake pipes and carbs; new engine screens; and to top it all off, K & N air filters, rich needles, an extractor manifold and twin exhausts. Than all my front suspension and engine were painted and lacquered. I was *beautiful!* I was *immaculate!* My master drove me again in November of that year and it was a joy to feel the road under my tyres again, especially as I was faster and more powerful than I had ever been.

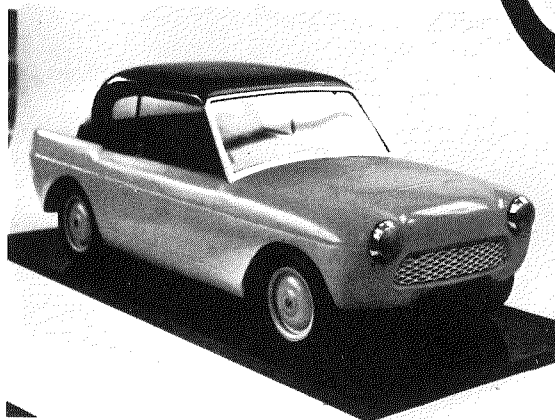
But fate still hadn't finished with me and my master. At Christmas, after just fifteen hundred miles, I suddenly got an awful pain in my stomach again. I also started the most unlady-like noises. So, I was taken apart and examined. I had swallowed two washers and they had caused quite a bit of damage before being expelled naturally. I needed a drastic head skim and two new pistons. This was done and very expensive it was too, I'm afraid. I have, however, had six months of trouble-free motoring ever since. My master has recently cleaned all my underneath and painted it all in white Hammerite, finished off with lots of Waxoyl. I wish, however, he wouldn't keep banging my chassis with his head and utter those disgusting words at the same time. He has, though, just purchased an overdrive unit for me and, something I've always needed, Vitesse brakes and a servo. I am also booked in for a new pair of front wings and a bare metal respray. Then I truly will be wonderful. He has also been muttering about chrome replating I can see many happy years of motoring ahead.





MARVELLOUS Michelotti !

The date on this picture is 7 January 1958 - just two weeks after the first Michelotti coupé style arrived in Coventry, from Turin. The car was registered VRW 582, and its shape was not altered, even in detail, before the car went into production.



The doomed 'Zobo' Bathtub

Early in 1957, Standard Triumph were in despair over the style for 'Zobo', and this model shows the 'bathtub on wheels' shape that was slowly evolving. Everyone hated it. Soon after this fate, in the shape of Raymond Flower, and his young Italian protégé stepped in.

This picture dates from December 1960, and is of the first (Italian-registered) Vitesse prototype.



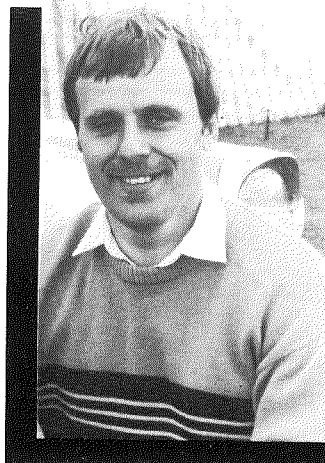
There was no Vitesse Coupé offered as a production car, though this would not have been difficult to arrange.

Photos Courtesy of Graham Robson.

The GENIUS of Giovanni Michelotti. Zobo to Atom

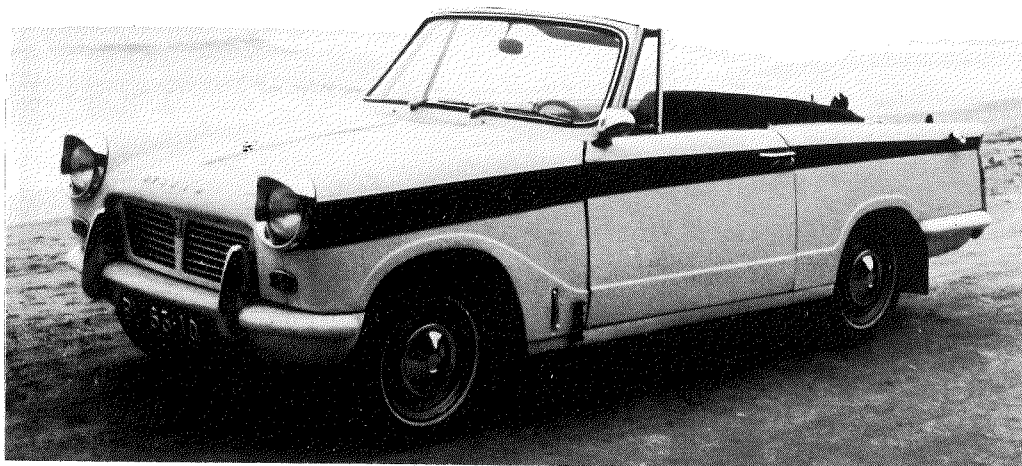
HERALD REGISTER

CHRIS LONGHURST



It is some months since I carried out a Herald Register up-date, as I have been busy resorting the Register. The results are presented in Table 1, where there are separate entries for UK and Overseas vehicles. Note also that the 1200 section has been subdivided in three sections; 1200 MKI (to commission number GA 80,000), 1200 MKII (from GA 80,001) and 1200 Export (GB prefixed). Some of the Export 1200's listed in the UK column in Table 1 are re-imports but others were sold through UK dealers. The UK listed 1200 Export convertibles have been listed in previous up-dates as 12/50 convertibles. Some of these vehicles (usually 'D' registered) are badged as 12/50's but for convenience I have listed them with the Export 1200's as they have GB prefixed commission numbers. I will describe the 1200 Export models in more detail in a later article.

As can be seen from the Table, the T.S.S.C. Herald Register stands at 3526 cars; these include current and ex-T.S.S.C. members and contributions from South Africa, U.S. and Belgium cars clubs and individuals.



Carlos do Carmo from Portugal's Herald 12/50 Convertible

| TABLE 1 (1.1.87) | U.K. | O.S. | TOTAL | GROUP TOTAL | COMMISSION SEQUENCE |
|-------------------------|-------|------|-------|----------------|------------------------|
| 948 | | | | | |
| Saloon | 52 | 8 | 60 | 149 | G- |
| T.C. Saloon | 16 | - | 16 | | GY- |
| 'S' Saloon | 14 | - | 14 | | G-SP |
| Convertible | 13 | 4 | 17 | | Y-CV |
| Coupè | 29 | 13 | 42 | | Y- |
| 1200 MKI (GA1-80,000) | | | | | |
| Saloon | 58 | 7 | 65 | 136 | GA-DL |
| Convertible | 19 | 6 | 25 | | GA-CV |
| Coupè | 22 | 2 | 24 | | GA-CP |
| Estate | 4 | - | 4 | | GA-SC |
| Van | 12 | 6 | 18 | | GA-V |
| 1200 MKII (GA 80,001 +) | | | | | |
| Saloon | 466 | 6 | 472 | 933 | GA-DL |
| Convertible | 322 | 5 | 327 | | GA-CV |
| Coupè | 19 | 3 | 22 | | GA-CP |
| Estate | 79 | 2 | 81 | | GA-SC |
| Van | 24 | 7 | 31 | | GA-V |
| 1200 Export | | | | | |
| Saloon | 8 | 30 | 38 | 63 | GB-DL |
| Convertible | 10 | 13 | 23 | | GB-CV |
| Coupè | - | 1 | 1 | | GB-CP |
| Estate | - | 1 | 1 | | GB-SC |
| 12/50 | | | | | |
| Saloon | 217 | 5 | 222 | 225 | GD-RS |
| Coupè (AUS) | - | 1 | 1 | | (GB-CP) |
| Sedan (AUS) | (AUS) | - | 2 | | (GB-DL) |
| 13/60 | | | | | |
| Saloon | 657 | 19 | 676 | 2020 | GE-DL |
| Convertible | 1101 | 7 | 1108 | | GE-CV |
| Estate | 234 | 2 | 236 | | GE-SC |
| TOTALS | 3376 | 150 | 3526 | | |

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FEBRUARY ISSUE ON SALE 29 JANUARY



WHICH CARPETS ?

I would be interested to hear members comments on replacement carpets available for club cars.

It is possible to get cheap carpet sets (under £20), which I did for my Herald but the carpets suffer from the following faults:-

- They are not good quality and soon tend to tear at the seams.
- They don't fit very well.
- The cut-out for the gear lever is not 'edged' at all.
- The material pulls out easily, especially along unfinished edges.
- They are very thin and consequently, do not dampen sound as well as the originals.
- The pile is not twisted and so they do not look the same.

Is it possible to get truly original carpet sets? i.e. manufactured to the same colour and texture as originals? I know more expensive carpet sets are available but I have not had any experience of these and am unwilling to part with my cash until I have!

**David Tye -
Stevenage, Herts**

OIL PRESSURE !!!

In reply to the anonymous letter from Canterbury in January's Courier (page 27), may I suggest that the writer contacts Mr D F Bradley of 22 Braydon Avenue, Little Stoke, Bristol BS12 6EH, in relation to his delayed oil pressure problems on his Vitesse.

Mr Bradley markets a special kit, which may prove more suitable, or he may be able to advise how best to adapt the writers present device. I have fitted a remote oil filter kit to my GT6 MKIII - supplied by Mr Bradley - and no longer experience oil pressure delay at all. A worthwhile investment.

Steve Fletcher - Doncaster

PEN TO PAPER



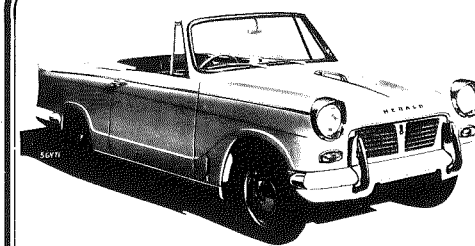
WINDOW GLASS

On a recent visit to my local Triumph Spares Specialist, I discovered the following rear, obsolete spares which might interest other GT6 MKIII owners.

TR IMPROVEMENTS, 19 CARNATION ROAD, SOUTH WOODFORD, LONDON E18. Tel: 01-505 3017 have a limited quantity of genuine Triplex Sundym door glass, both left-hand and right-hand sides. Having tried to locate this glass, either new or used in the past without success, I know just how difficult it is to obtain.

Although TR Improvements offer an efficient Mail Order service, glass cannot be sent due to risk of breakage, so it's callers only. Any member interested should contact Ray, the owner at the above address.

