

	Retail	TSSC
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Wire Wheel Chrome	£87.00	69.50
Splined Hub Adaptor	£29.50	£25.00
Long Nose Adaptor	£32.50	27.50
Hexagonal Nut	£11.90	£9.90
Eared Spinner	£11.90	8.50
Copper/Hide Hammer	£8.90	£8.50
Wire Wheel Brush	£5.90	£4.50
Head Gasket Sets		
Spitfire 1,2,3	£14.71	£8.83
Spitfire MK4 up to FH2500	£13.88	£8.83
Spitfire MK4 FH2500 on	£18.72	£11.24
Spitfire 1500	£17.09	£10.26
GT6 MK2	£25.43	£15.26
Herald 13/60	£14.71	£8.83
Head Gasket		
Spitfire MK1,2	£7.87	£4.73
Spitfire MK3	£6.76	£4.08
Spitfire MK4 up to FH2500	£6.76	£4.08
Spitfire MK4 FH2500 on	£5.64	£3.39
Spitfire 1500	£5.64	£3.39
GT6 MK3	£9.14	£5.49
Herald 13/60	£6.79	£4.08
Timing Chain Kit	£11.27	£7.89
Hose Kit Spitfire (not 1500)	£6.00	£2.90
Trunnions	£25.00	£17.50
UJ's Herald/Vitesse	£6.20	£3.72
Rear Coupling Vitesse/GT6	£18.75	£9.30
Throttle Cable All Models	£7.40	£5.95
Brake Discs		
GT6/Vitesse	£32.50	£25.00
Spitfire/Herald	£15.60	£12.50
Brake Pads		
Spitfire MK1,2 Herald 1200, 12/50 Vitesse 62/66(GBP166)	£14.25	£5.00
Spitfire MK3,4 1500(GBP574)	£10.30	£5.00
GT6 MK1,2,3 Vitesse 66/71(GBP132)	£11.92	£7.15
Brake Calipers		
Spitfire/Herald (pair)	£125.00	£59.50
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Spitfire	£13.10	£10.10
Dual Line Brake Master Cylinder		
Spitfire MK4, 1500 also LHD	£93.74	£65.62



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Whereas every care is taken to publish accurate
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AMPHICAR

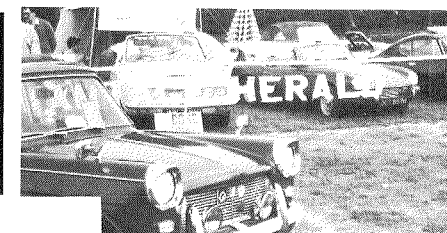
Jennie Coombes

32 Rushleys Close, Loughton,
Milton Keynes

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EDITORIAL



EVENTS GALORE!

April *Heralds* the start of the 1987 Events Season with Bristol Classic Show already behind us. We will be hard-pushed to attend all the shows and events which appear on the new TSSC Calendar of Events this year - there are more every season. We look forward to meeting many of you in the months to come.

The Club benefits from one of the most comprehensive social calendars that any club can provide and all we need is for you to give both local and national events your support. Every effort is being made in '87 to provide interest and entertainment for the whole family and venues are being carefully selected to cater for all tastes and interests. The greatest reward our hard-working organisers can receive is good attendance and participation from the membership. Just take a look at your Calendar of Events and see what's on offer in the months to come: from small, local gatherings, to our National Event at Cranfield on 7th June, where our National Concours is to be held again this year - if you want to see the very best in Triumph engineering, come and feast your eyes on numerous gleaming examples. If modified cars are your pleasure, there is also the National Kitcar Show on April 25/26th and Dennis Benson would like to hear from those interested in showing their cars, telephone (0527) 77059.

Last year we ran a very successful Photo Competition, so we have decided to run one again this year. Entries are needed by 31st August - full details of prizes will appear next month.

Your continued support with material for the TSSC magazine is much appreciated. Articles are now coming in thick and fast. Keep it up and thank you for your efforts.