Steve Phillips - Tottenham



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Overseas News

YET ANOTHER 'TRIUMPH' FOR THE 'HERALD' OVER PORTUGAL AND SPAIN

Those of you with good memories may recall my letter in The Courier No. 66, praising the efforts of my beloved 'Annabella' on her tortuous journey through Spain and Portugal. Annabella is, of course, my faithful Herald 13/60.

For the past eighteen months she has taken us up and down the coast of Portugal and explored the interior on many occasions, braving the extreme heat of summer - topless I hasten to add - then withstanding the torrential rains of winter - (only for a month mind you but when it rains it certainly rains!). She has covered somewhere in the region of 18,000 miles with hardly a murmur of complaint and those of you who know Portugal will appreciate that's no mean feat. Most journeys involve climbing at least one steep mountain and many roads are no more than joined up holes - when you can find the joins that is - mind you they are improving a great deal.

However, Annabella is now taking life very easy. Due to the fact that I sold my wife's Austin Maxi prior to coming out to Portugal, in favour of keeping Annabella, I have been obliged to purchase one of those new-fangled luxury laden cars - a Meastro Vanden Plas I think it's called - so a swap was organised. The plan being the wife and I drive Annabella 'Home', collect the new car and return, after delivering Annabella to her 'Hotel'.

I should have known all

*Rick
Geall
Portugal*

would go wrong after all, 'all the best laid plans etc. etc.'. We were to take things easy going home but finished up driving for 10 hours on the first day, a total of 400 or so miles, then arriving just outside Santander on the second day - a whole day early. I will not go into the reasons why we were so early, suffice it to say one of our planned stops was fully packed to overflowing, forcing us to go on and we had a long detour, mistaking a P on the map to mean a Parador when in fact it meant the town was a 'P'inciple city!!! (oops!).

But to sum up, Annabella covered a good 700 miles over not so good roads in two days, then continued once in UK from Plymouth to Portsmouth all in good health - until the next morning. I noticed a strange whirring sound and not being a car doctor, it worried me, so her GP was called out

and diagnosed a sick dynamo. A transplant was organised for the next week.

Meanwhile, I was travelling around the country to collect the new car, of which the wife was very pleased and once Annabella was declared fit to travel, I delivered her to her hotel where she is now enjoying herself for a year amongst such everyday cars as 1937 Bentleys, Rolls Royces, Daimlers, Classic MG's and an 8-litre Phantom - she does have one ally though, a Vitesse, so she is not alone.

As a final footnote, I will add that she did not waste her time in Portugal. She became very well-known and as a result of her stay, Heralds/Spitfires and their owners from Oporto in the North to Albufeira in the South are in constant touch and a few are now 'fully-fledged' members of the TSSC (including one person who does not yet own one of 'our cars' but intends buying a Vitesse in due course). So do not be surprised, should you be on holiday in Portugal to see a few of our cars 'in convoy' and should that be in the Estoril area during the next year, spare a thought for the poor old soul tagging along behind in his wife's new-fangled Maestro!!

Things I Have Learnt From Experience

Windy Jolt

(some worth knowing, some not)

- Vibration is always caused by the part you haven't replaced.
- U.J.'s are cheaper than driveshafts, so don't leave them too long.
- If you've replaced the engine and it won't start, regardless of how many times that you have checked that they are correct, the cause will always be that the distributor is 180° out, or you haven't replaced the earth straps.
- Swearing isn't as good a WD40 but it does help.
- The odd noise you hear when driving your first convertible isn't mechanical, it is birds singing.
- More heads are turned by a blowing exhaust than by a flash car.
- Windscreen suppliers have the wrong windscreen listed for 2-litre Bond Equipes.
- New 2-litre Bond Equipe windscreens aren't available.
- Rejuvenating batteries with EDTA (see November 1985 Courier) works.
- Despite battery terminals being clean and tight, if the car won't start and the lights don't come on, it's always a bad connection.
- One man's rubbish is another's expensive, rare part.
- No one 'collects' cars (see adverts saying 'collectors car'), we just accumulate them.
- Policemen aren't infallible - I wasn't doing an average of 92.4 over 2/10th mile, honest!
- Rare parts are never rare until somebody needs them.
- My garage is full of rare parts nobody wants.
- The spares you have to hand are never the ones you need.
- The club car you pass every day always disappears the day you remember the Recruitment leaflets.
- Other peoples' MKII suspensions always come apart easier than yours.
- TR4/5/6 windscreens are worth more than Spitfire I/II/III's, even though they are the same.
- TR parts are always worth more than our cars, even when they are the same.
- Other people always have more time/money for their cars than you have for yours.
- Too much involvement with the TSSC makes you ramble.

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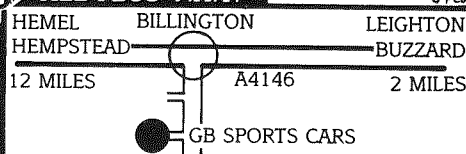
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JOBS TO DO WHEN TOTALLY BOARD

Bernard Robinson

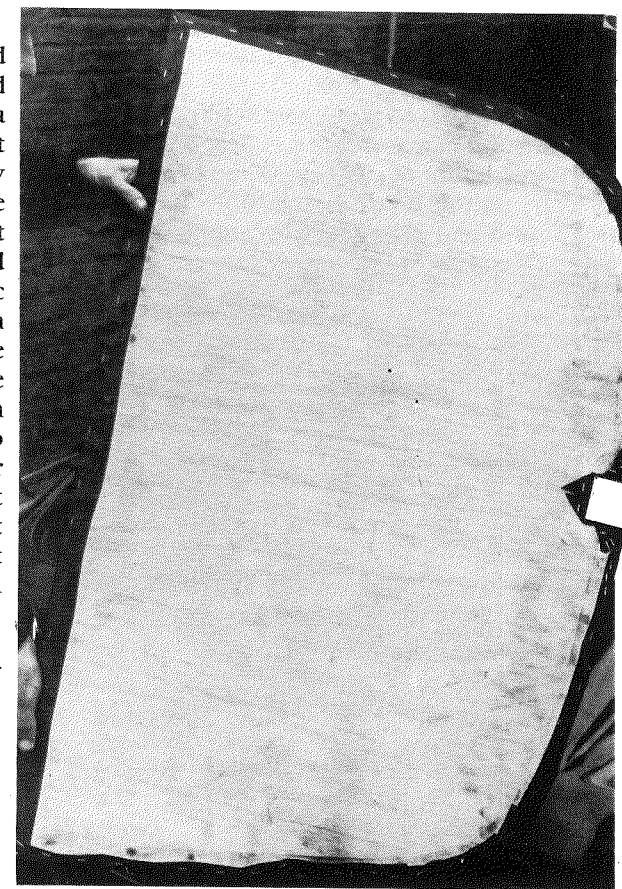
Here's a practical solution to putting valuables out of sight in your GT6. Although I'm afraid it probably only applies to those of us lucky enough to have the optional rear seat fitted, I suppose with a bit of thought though, you could alter the basic idea to suit all models.

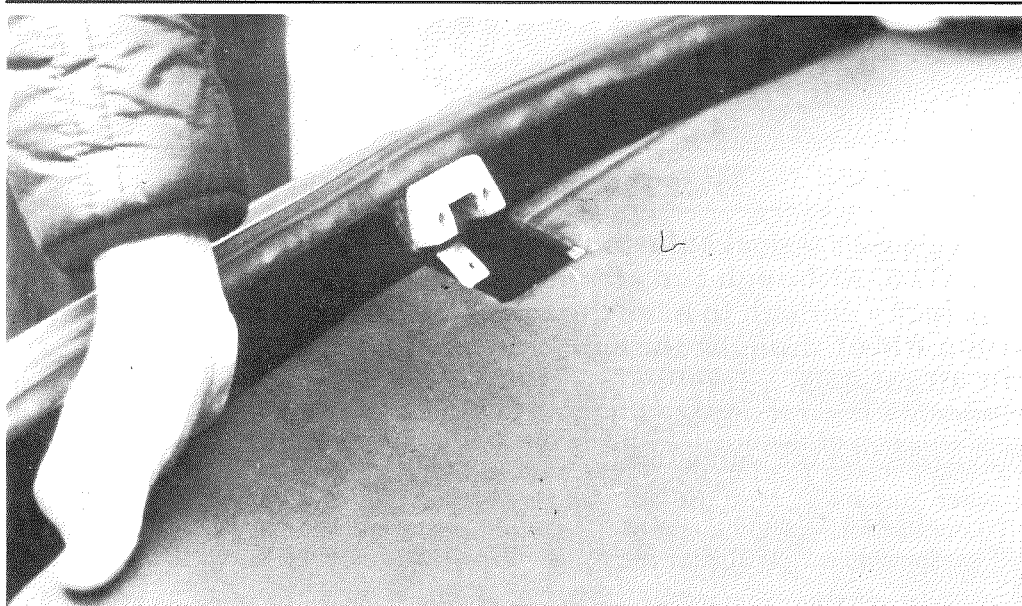
Basically it involves cutting a flat board to shape so that it fits snugly behind the upright section of the rear seat, filling the area up to the tailgate. Once finished, it is a simple matter to drop the rear seat on its hinge and pop in your camera, radio or other 'nickables', raise the seat and Hey Presto! Out of sight, out of mind.

To commence, place the seat in the upright position. Next I took a large piece of stiff cardboard and cut this to the rough shape required - see Photo 1

By folding the edges back and cutting along the creases all round (with care), you end up with a reasonable template. Next I bought a large sheet of ¼" marine-ply board. I thought this would be more durable and damp resistant than hard board. I marked around the template and, using an electric jigsaw, cut to shape. Much trimming and rounding off the edges to suit gives you the base item. I wanted the board to fit on top of the rear trim panels, so as to give a clean line. I found it better to try to achieve an interference fit in these areas. I also made the slot that fits around the lock panel tight as well, to help prevent the panel dropping or rattling - Photo 2.

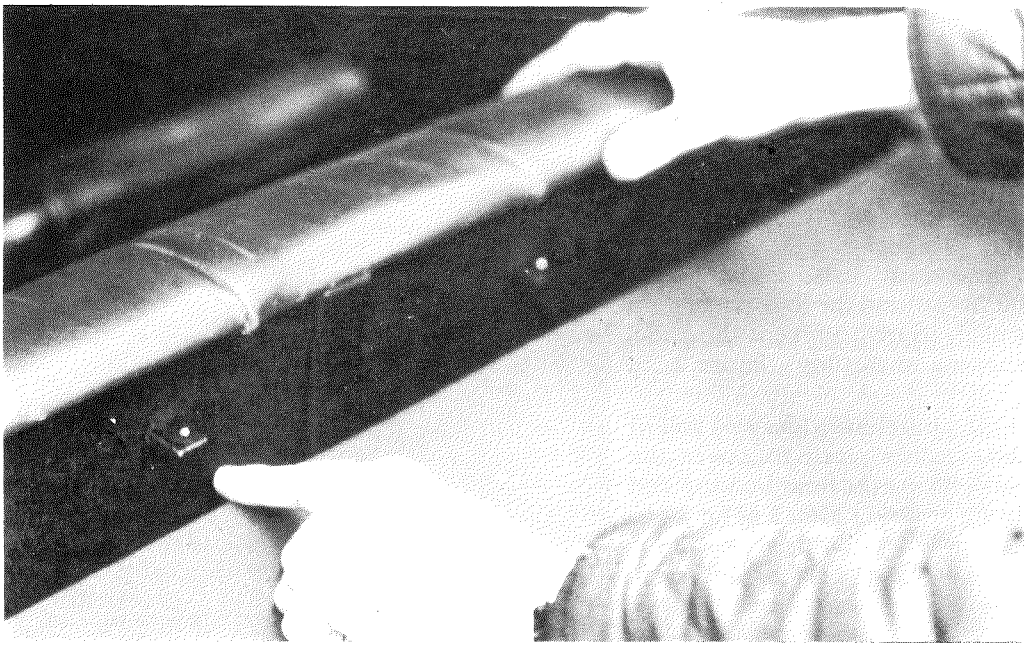
I then purchased locally a roll of black leather cloth to cover the board, laying the board on top and cutting around - I left a good 2" to overlap. From Photo 1 you will see that I cut slices at right angles and





stapled the leather cloth to the board, stretching it as far as possible to ensure a smooth surface on the other side.

Next I purchased some small, chrome, L-shaped brackets, which I attached to the rear seat and rear lock strut. These stop the board from dropping down and provide a certain amount of rigidity. When everything is in place, I intend to mount my stereo speakers on this board in the future as I believe the area underneath will give a good bass sound and also alleviates the problem of cutting holes in my door trims.



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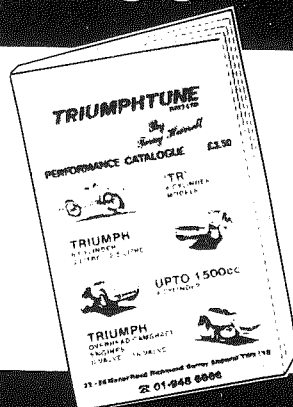
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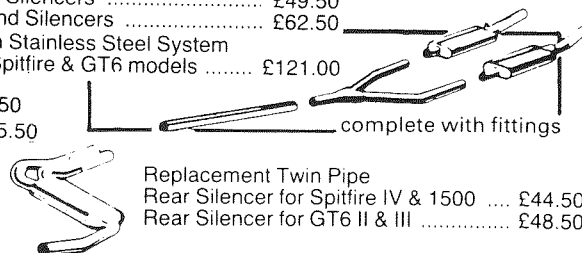
SPITFIRE MODELS



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GT6 II & III
6>2>1 = £107.00

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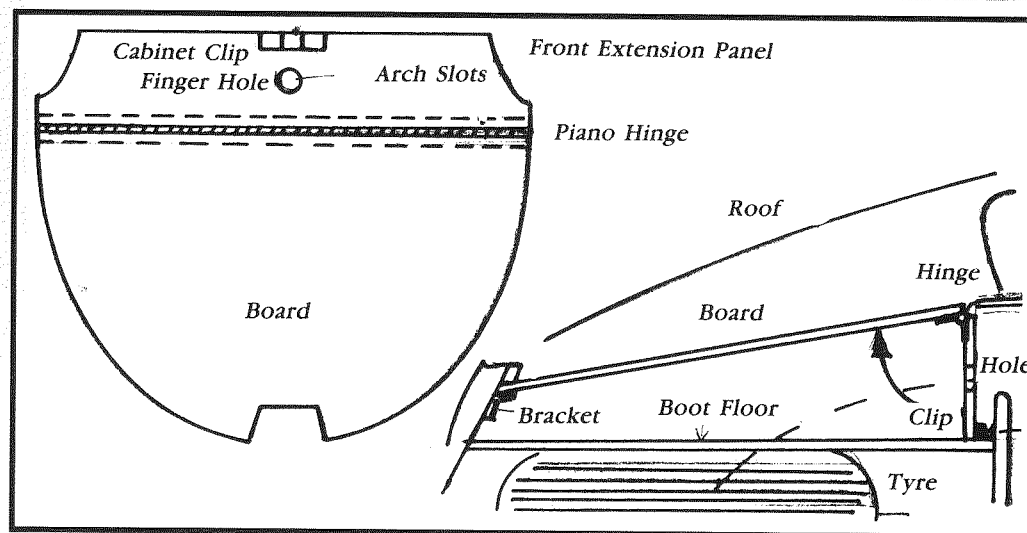
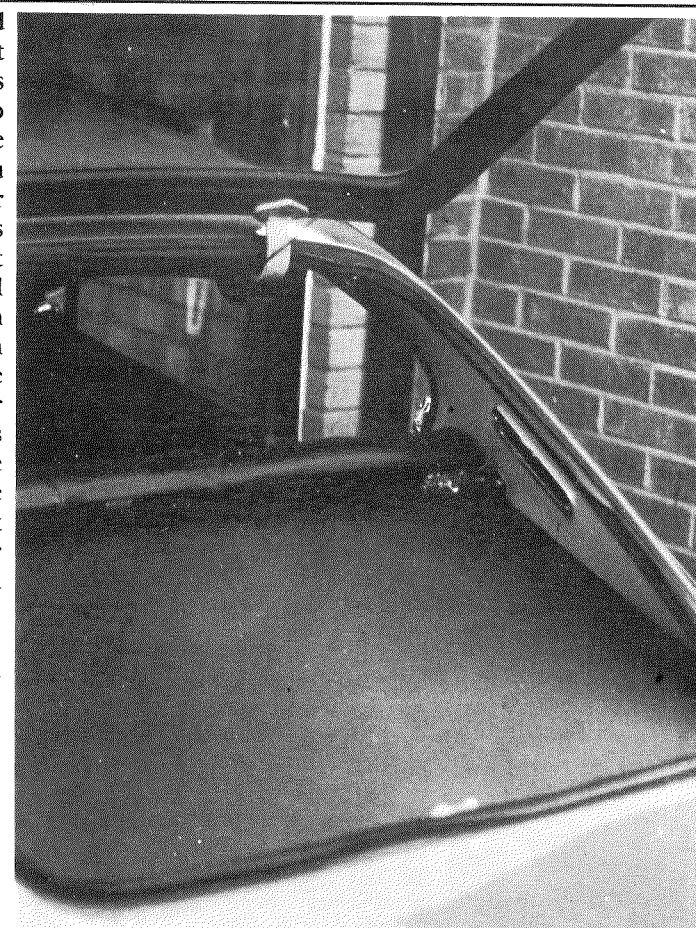
Name
Address
Model

TSSC 2/87

The beauty of this board is that is easily removable at any time (concoors boys please note) and simple to gain access to the spare tyre and jack or, should you need extra room for larger luggage, this fitment is ideal. Before I finish, I must give credit to the original inventor; it was a German Guy who I met at Arcen in 1985. As I said at the beginning, you could alter the design to suit all GT6's by adding a front panel - see Fig.4 as shown. Once the board is in position, I think it really tidys up the rear deck and adds extra security when the car is left.

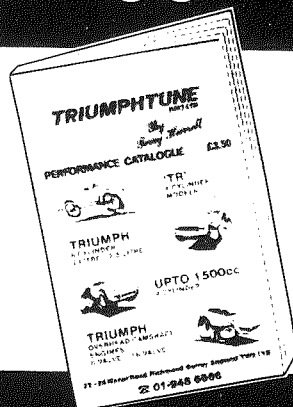
TOOLS NEEDED FOR THE JOB:

One sharp knife
A fretsaw or edge
trimmer
A piece of board
A piece of leather cloth
An industrial stapler or
glue