CONTENTS

	Page No.
President's Intro	4
T.S.S.C. InterNational 1987.....	6
1987/88 Recrutement Drive	9
Cop Shop <i>Looking Back</i>	10
T.S.S.C OFFERS (Kenlowe Fans)	12
Burlington	15
2 Litre Overdrive Conversion (Part 2)	24
Technical Tips	29
Marvellous Michelotti (GT6)	32
HS6 Carburetors	34
Board Stiff (Part 2)	37
Herald Register	40
Six into One	43
Overseas News	48
Pen to Paper	49
T.S.S.C Club Regalia	52
Classified	
Cars	56
Wanted	59
Parts	60
Wanted	62

Incorporating the AREA NEWS REVIEW
Front Cover Vitesse MkII Convertible Fuel Injection -
Chatham Docks 6/86

Presidents Intro

John Griffiths



AREA ORGANISERS:

Before this year's AGM we held a special Seminar for all the Area Organisers. It was the first of its kind, with over forty Areas represented. The aim was basically threefold:-

- To give more information on the Club's Services and provide tangible help to assist Area Organisers in running their Areas.
- To listen to what they had to say about how the Club is run and what, if any, improvements they would like to see.
- To give them an opportunity to meet Club Officers and other Area Organisers.

All Area Organisers who attended were given an up-to-date computer print-out of all members in their Areas, a new Organisers Guide to Events, a copy of the new Insurance Guide Booklet and full details of the new Video Library. Area Organisers will be able to hire films from our new Video Librarian and specific details will be issued shortly.

It was great to see Areas from as far as Scotland West and East, Cornwall and Yorkshire represented.

It was a very helpful and useful day for all Club Officers, but most importantly, the feedback I have received to-date from Area Organisers has also been very positive.

Area Organisers provide a very important link between the members and the Council of Management. We are determined to give them as much support as we can and this Seminar, together with the new, improved Area News Review, hopefully reflects just that commitment. But at the end of the day, Area Organisers look to you, the members, to support them locally. It can be a thankless task trying to organise meetings/events if only a few ever turn up. With Spring on its way, why not look your local Area up in the back of The Courier and attend their next meeting. They will be more than pleased to see you!

FOUR MAJOR ANNIVERSARIES:

As we move into the 'season' of 1987, let's not forget what an important, historical year this is for all Herald chassis lovers. This year we will be celebrating in various ways, not least of which is the Birthday Convoy in September, the following anniversaries:-

- Golden Jubilee of Vitesse and Spitfire
- Coming of Age for the GT6
- And the first decade of the TSSC

I must admit, I still regard 'our' cars as of this generation. Perhaps it's because I have always been associated with them, in fact grown up with them, that I still think of them as relatively modern cars. Or perhaps it's because they still perform as well as modern cars and remain equally as practical.

Whatever it is, I'm always shocked when I remind myself the Herald is now just two years off thirty and was around when such cars as Alvis TD 21's, Ford Prefects, Squires, Vauxhall Victors, Singer Gazelles and the like were commonplace. Most of these have long since gone.

Apart from the Mini, which still remains in production, the HERALD is now challenging the Morris Minor for the status of most significant car of the late 50's.

But if the Herald is significant, so was the Spitfire. It's hard to believe it was born as far back as 1962. But what a success story the Spitfire was nineteen years of full production, outselling sports cars throughout the world.

Today it still is one of the most practical, enjoyable, affordable, two-seaters around. If Rover were to reintroduce it tomorrow, with a price tag around £6,000, they'd have no trouble selling large numbers both here in the UK, Europe and The States.

TRIUMPH PENETRATION:

I came across some interesting statistics in the 1967 copy of 'Standard-Triumph Review' the other evening

Market Penetrations: Sales Volumes Triumph sold per year

• Westmorland	10.1%	• London and Middlesex	9600
• Buckinghamshire	10%	• Lancashire	6200
• Essex	9.6%	• Yorkshire	5600
• Devon	9.2%	• Warwickshire	4200
• Surrey	8.6%	• Surrey	3700
• Dorset	8.5%	• Cheshire	2400



Classic

METAL LOADING

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THE BEST THING SINCE LEAD LOADING

Pure micronised Aluminium Powder plus high strength resins are combined to make a filler that is:-

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SEND S.A.E. FOR LEAFLET AND SAMPLE.
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TRADE ENQUIRIES & CALLERS WELCOME

250 GRAM SAMPLE PACK (inc. Hardener)
£2.95 (Add 55p P+P)

½ KILO PACK (inc. Hardener)
£4.95 (Add £1 P+P)

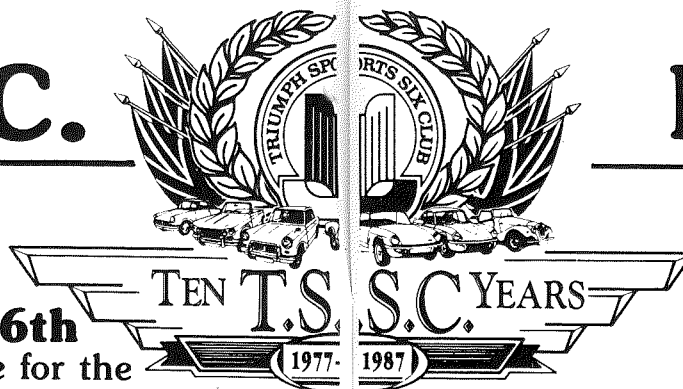
1 KILO ECONOMY PACK (inc. Hardener)
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TENTH T.S.S.C.