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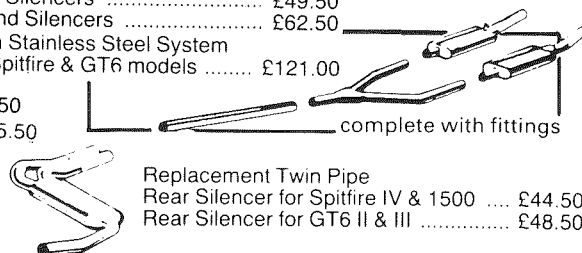
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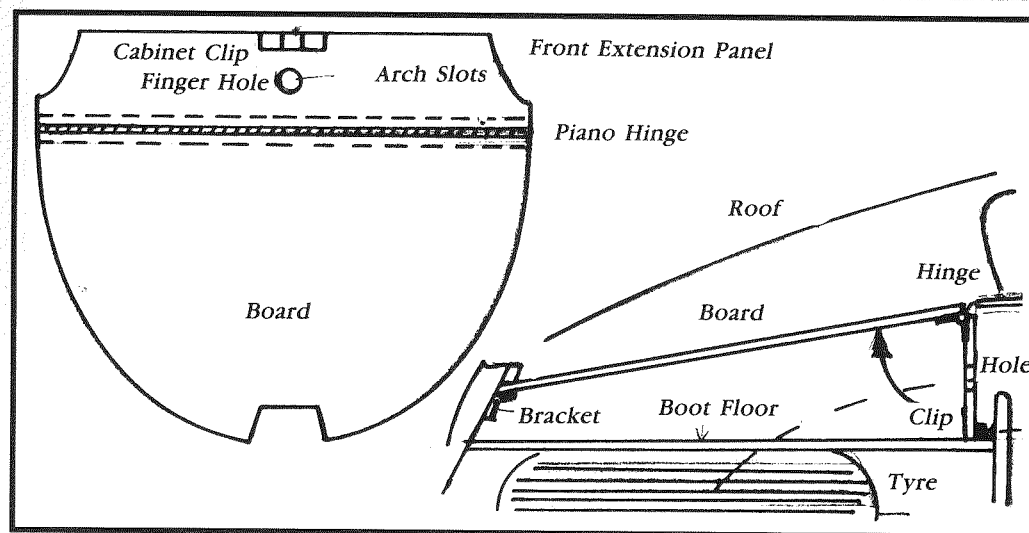
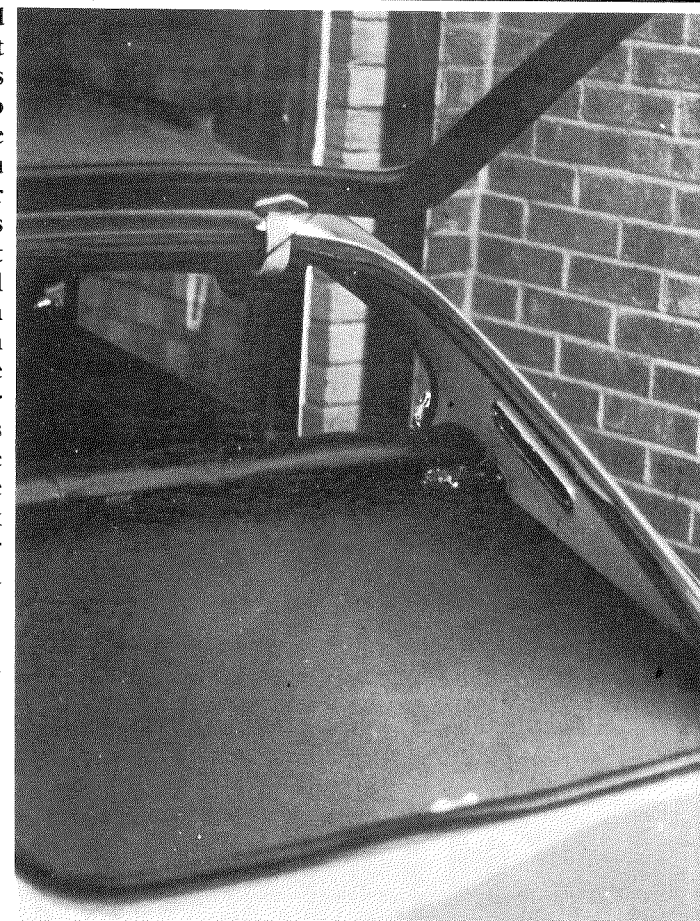
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TOOLS NEEDED FOR THE JOB:

One sharp knife
A fretsaw or edge
trimmer
A piece of board
A piece of leather cloth
An industrial stapler or
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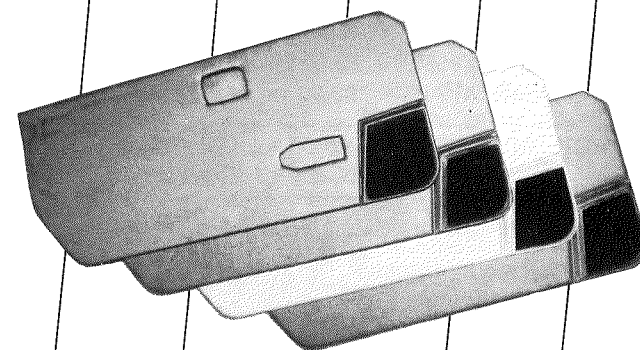
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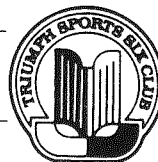
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Advertisements MUST be WRITTEN, not 'phoned, and MUST reach me by the 15th of each month to appear in the following month's issue.

BILL SUNDERLAND — EDITOR

**19 Prince Rupert Avenue,
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CLASSIFIED

1970 Bond Equipe MKII: orange bodywork. Restoration project. Sensible offers please. Contact: Roger or Angie, tel: nr. Bristol (0454) 321631 eves - non-member.

Herald 13/60: blue, MOT, overhauled gearbox, excellent tyres. House move forces sale. Body sound. £250. Contact: Wade, tel: Swindon (0793) 750322 - 86/14243.

Vitesse MKII 2L saloon: interesting car with a number of unusual features inc. sunroof, servo brakes, alternator, Dolomite g/box with J type O/D (rebuilt with new mainshaft), steering column lock, GT6 5½J wheels with recent SP sport tyres, radio/cass player, recent new BL diff, and recent BL rotolux joints. V. sound cond. throughout, but needs minor cosmetic attention. Many spares to inc. good engine, diff, g/box etc. Selling only because of acquisition of pre-War Riley, something has to go! £995 or try an offer. Contact: Mike Tebbett, tel: Malvern 63315 - 81/2408.

Herald 13/60 convertible 1969: blue, MOT failure. Needs all round attention inc. chassis. £150 o.n.o. Contact: Andrews, tel: Swindon 481046 - non-member.

Spitfire MKIV: frontal chassis damage. New 1500 recon. engine (2 weeks old), tyres and soft top. Recent full workshop restoration. Side/rear body excellent. Ideal spares or repair. Absolute bargain £250. Contact: Stephen, tel: Chesham (0494) 784008 anytime - non-member.

Spitfire MKIV M reg: MOT 5/87, taxed. New canvas hood, O/D, roll bar, rad/cass. V. reliable. £750. Contact: J Lewis, tel: Beckenham (01) 658 5674 - 83/6438.

2 Herald 13/60's: white convertible MOT, tax, good interior, engine unfinished project, needs respray. Grey saloon for spares, will break, no bonnet boot good interior. Pair £500. Will split. Contact: Bull, tel: Hounslow (01) 894 4523 eves - 86/16257.

Triumph GT6 1970: excellent condition. Tax, MOT, new clutch and g/box, recently serviced. Bills to prove. Quick sale as going abroad. £1,600 o.n.o. Contact: C Thorburn, tel: Day (01) 679 6969 or SW16 (01) 764 6921 eves - non-member.

Spitfire 1500, 1976: Tax and MOT Aug '87. Also 2 BL ¼ valances. Body requires attention. £350. Contact: Simpson, tel: Arundel 882589 after 6pm - 86/13987.

2 dismantled Spitfire MKIII's: 1st complete on rolling chassis, ready for sill replacement, engine rebuild started. 2nd completely dismantled, some parts missing. Two soft tops, one hard top etc. £312 o.n.o. May split. Contact: Norton, tel: Plymouth (0752) 708284 - 85/11596.

Spitfire MKIV 1973: excellent cond. MOT and Tax April. Hard and soft tops, stereo rad/cass, new interior. New house forces sale. £850. Contact: Martin, tel: Aylesbury (0296) 21912 - 85/12135.

Spitfire 1500 1976: recent engine, clutch, UJ's, tyres. Front and rear Spax. Works h/s tops, stereo r/c, accident damage to one side, cosmetic only hence £650 o.n.o. Contact: Andrew, tel: Essex (0621) 772616 - non-member.

Triumph Spitfire 1500 for sale: T reg., Yellow, convertible, v.g.c. 4 new tyres. Taxed and MOT'd. £1,500 o.n.o. Contact: Ree, tel: Bristol 420091 - non-member.

Herald 13/60 G reg: £225 o.n.o. Good engine/gearbox. Good runner, body bit tatty. 4 new tyres. Contact: Hawes, tel: Hounslow (01) 577 2768 - N/A.

Spitfire MKIV 1971: French Blue, O/D, hardtop, soft top, MOT, Taxed, good cond. and regularly maintained. Bodywork sound, v. little rust. Rad/cass player. Selling due to GT6 purchase. £800 o.n.o. Contact: Richard, tel: Aylesbury (0296) 21041 - 86/16463.

GT6 MKIII, 1972: accident damaged, restorable, offers? Contact: Griffiths, tel: Stonehouse (045 382) 3827 - 84/7138.

Vitesse 2L MKI O/D convertible: Damsen, 62,000, G reg., MOT Dec '87, minor renovations. Will produce superb specimen. Needs window seal, attention to wipers, otherwise v. tasty. £1,500. Contact: Peter Lester, tel: Hampton (01) 9778787 - 86/15917.

Triumph Herald saloon, 1968 1200cc: 11 months MOT. Good running order. Good chassis. £200 o.n.o. Contact: Conway, tel: (0727) 42345 - 86/15641 - 86/15641.

1969 G reg. Herald 13/60 convertible: white, red interior, hardtop, 66,800 miles, recent rebuild, full 5 years history and some to 1969. 9 months MOT, stereo only non-original item. £995. Contact: David, tel: Buxton (0298) 3071 for smart, clean, original car - 87/09961.

Herald 12/50 1967: long MOT, excellent engine and chassis. Average body.

Buyer takes all spares (engine, door, etc.). £350 the lot - no offers. Contact: M Voges, 33 Fenton Road, London N17 7JL. Tel: (01) 543 0911 ext 213 daytime - 83/6835.

L reg Spitfire MKIV: w/h/top in need of attention £200. Also breaking GT6 MKII: most parts available. No phone; send me your number and I'll phone you. Callers Sundays only at Flat C, 33 Barras Lane, Coventry CV1 3BU - non-member.

GT6 MKIII, 1973: redm O/D, long tax, MOT'd, wires, sunroof, stereo cassette, Kenlowe, oil cooler, electronic ignition, new diff, OK pressure gauge, v.g. interior and body. £1,800. **Also Spitfire MKIV, 1973:** yellow, O/D, tax, MOT, radio, oil pressure gauge, spotlights, new sills and O/S wing but elsewhere body needs attention, reliable, £650. Records of many new parts for both. Move abroad forces reluctant sale. Contact: Simon, tel: Swindon 783415 - 83/6399.

1969 Triumph Herald 1200cc: one owner, MOT until June '87. Runner but in need of attention. £400 o.n.o. Contact: Bradbury, tel: Shepperton, Middx. (0932) 245591 eves - non-member.

Vitesse 2000 MKI convertible, 1968: seeks caring relationship. Rather tatty but runs well, great fun and remarkably reliable. Recent welding, new exhaust, MOT and tax till October. £425 o.n.o. Contact: Nigel, tel: (06286) 64056 or Reading (0734) 64330 eves - 85/11875.

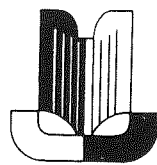
Triumph Herald 1962: original condition, just under 24,000 miles, complete with sales book and receipt, and all paperwork since. £1250 - no time wasters. Contact D Farrar, Melody Cottage, 33 Dereham Road, Hingham, Norwich, Norfolk - non-member.

Vitesse 1600 MKI saloon 1965 O/D: Conifer Green, red interior. 80,000 miles. 2 owners (same family). Tax July, MOT Sept, original docs, toolkit, jack. Used daily. £500 o.n.o. Contact: Walwin, tel: Stroud (04536) 32591 - 86/14774.

Racing Red Triumph Herald 13/60 convertible 1970: over £900 spent on professional restoration/respray (receipts available). Taxed, 12 months MOT. Mechanically sound, many new components, new hood, low mileage. Bargain at £950 o.n.o. Contact: James, tel: Hampton-in-Arden 2925 - 86/13485.

Vitesse 6 saloon, 1962: deserving vintage preservation. 50,000 miles over last 13 years. Continuous replacement,

TRIM



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| Spit Mk1/2/3 | £47.00 | £75.00 |
| Spit Mk4 | £56.50 | £80.75 |
| Her/Vit | £47.00 | £75.00 |
| HOOD BAGS | £19.00 | £29.50 |
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| T/Cover HR | £30.00 | £40.00 |



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dripleed plus extras. £450. Contact: Anthony, tel: Newbury (0635) 43810 - 84/9077.

Vitesse MKII, 1970 saloon: recon. O/D and G/B. New exhaust, chassis sound. Valencia Blue. £600 o.n.o. Contact: Cooke, tel: Feltham (0784) 259861 - 84/9440.

Spitfire MKIII: 10 months MOT, hardtop, reasonably new factory recon. engine. Good tyres. Recently o/hailed rear braking system. Bodywork needs attention. Suit enthusiast. Receipts available. 1971. £300 o.n.o. Contact: Ian, tel: Tiverton (0884) 255426 daytime only - non-member.

Vitesse 2L Saloon, 1967: driveable but no tax or MOT. Move prevents restoration. £175. Contact: Mark, tel: Huntingdon (0487) 840868 - 86/15957.

GT6 MKII: shiney, eye-catching, Signal Red paintwork, bodywork and chassis v.g., mechanically sound and reliable. Oil/battery gauges, plus fan, new Royle wheels, tyres all good. MOT'd. £1,350. Contact: Steuart, tel: Chatham (0634) 683462 - 82/4937.

X 1981 Spitfire 1500: Brooklands Green, 2 owners, full history, 26,000 miles only. Really good. £3,300. Contact: Boston, tel: Parkgate (051) 336 4034 - 86/16087.

Herald 1200 convertible 1966: no MOT, tax. New hood, carpets, 155 x 13 tyres. Good engine, gearbox. Bodywork needs attention. No time for restoration but ideal for an enthusiast (student!). Contact: Ingram, tel: Maidenhead (0628) 27007 after 6.30 pm - 85/10288.

GT6 MKI, red, 1968: fair condition. MOT, tax June '87. Must sell. Offers around £800. Contact: Turner, tel: Redhill (0737) 62339 - 86/13770.

Spitfire 1500, 1981: Targa hardtop with softtop and overdrive. V.g.c. Radio with elec. ariel, tonneau cover. Total mileage 46,000. New BL rear axle 3,000 miles ago, front and rear trunnions, wiper motor, new elec. system. Bought as lady killer last July, worked too wekk, now marriage looms. Hagglng starts at £2,995 for one of the last 50 ever produced. Contact: Adrian, tel: Basingstoke (0256) 26717 - 84/7444.

Spitfire MKIV 1972/73: mechanics excellent for year. Superb engine, g/box. Red. Soft top. O/hailed front suspension. Good chassis. MOT expired. NOT MOT failure. Previous owner 7½ years, used daily. Urgent sale required. Bargain price £275 o.n.o. Contact: Paul, tel: BOT (0283) 224213 - 84/8659.

Spitfire MKIV 1973: yellow, 74,000 miles, w/wheels, r/o bar, stereo, O/D.

Many new parts inc. engine, diff. Taxed. MOT. Good cond. Job forces sale. £600 o.v.n.o. Contact: Lambert, tel: Herts (0438) 820136 after 6pm - 85/10773.

Spitfire 1977: rear damage, new £400 fitted engine. Driveable. Only £475 as space needed. Contact: Richard, tel: Redbourne 2003 - 86/14794.

Spitfire 1500 P reg: White, hardtop, grame for soft top, engine good, 4 new tyres and shocks, new front trunnions, new Triumphtune exhaust. Bodywork needs attention. Offers about £650. Contact: Chrys, tel: Wellingborough (0933) 652426 after 7pm - 86/14601.

13/60 Saloon: sound, F reg. car, with original sunroof. Together with recent clutch and brakes. Mechanically sound. Bodywork good. Trim black with stereo cassette player. £250. Contact: Paul, tel: Warley (021) 559 2491 - 86/16217.

Spitfire 1500, 1977: Java Green, soft top, MOT'd, many new parts (£500 spent), good cond. Low mileage. £1,150. Contact: Ellison, tel: Ruislip (0895) 630182/635512 - 86/14936.

Spitfire 1500, 1980: 40,000 miles, immaculate in red. O/D, H/S tops, new tyres. Rear spax. Overhauled susp. Wax treated. Baby forces reluctant sale after full restoration. £2,700 o.v.n.o. Contact: Steve, tel: Yorks (0535) 43155 - 85/11930.

Herald 13/60 convertible, 1969: partly rebuilt. Has been stripped right down to chassis. A superb job. £1,200 o.n.o. Contact: Rob, tel: Truro (0872) 71493 - 84/71493.

Spitfire IV 1974 for renovation: failed MOT. Recent reliable engine. New hood/tonneau. Clean bodywork. £300. Contact: Andrew, tel: Cambs (0480) 810039 after 7pm - 86/13346.

GT6 MKI 1967: MOT & Taxed, Midnight Blue, A1/2 condition. 46,000 miles on recon. engine. Bodywork restoration. 6 months ago. Mech. v. sound. Recon. g/box, clutch. Offers £1,600 o.n.o. Contact: Chris, tel: SW17 (01) 675 4391 eves - 86/14732.

Triumph Vitesse MKII conv. with O/D: first reg. 4.5.71, commission no. HC58083CVO, 4th newest known. Interesting history and practically one owner but not used since 1978. Mileage 69,000. Car is complete, original and running but needs restoration. Damson with tan trim. Too good to break so £450. **Also late '68 1200 Herald convertible:** running but rough. £200. MOT expired mid-December. Further details, tel: Kington (0926) 640869 - 81/2929.

GT6 MKIII 1974: good cond., long MOT, new g/box, clutch, trunnions, battery fitted.

Blue with blue tinted windows. All good, original, cloth interior. £950. Contact: Ian, tel: Ashby-de-la-Zouch (0530) 416571 -

Spitfire MK4 L reg: good mechanics and chassis, body in need of attention. No tax, MOT to end of Feb. '87. Ideal restoration project. Offers please. Contact: Hunt, tel: Croydon (01) 689 8232 - 86/14825.

Vitesse convertible 1970 for restoration: v.g. bonnet, bodywork mostly good, chassis requires minor attention. £400. **Vitesse saloon 1967:** MOT, tax, servo, O/D, gas Spax, good chassis, usual body rust. £325. Contact: Priestley, tel: Watford 26295 (work) - 85/12408.

GT6 MKIII 1973: MOT, v.g.c., sunroof, recent exhaust, new carpets. £1375 o.n.o. **Also GT6 MKIII 1974:** O/D, alloys, sunroof, body poor. £525 o.n.o. Contact: Cull, tel: Swindon Area (066 641) 312 - 86/14594.

Triumph GT6 MKIII, 1971: absolute beauty, Signal Red, wire wheels, expensive restoration, over £1,500 spent. Bills and photos. Rustproof since new, new Webasto sunroof, new MOT, summer use. Forced, sad sale. £2,000. Contact: Danny, tel: Purfleet 868073 - 86/15823.

Good home wanted for Rosie. Elegant Herald 1200 coupe: only two owners and 46,000 miles since new (1963). Lovely car. £700 o.n.o. Contact: Rhodri, tel: ES (01) 249 0600 after 6pm and weekends - 83/5858.

13/60 Herald saloon: J reg., Valencia Blue, MOT Dec '87. Rolling rebuild over past 2 years. Many new parts. V. tidy. £600. Contact: Nick, tel: Cheltenham (0242) 529990 - 84/8389.

Triumph GT6 MKII H reg: bought 3 years ago, partly restored and garaged. Untouched since. Minor, frontal accident damage. Body fair. 4 v.g. Michellins. Sound chassis etc. £250 o.n.o. Contact: Gardiner, tel: Kidderminster (0562) 755379 - 84/9033.

GT6 MKIII 1972: Emerald Green, 60,000 miles. MOT. Recent engine rebuild. Recon. g/box and diff. Generally excellent mechanically. New Goodyear Radials. Some slight areas of body rust. Potentially beautiful car. Offers around £800. Tel: Leicester (0533) 392167.

Vitesse MKII convertible: new £700 leather interior, shocks, panels, skins, suspension, hood, paint white, wheeltrims, carpets, Hammerited, Waxcoyl, MOT'd. 95% complete. E-Type forces reluctant premature sale. Offers over £1500. Contact: Graham, tel: Hertford (0992) 583488 - 86/13812.

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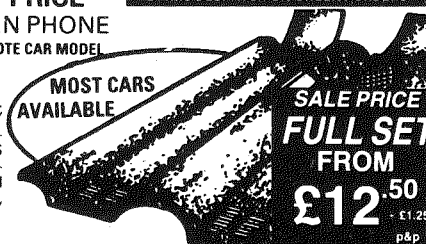
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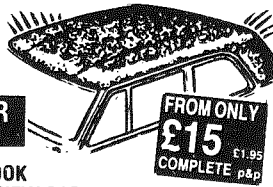
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Herald 13/60 convertible 1970: B.R.G.
New gearbox, clutch, tyres, trunions, diff
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Body and hood need slight attention.
Interior red. Reluctant sale. £900 o.n.o.
Contact: Garrie, tel: (01) 679 8413 day or
SE19 (01) 761 6006 eve - non-member.

Spitfire 1500 1978: soft top, garage
stored since MOT. Recon. engine. New
parts incl. clutch, fan, rad., alternator,
drive shaft, diff., brake pipes, steering
coupling, carbs stripped and rebuilt by
garage. £1,475 o.n.o. Contact: Paul, tel:

Selby (0757) 704501 - non-member.