SAT 6th
Prepare for the big day with Evening INTERNATIONAL gathering and welcome, plus Buffet and Disco on site with Camping available

SUNDAY 7th THE MAIN EVENT

THE FUN CONTINUES WITH

★ T.S.S.C. NATIONAL CONCOURS
★ AUTOJUMBLE ★ TRADE STANDS (over forty last year) ★ MEMBERS BOOT SALE ★ LOW SPEED TRIALS ★ AUTOGYMKHANA Plus ★ CLUB REGALIA ★ INSURANCE QUOTES ★ VIDEO SHOWS ★ CLUB INTEREST STANDS ★ SNACK/ BUFFET/ FULL SIT DOWN MEALS ★ INFORMATION STAND ★ RAFFLE ★ PLEASURE FLIGHTS ★ OVER-NIGHT CAMPING ETC.

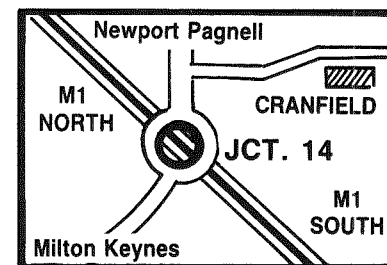
YES ALL THIS COMBINED WITH A FIELD FULL OF TRIUMPHS, THIS IS THE LARGEST T.S.S.C. EVENT OF THE YEAR.

ENTRANCE ON DAY £3.00 per person UNDER 16's FREE O.A.P.'s £1.50

INTERNATIONAL

**JUNE 6/7th 1987
CRANFIELD
BEDFORDSHIRE**

This years Club Event is being held once again at Cranfield Areodrome with, hopefully, improved services and facilities for those wishing to stay overnight. The site is situated within minutes access from the M1 Motorway.



ADVANCE BOOKINGS ONLY

Camping and Caravan £3.00 per unit (Saturday and Sunday)
Saturday night Quality Buffet and Disco £5.00 per person
Entrance Tickets to main event £2.00 per person, under 16's free, O.A.P.'s £1.25.

ORDER FORM

Camping & Caravan £3.00 unit
BUFFET & DISCO £5.00 per person
ENTRANCE TO MAIN EVENT
£2.00 per person £1.25 O.A.P.'s

*SPECIAL PRICE FOR
DISCO/BUFFET & ENTRANCE TO
MAIN EVENT £6.00 per person*

TOTAL ENCLOSED

AMOUNT

£

MAKE ALL PAYMENTS PAYABLE TO: T.S.S.C.EVENTS
and send with S.A.E. to Jonty Wild 13 Common Rise
Hitchin Herts SG4 0HN. PLEASE REPLY EARLY AS
THE EVENT IS ONLY A FEW WEEKS AWAY.

Members wishing to have details of accommodation please contact Jonty Wild direct on (0462) 56315

SPITFIRES (U.K.)

Unit 11A, Branston House,
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Wigston, LEICESTER, England
Tel: (0533) 812129

SPRING SPECIAL OFFERS FOR APRIL '87 (TSSC CLUB MEMBERS ONLY)

HIGH QUALITY

SOFT TOPS

	Rec. Price	TSSC Price	P/P
SPITFIRE MkII/III	£52 + VAT	£48 + VAT	2.80
SPITFIRE MkIII	£52 + VAT	£48 + VAT	2.80
SPITFIRE MkIII with zip W/d	£60 + VAT	£56 + VAT	2.80
SPITFIRE IV & 1500 zip W/d	£60 + VAT	£56 + VAT	2.80
HERALD/VITESSE	£61 + VAT	£57 + VAT	2.80