1969 Vitesse 2L MKII convertible:
white/red, O/D, v.g.c. throughout,
Waxoyled, recent recon. uprated g/box,
rear susp. overhaul, hood. Extras include
hardtop, tonneau, stereo, ultrasonics,
K&N's, Halogen conversion, long MOT.
Offera around £1,750. Contact: Tim, tel:
Coventry (0203) 473067 - 82/4323.

Herald 12/50 saloon, 1964/D: 24,000
miles, grey, red leather interior, sunroof,
tax Sept, MOT April. Good cond, two
owners from new. £1,100 o.n.o. Contact:
Susie Cohn, tel: SW2 (01) 674 6201 eves
- non-member.

F Triumph Herald 1200: good
bodywork, good runner, new brake
shoes and seals, new clutch cyl. head
o/haul, new front valance. £350. Contact:
Beever, tel: Wimborne (0202) 893934 -

Spitfire MKIII 1970: excellent condition,
body rotten. Tatty steek hardtop. Good
diff, engine and O/D g/box. Recent clutch
master and slave cylinders. 3 good tyres.
Offers around £225. Contact: Dave, tel:
Tiverton, Devon (0884) 256369 -
86/16214.

Bond Equipe GT4S 1971: complete but
requiring attention for MOT. £150. Also
good Herald chassis incl. front
suspension, £50. Contact: Colin, tel:
Chelmsford (0245) 268435 - 83/6198.

Herald 12/50 £90 or offers. No Tax but
MOT'd until end of May '87. Body and
engine rough but excellent chassis
except front rail. Cheap winter run around
or good for spares. Contact: Alan, tel:
Stoke (0782) 394301 - 85/10386.

Spitfire 1500 T reg: yellow with hard
and soft tops, good cond. Marriage and
baby force reluctant sale. Two owners.
MOT to October, taxed. Engine
reconditioned 10,000 miles ago, just
serviced. £1,950. Contact: Graham, tel:
NW8 (01) 328 2078 - non-member.

Beautiful balck Triumph GT6 MKII:
needing minor attention. £800 for quick
sale. Contact: Salter, tel: Slough 686115
- non-member.

Spitfire MKIII: yellow, 12,000 miles on
recon. 1147cc engine, rollover bar,
51/2J's, spares incl. original engine if
required. MOT'd. £495 o.n.o. Contact:
Harvey, tel: Sheffield 684709 - 85/10141.

MKI GT6 Signal Red, F Reg: one owner
from new, genuine 38,000 miles,
mechanically excellent. Body + trim
need slight attention for A1. £1,000. P/sex
considered for v.g.c. 2L Vitesse
convertible. Contact: Douglas, tel: Kilsyth
(0236) 822363 for info sheet - 86/15725.

1978 1500cc Triumph Spitfire: yellow,
tested Sept 1987, new soft top, exhaust,
door skin, overriders, trunions all round,
front wheel bearings, boot lid. 1981 body
fitted and respray. Radio/cassette. £1,800
o.v.n.o. Contact: Wright, tel: Guisborough
(0287) 50081 - 86/14802.

1971 13/60 estate: 71,500 miles,
mechanically sound. In. need of
restoration. Used daily. Taxed Feb 87.
MOT July. £275 o.n.o. Contact: Balazs,
tel: Oxford 57852 eves/wends -
86/15391.

Herald 13/60 G reg saloon: welding
required to chassis, mechanically sound,
reliable. £100 o.n.o. Contact: Gerard, tel:
Rugeley (0543) 490112 - 83/6578.

Triumph Herald 1200 1962: good
condition. Only one like it. £650 o.n.o.
Must be seen. Contact: Beer, tel: Exeter
66774 - non-member.

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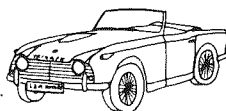
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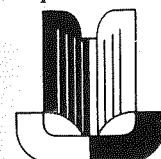
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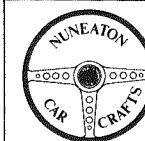
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Vitesse 2L MKII convertible, 1970: runner but in condition 3. Present owner last 7 years. Hardtop, no tax, no MOT. £150 o.n.o. Also no of spares available new and used. Tel: Tamworth 52390.

GT6 MKIII 1973 (M): Sapphire Blue with black cloth seats. Low mileage, used only in the summer. Price reflects condition £2900 o.n.o. Contact: Eamonn, tel: Manchester (061) 865 4220 - non-member.

GT6 MKIII M reg: yellow, recon engine, g/box and clutch less than 2,000 miles. Body reasonable. Taxed, MOT until Nov '87. £1100 o.n.o. Contact: Finbarr, tel: Dunbartonshire (0436) 78333 - non-member.

1970 Herald saloon 13/60: 58,000 miles, new exhaust, tyres, carbs, rad., clutch, g/box, dynamo. Purchase of Vitesse reason for sale. Bodywork v.g. Original chassis Hammerited underneath. MOT July '87. £575 o.n.o. Contact: Bennett, tel: Clevedon (0272) 875209 - 86/15568.

Marlin 2000: Vitesse engine, full rebuild 700 miles ago. New discs, calipers etc. Elec. fan hood, sidescreens tatty but running well. Taxed end Feb, MOT end Aug. £1000 o.n.o. Contact: Jackson, tel: Portsmouth (0705) 818955 - non-member.

GT6 MKIII 1973: Pimento Red, low mileage, genuinely v.g.c., many parts renewed: carpets, suspension, exhaust, etc. Body excellent, ultra reliable. Must sell for house purchase. £1900 o.v.n.o. Contact: Richard, tel: (01) 993 7373 (day) or Isleworth (01) 847 4004 (eves) - 85/10498.

CARS WANTED

Wanted Vitesse convertible: new member seeks 2-litre, O/D model which must have been the subject of chassis up restoration and be fully sorted mechanically and bodily. Cash waiting. Contact: Michael, tel: Crewe (0270) 212261 - 86/16641.

CAR STOLEN!

Roy Winch pleads for all TSSC members to look out for his Vitesse MKII 2-litre, reg. no. MVM 504G, chassis no. HC52514 DLO, engine no. H52790HC, which was stolen from the University car park in Manchester in December.

The car was finished in white with black upholstery and it has power brakes and a Webasto sunshine roof, with overdrive and wing mirrors. The car is in v.g.c. with less than 60,000 miles on the clock.

The off-side quarterlight has noticeable scratches due to the previous owner's diamond ring!! This is the third car to be stolen - but the other two were recovered. It is difficult to keep them nowadays. Any details as to the cars whereabouts would be much appreciated. Contact Roy at 34 Styal Road, Wilmslow, Cheshire SK9 4AG - 80/01652.



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| SPITFIRE 1500's VITESSE 2 LITRE's | £150 | £175 | £230 | £265 |
| GT6's BOND EQUIPES | £190 | £220 | £270 | £325 |

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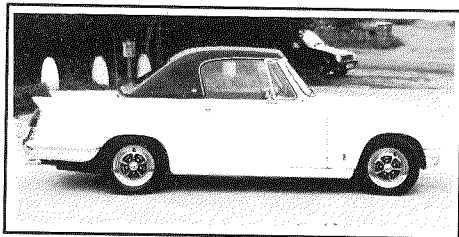


HARDTOPS

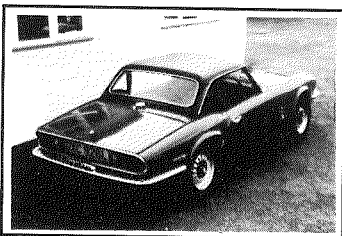


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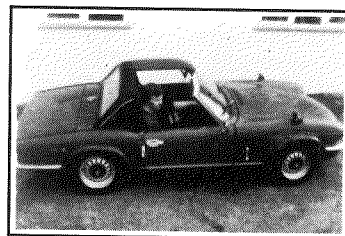
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TEL: 0789 762071

PARTS MART

Spitfire 1500 3.63 ratio diff, fully rebuilt, good Vitesse ratio, £95. Spitfire MKII/III tonneau cover, new Stanpart, £25. Spitfire MKIV tonneau cover, used but good, £10. Spitfire MKIV hood cover, £5. GT6 MKIII brand new fuel cap unit, £15. Set Vitesse, GT6 MKII wheel trims, good cond., £20. Set Vitesse aluminium bumpers £25. O/D unit J type, £50. Breaking Spitfire MKIV, good mechanics, most parts available, breaking 13/60 saloon. Contact: Mike, tel: Malvern 63315 - 81/2408. **Also photographs:** original works publicity photographs of Herald, Vitesse, Spitfire and GT6. Large, glossy black and white prints, ideal for framing. Send S.A.E. for list to Mike Tebbett, 'Little Wyche', Upper Colwall, nr. Malvern WR13 6PL.

GT6 ventilated discs, pot magnesium calipers, genuine AP racing brand new, cost £450, sell for £350. Spax adjustable front shocks, new £40 the pair. Oil cooler spin-on filter conversion, £15. Contact: Jones, tel: Abingdon (0235) 31110 - 86/13195.

Herald 1200 engine, g/box, diff £60 job lot. Aeroquip brake line kits all club cars, £15. Specials available. Contact: Jones, tel: Abingdon (0235) 31110 - 86/13195.

Vitesse MKI bonnet, A1 cond., completely rust-free, looks exceptional. Underside and arches Waxoyled, top quality Signal Red respray. First offer over £100 secures. Can send Polaroid. Herald/Spitfire de-coke sets £5 each. Contact: Dave, tel: Thornton (0274) 832180 - 83/5474.

GT6 MKII bodysell with engine, g/box (O/D). Been stood, space required so offers around £70 for the lot or will separate. Contact: Kieran, tel: Cardiff (0222) 488152 - 86/15963.

Herald 1200 brand new metal body parts: bonnet top £45, rear wings £20, front valance £30, secondhand hood frame £20, front grille £10, wheelos £5, O/D g/box £60. Contact: Michael, tel: Ilchester (0935) 840919 - 85/12748.

Breaking Vitesse 1600, Herald 13/60: all parts available in good cond., e.g. roof with sunroof £20, 12/50 engine (recon) £50, full length hardtop for Spitfire MKIII. Contact: Andrew, tel: Thatcham (0635) 60991 or Colin (0491) 671414 - 86/14539.

Spitfire 1500 1976 breaking: many parts inc. engine, g/box, diff, prop., carbs, brakes (all parts), hubs,

suspension, driveshafts, wheels, tyres, instruments, doors, bootlid, trim, g/fibre hard top, hood frame, trim. Contact: Dave, tel: Farham (0329) 221231 - 85/12172.

O/D gearbox for Spitfire: BL factory recon., never used, still wrapped £95. Bond 4 GTS glass, rear black seats, boot. 1200 estate rear door, perfect estate rear wing p. no. 902195, new £45. Other bits available. Contact: Ian, tel: Cupar, Fife (0334) 54796 - 83/5210.

Breaking Bond GT4S 1300: most parts available, g/box £15, body and basic chassis £40. Contact: Hearnden, tel: Basingstoke 464428 after 6pm - 83/6397.

Spined hubs, brand new in makers boxes. Offers? Contact: Kuehling, tel: Cardiff (0222) 752484 - 83/6457.

Spitfire IV, Spitfire III breaking complete cars. All parts available. British Leyland steel hardtops, bonnets, doors. Good engine £100 complete, can be driven. Excellent chassis £40 or parts of chassis. Gearbox £35. Diff £40. Halfshafts, hubs etc. £20. Front suspensions £25. Black reclining seats, mint £70. Wooden dash £20. Many more parts, all interior trim available. 7 days postal service. Contact: Sharp, tel: Blackheath (01) 534 1981 - 82/5004.

Spitfire parts: hundreds of MKII and III bits e.g. extractor manifolds, hoods and frames, spare heads, inlet manifolds, wheels with new tyres. Also MKIV tonneau, hood bags, all cheap. Contact: Nick Lord, tel: Market Harborough (0858) 66416 - 83/6018.

Spitfire MK4 tatty but repairable complete or spares: no time to complete restoration, many new/restored/good parts. Excellent tan seats - call! I probably have the part you need - new - cheap. Contact: Bob, tel: Parkstone, Poole (0202) 734464 - non-member.

Spitfire MKIV breaking for spares: good engine and most other parts available. Also factory hardtop for MKIII Spitfire, excellent, £70. New MKIII hubcaps, £4 each. Herald clutch assembly, new, £8. Contact: Robert, tel: Bishops Stortford 870704 after 6pm - 86/13337.

Vitesse/Herald spares: brand new BL panels - rear valance, £15, bootlid, £15. New wire wheel adaptors £15 each. Also roof with Webasto £15. J-type O/D £25. Recon. rear spring £12. Many other new

and used spares. Contact: Farby, tel: Cosham, Hants (0705) 324065 - 77/00159.

Spitfire MKIII body tub, new floor, doors, inner and outer wings, sills rear valance etc. Sand-blasted and three coats zinc epoxy primed, sand-blasted chassis, Hammerited and Waxoyled, all suspension and running gear o/hauled and painted, new diff, recon. O/D box (MKIV all synchro unit), rebuilt engine, carbs etc. Too many parts to list. Contact: Paul Mark, tel: Galashiels (0896) 57337 - 82/3543.

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

Rear seat for GT6 MKIII: black PVC finish as new, £65. Also rad., carbs., petrol tank and chrome cap, front bumper. Contact: Steuart, tel: Chatham (0634) 683462 - 82/4937.

Breaking 2 Spitfire MKIV's, 1972/3: all spares available inc. 5 white 8 spoke sports wheels with wide tyres, softop and frame, engines, suspension, bodysell, diffs, Sebring lined hardtop, bonnets, etc. Contact: Mike, tel: Plymouth (0752) 227789 or 268130 - 85/9893.

GT6 MKIII bodysell, chassis, doors, tailgate, hubs, rad, all glass, seats, clocks. Also many MKIV Spitfire parts: calipers, hubs, short and long rear hubs, clocks etc. Reasonable prices. Also GT6 MKIII, Spitfire MKIV wanted - anything considered. Contact: Jason, tel: Kettering 726842 - 83/6564.

Vitesse MKI 2L engine with manifolds, carbs. in working order, £45. Contact: Ken Richardson, tel: Hadlow, Kent 851352 - 78/00518.

Vitesse 2L engine and gearbox: good condition, £40 the lot. Contact: Dick, tel: Croydon (01) 688 9083 - 84/8668.

Professionally rebuilt Herald 13/60 bonnet: £150 spent on new wings, outer wheelarches and D-plates. Now surplus to requirements. £180 o.v.n.o. Contact: Martin, tel: Ipstones, Staffs (053871) 459 - 85/10751.

Vitesse 2L MKI 1967 vinyl roof: partially rebuilt, needs work and finishing. Excellent engine, new exhaust, sills. Offers. For more details contact: Jim, tel: Cheshunt (0992) 39025 after 6.30pm - non-member.

Spitfire MKIV steel hardtop: Porsche red, excellent cond. two opening quarter lights, £130 o.n.o. Also tonneau v.g.c. £20. Contact: Rusby, tel: Guildford (0483) 575202 (discreet) - 83/10160.

NOTE ONE SECURICOR CHARGE COVERS ORDERS UP TO 25KG

ADD V.A.T. TO
TOTAL ORDER

61

60

Breaking 1968 1200 convertible: most parts available incl. good blue trim, also set tan Vitesse MKII seats plus set of blue Vitesse MKI seats, various dashboards and clocks plus loads more. Contact: Rob, tel: Kineton, Warks (0926) 640869 - 81/2929.

Engine 1296cc: completely reconditioned £110 o.n.o. Hardtop, white, v.g.c. £75. Bonnet, bootlid, 2 doors, many other spares e.g. petrol tank, 2 wheels, soft top etc. £80 lot. Will separate. Contact: Stephen, tel: Wednesbury (021) 556 2120 - non-member.

Vitesse black seats £10. 7 wire wheels and hubs £25. Herald 1200 engine and gearbox £20. Spitfire MKIII O/D prop £5. Mountney setting wheel. NEW SPARES: Vit MKII front pipe £10. Herald 1200 headlamp surround £5. Herald 948 grey column switches £5. GT6 MKIII rear bumper £35. Plus many other bits and pieces. Contact: Ursula Earl, tel: Leeds 789956 - non-member.

Black vinyl hardtop to fit Triumph Spitfire MKIV. Excellent condition. £125 o.n.o. Contact: Barry, tel: Cheshire (061) 338 8192 - 84/8574.

Spitfire MKIV engine, thorough rebuild, fully balanced, Stage II cam., competition clutch, 65 bhp at wheels. Only 7,000 miles. Full receipts, running. Also O/D gearbox and prop., tubular manifold, 1 1/2" carbs. **Herald 13/60 spares:** bonnet, new wings, D pieces. Solid body, no rust. Repairable damage to both. Good chassis, requires front bars and boot outriggers. **Herald 13/60 spares:** good black saloon interior, roof and doors, two engines, one for rebuild, gearbox, O/D, prop., new sills. Many other parts. Contact: Kieron Mason, tel: B'ham (021) 455 7758 often out so please keep trying - 85/12444.

Breaking GT6 MKII: some parts still available incl. good chassis, rot free but damaged bodyshell, tailgate. Good 4-synchro 2L gearbox. Also Herald 13/60 parts incl. good chassis, roof with sunroof, trim etc. Reasonable bonnet available soon. Contact: Simon Bennett, tel: B'ham (021) 455 7758 - non-member.

Get into Overdrive: O/D gearbox, O/D propshaft, suit Spitfire £60 o.n.o. Also four brand new Wolfrace slot wheels, including locking wheel nuts, cleaning kit, all unused, still boxed. Shop value £240, accept £180 o.n.o. Contact: Simon, tel: Chichester (0243) 782715 - non-member.

New Panels: Vitesse front and rear wings, £30 each. Spitfire rear wings, £30; door skins, £12; cyl. head new 1300cc H/C, £30. Lots more. Contact: Stuart, tel: Maidstone (0627) 80534

PARTS WANTED

Wanted Bond GT 2 + 2 bonnet in any condition, preferably with bumper, trim and grille. Contact: Mick, tel: Watford 30453 after 5pm and weekends - 84/8534.

Wanted for Spitfire MKIII: good soft top or cheap hardtop, rear bumpers, door hinges. Write to Mr Coates, 22 Broadwater Road, Worthing, Sussex - 86/16174.

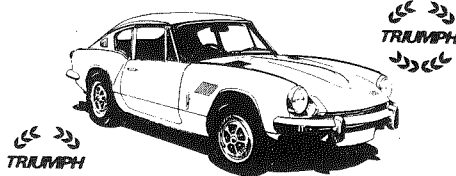
Vitesse Bonnet wanted: anything considered - will travel some distance if necessary. Contact: Dave, tel: S.O.Avon (0926) 84 2246 weekends or weekday eves (01) 980 9990 - 79/755.

Wanted Herald 13/60 engine/ gearbox/interior trim. Also MKIII Spitfire front bumper. Shoestring budget. Contact: Chris, tel: Brighton (0273) 606475 - 85/12366.

Hood frame for '64 MKI Spitfire: good price paid. Contact: Nicholas, tel: Dolpinholme, Lancs (0524) 791673

Wanted 5 1/2 J GT6 MKIII wheels. Also required original ring bound Workshop Manual. Contact: John, tel: Thornton Heath (01) 683 1202 eves or w/ends - 86/13694.

JOHN WOOLLEY COMPLETE VEHICLE RESTORATION AND RENOVATION SERVICE.



From the smallest body/chassis/mechanical repairs to total rebuilds, restoration and competition preparation all at realistic prices...

'phone JOHN WOOLLEY on

(0452) 79 585 (Glos.)

ADVICE IS FREE... always willing to chat!

Vitesse MKII conv. I/II or III Cosmic wheels, 6.00 JK x 13. Bonnet hinges. Stainless steel right hood finisher. Any inexpensive parts accumulation. Respond airmail: Carl Sachs, Jessups Estate, Nevis, West Indies - 85/10293.

Inlet manifold required for Triumph MKI 2000 saloon, to fit twin Strombergs. Contact: Martin, tel: Watford (0923) 32953 - 86/14027.

I urgently need a crank shaft to get me back on the road. I am a 1960 948 Herald. Offers of help to my driver: Barry Newitt, tel: Cambridge (02223) 841407 - 87/00015.

Wanted pair Vitesse front wings and front outer wheelarch panels. Must be genuine and preferably new but will consider good S/H. Good price paid or prepared to talk trade - have new + 30 pistons, door skins etc. Contact: Chris, tel: Doncaster (0302) 743579 - 79/945.

Spitfire O/D gearbox, diff, seats with h/rests or slots. Herald estate rear door and roof. Vitesse non-O/D prop. All in reasonable cond. and realistic prices. Repairable items considered. Contact: Hoyle, tel: Castleford 519906 - 82/4405.

Vitesse R/H rear overrider, also any original black carpets, must be in good cond. Contact: Sutherland, tel: Aberdeen (0224) 820670 - 8510231.

Wanted for Herald 12/50: differential unit, must be in good cond. Contact: David, tel: Mountsorrel, Leics (0533) 302265 - 85/12241.

Red Vitesse conv. rear seats and trim: will swap for black. Also wanted good bonnet and panels. Contact: Ursula Earl, tel: Leeds (0532) 789956 - non-member.

Wanted 2 complete doors for GT6 MKIII. Must be good cond. Contact: D Elms, tel: (0622) 56395 after 7pm - 84/14516.

AREA DIRECTORY ••• 1987

| AREA | AREA ORGANISER(S) | TEL. NO. | VENUE | TOWN | MEETING DAY |
|-----------------------------|-----------------------|--------------|-----------------------------------|---------------------------|------------------------------|
| 01 ANGLIA | | | | | |
| 02 AVON | Jonathan Ball | 0233-248203 | The Coach & Horses | TRUMPINGTON, CAMBS. | 1st Thursday |
| 03 AYLESBURY VALE | John Lippiatt | 0272-857594 | Travellers Rest/The Talbot | HELTON/KEYNSHAM | 1st Mon/3rd Wed |
| 04 BRIDGEND | Bill Gregory | 0296-661909 | The Cow Roast | TEA | 4th Tuesday |
| 05 CANTERBURY | Teresa Chard | | The Model T | BRKHAMPTSTEAD (A41) | 3rd Mon 8pm |
| 06 CLEVELAND | | | Abbotts Barton Hotel | CANTERBURY | 2nd Tuesday - 8pm |
| 07 CORNWALL | William Hall | 0642-470860 | The Ladle | LUDGATE LANE, M'BORO | Last Thursday |
| 08 COTSWOLD | | 0726-824083 | The Farley Hotel | TRURO | Last Thurs 7.45pm |
| 09 CUMBRIA | | | King's Head Hotel | CRENSCOTER | 1st Wednesday |
| 10 DERBY JUNCTION 29 | G. Fletcher | 0602-726147 | Ye Old Queens Head | KESWICK | 1st Wednesday |
| 11 DESET | Julian Clutterbuck | 0392-860520 | The Elm Tree | HEATH VILLAGE | 2nd Sun 1st Sun 8pm |
| 12 EAST BERKS | Andrew Elliot | 0734-412666 | The Antelope | KENN/BUCKFASTLEIGH | Last Wednesday |
| 13 GATWICK | Chris Childs | 01-330-1389 | The White Bear | KNOWLE HILL, NR. READING | 2nd Tuesday 8pm |
| 14 GLOUCESTER/HEREFORD | Mark South | 0873-77048 | The Fox Revived | STANFORD RIVERS | 1st Sun. Lunch |
| 15 HANTS & BERKS | Norman Smith | 07356-4629 | The Loughpool | GATWICK | 2nd Tuesday 8pm |
| 16 HANTS & SURREY | Maxine Wallis | 0485-224350 | The Royal Oak | SELLACK, NR. ROSS | 1st Tues & 3rd Thurs 8pm |
| 17 HASTINGS | Steve Bedford | 0923-29549 | The Wheatsheaf | PADDOCK COMMON | 2nd Wed 8.30pm |
| 18 HERTS NORTH & SOUTH BEDS | Sheridan Earl Russell | 01-205 6397 | Eagle & Child/Bird In Hand | PILBRIGHT | 2nd & 4th Monday |
| 19 HULL | G Curris/D Binnington | 0469-73074 | The Coach & Horses | WHITWELL/HENLOW CAMP | 1st Wed / 3rd Tues 8.30pm |
| 20 IPSWICH | B.Brownlee-Pinkerton | 0473-759231 | Dunys Hotel (front lounge) | HESSLE | 2nd Thursday 8pm |
| 21 EAST KENT | Clive Coldwell | 0474-359974 | Rushmere Falcon | IPSWICH | 2nd Tuesday 7.30pm |
| 22 WEST KENT | Richard Francis | 0732-460039 | The George | GRAVESEND | 1st Wednesday |
| 23 LEICESTER | John Thorpe | 0533-283374 | The White Horse | EAST RESOCK | 1st & 3rd Wed 8pm |
| 24 CITY & EAST LONDON | Mathew Alabaster | 01-515-4699 | The Duke of Wellington | GLAUGHLY GROVE E14 | Last Thurs 8pm/2nd Sun lunch |
| 25 MERSEY | Tony Whitby | 051-425-2287 | The Bath Hotel / Gate Hangs Well | SHEARSBY/STYSON | 1st & 3rd Thursday |
| 26 MILTON KEYNES | K Allen/J Coombes | 0908-318779 | Ring O' Bells | FAIRWORTH VILLAGE, WIDNES | 2nd Mon 8pm |
| 27 NORFOLK | Steve Battye | 026377-612 | The Suffolk Punch | BOWDEN | 1st & 3rd Thursday |
| 28 NORTHANTS | Jason Barnes | 0536-726842 | The Fir | HEALANDS, M. KEYNES | 1st & 3rd Wed 8pm |
| 29 NORTH LONDON | John Atkinson | 091-4142870 | The Stag's Head | NORWICH | 1st & 3rd Thursday |
| 30 NORTH MIDLANDS | Graham Mountford | 01-952 1755 | Old Hall Tavern / Rising Sun | MAIDWELL | 1st Mon 8.30pm |
| 31 NORTHERN IRELAND | Alan Mosedale | 0782-394301 | The Three Crowns | WINLATON | 2nd Mon 8.30pm |
| 32 NOTTINGHAM | Clive Roulston | 0509-503112 | Glenavna Hotel | CHINGFORD / ARKLEY | 2nd Mon 8.30pm |
| 33 OXFORD | John Cudmore | 0995-389555 | The Dog & Duck | NEWTONABBEY | 1st Sunday 2pm |
| 34 RIBBLE | Bill Coulter | 0773-88335 | Three Horseshoes / The Plough | SHARDLOW | 2nd Wednesday |
| 35 RUGBY | Bill Coulter | 0773-88335 | Black Horse / Bridge Inn | YARLTON | 2nd Wednesday 7.30pm |
| 36 SALISBURY | Bill Coulter | 0242-232371 | The Fox & Hounds/Three Horseshoes | YAXLEY / DING ST NICH. | Alternate months 2nd Mon |
| 37 SCOTLAND TAYSIDE | Clive Hurreys | 0202-723271 | Three Crowns | KIRKHAM / WALTON LE DALE | 2nd Mon / 4th Sun lunch. |
| 38 SCOTLAND GRAMPIAN | Bill Morland | 0723-712395 | Farmington Hotel | CLAY COTTON/BUBBENHALL | 2nd Mon 8pm/last Sun lunch |
| 39 SCOTLAND WEST | Iain Wheatley | 0334-674796 | Manor Hotel / Creech Castle Hotel | WADDON | 1st Thursday 8.30pm |
| 40 SCOTLAND NORTH | Iain Watt | 0224-899551 | The Glasgow Flying Club | EDINBURGH | 2nd Sun 12.30pm |
| 41 SCOTLAND SOUTH | John Malcolm | 0252-58624 | Manor Hotel / Creech Castle Hotel | BON ACCORD ST. ABERDEEN | 2nd Monday 8pm |
| 42 SOMERSET | Rod Warren | 0278-424234 | White Hart | ABBOTSINCH ROAD, PAISLEY | 2nd Wed/last Thurs 8pm |
| 43 SOUTHERN | Ian Ward | 0705-262049 | The Five Bells/Various | ABBOTSINCH ROAD, PAISLEY | 1st Wed / 3rd Sunday lunch |
| 44 SUSSEX | Nigel Wilce | 0273-674248 | Blunsdon House Hotel | CHILLEY | 1st Monday 7.30pm |
| 45 SWINDON | Ivan Kirk | 0793-29948 | | BLUNSDON | |
| 46 THAMES | Tracey Ludmon | 0753-684212 | | HAM COMMON | Alternate Thursdays |
| 47 TRENT | Patrick Faleur | 08242-4136 | The Travellers Rest | FARNDON RD. NEWARK | 1st Thursday |
| 48 WALES EAST SOUTH | Marion Firman | 0222-593230 | The Golden Lion | ROSSETT, NR. WREXHAM | 2nd Tuesday 8pm |
| 49 WALES WEST | Jeremy Woodward | 0202-602651 | Wenlog Castle Hotel/Model T | CASTLETON/BRIDGEND | 2nd Tuesday |
| 50 WEST LONDON | Bob Rowland | 01-561 0671 | The Skittlers | BROADSTONE | 2nd Tuesday |
| 51 WEST MIDLANDS | T & J Spicer | 021-3539961 | The Tally Ho | NORTHOLT | 2nd Tues / Last Sun lunch |
| 52 WOLVERHAMPTON | John Cox | 0902-330940 | Moxhall Hall | WISHAW | 2nd Mon 8pm |
| 53 WORCESTER EAST | Ewan McKay | 0789-772480 | Norton Grange Hotel | MERRYHILL | 2nd Tues / Last Sun lunch |
| 54 WORCESTER WEST | Bill & Bev Dixon | 0905-358781 | The Anchor Inn | HARVINGTON | 2nd Monday 8pm |
| 55 YORKS NORTH | Steve Boyne | 0304-39420 | White Swan Inn | MAIN RD., KEMPSEY | Last Tues 7.30pm |
| 56 YORKS SOUTH | Chris Stacker | 0302-743579 | Norfolk Arms / Lumley Arms | DEIGHTON | 1st Wednesday |
| 57 YORKS WEST | David Driver | 0274-632180 | The White Bear | NORWOOD GREEN (off A56) | 2nd Sun/4th Thurs 8pm |
| 58 | | | | | 2nd Tuesday 9pm |

UPDATES MUST BE RECEIVED BY THE 10TH FOR FOLLOWING MONTHS PUBLICATION