SUPERB QUALITY

Contains every carpet in the car

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	Rec. Price	TSSC Price	P/P
SPITFIRE all models (Steam moulded G/box Carpet)	£49 + VAT	£43 + VAT	3.50
SPITFIRE all models (Stitched G/box Carpet)	£42 + VAT	£37 + VAT	3.50
HERALD all models	£42 + VAT	£37 + VAT	3.50
VITESSE all models	£42 + VAT	£37 + VAT	3.50
GT6 State which model Includes all rear deck & arches	£66 + VAT	£57 + VAT	4.60
WOODEN SLATTED boot luggage racks	£15 + VAT		2.75
Chrome Air Filters	£3.75 + VAT		60p
Rubber Handbrake Gaitors - Spitfire 4 to 1500, Heralds/Vitesces	£7.00 + VAT		60p
Steel Front Qtr. Valances - Spitfire MkIV/1500 GT6 MkIII only	£29.00 + VAT ea.		1.75
Or Quality Fibreglass Qtr. Valances Plus many Fibreglass panels in stock			
Super Quality, Super fit Spitfire/GT6 - Full Sills at a Supper Price	£10.00 + VAT		2.85
Spitfire/GT6 Steel Front and Rear - Wheelarch (Flair) (State Model)	£19.50 + VAT		1.15
Spitfire/GT6 High Quality Door Skins (Handle holes already cut on later models)	£15.00 + VAT		2.30
Vitesse/Herald High Quality Door - Skins (with handle holes cut)	£15.00 + VAT		2.80

FULL CLUTCHES!! (cover, centre, plate, bearing) JUST LOOK AT THESE PRICES

SPITFIRE 4, MkII ... £30.00 + VAT	GT6 all models ... £29.50 + VAT	P/P
SPITFIRE MkIII/IV ... £25.00 + VAT	VITESSE 1600 ... £30.50 + VAT	£4.50
SPITFIRE 1500 ... £27.50 + VAT	VITESSE MkIII ... £29.50 + VAT	
HERALD ... £25.00 + VAT		

Amazing prices for clutches for all Club Cars from £25.00 + VAT



Ring us first!



WORLD WIDE MAIL ORDER

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

RECRUITMENT DRIVE 1987

IMPORTANT NEWS FOR ALL MEMBERS — IMPROVED PRIZES — IMPROVED CHANCES OF WINNING

You will find some new windscreen leaflets in this magazine and this signals the start of the new Recruitment Drive.

This year there is a *very important* change of emphasis which will be of interest to all members.

CHANGE OF EMPHASIS

Although there will still be substantial prizes for those members gaining the highest numbers of recruits, an improved **AREA PRIZE** and an **OVERSEAS PRIZE** is also available this year. The important news is that from now on *each* new recruit gained will give you the chance of winning an impressive prize - for instance, the first prize on offer is a **STAINLESS STEEL EXHAUST** for your club car. These new prizes will be of similar value, but a different prize will be offered each month.

MONTHLY PRIZES

How can you win? - easy, these new prizes will be drawn 'raffle style' each month, from the members gained in that month i.e.

One new recruit, one chance of winning,
Two new recruits, two chances of winning,
Three new recruits, three chances of winning, and so on.

So get recruiting - the more leaflets you put out, the more chances of winning, but even putting out one leaflet could win you a stainless steel exhaust or an equally impressive prize.

SEASON PRIZES - (from now until Aug. 31st)

First Prize £150 cash to the member gaining the highest number of new recruits.

Second Prize £100 cash to the member gaining the next highest number of new recruits.

Third Prize £50 cash to the member gaining the third highest number of new recruits.

Area Prize £150 cash and a trophy for the Area gaining the highest number of new recruits.

'Raffle style' Prizes - (i.e. each new recruit during the season gives one chance of winning).

£100 Cash - (Overseas members only)

5 Club sweatshirts (your choice of type and colour)



REMEMBER

To win, your leaflets must carry your membership number - see space provided (how else will I know who you are?).

For your Area to win, your Area's name or code (see inside rear page of The Courier) must be on the leaflet.

RULES

The rules are simple and are as previous years. But basically you must use your own membership number. If anybody requires more details, contact me.

The season lasts until August 31st, 1987.

More leaflet can be obtained from your Area Organiser or direct from me, Jonty Wild (details inside front page of The Courier). So, carry leaflets in you pocket and in your car -

GOOD HUNTING!



COP SHOP

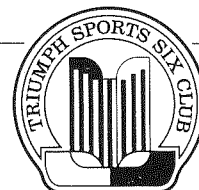
Mike Crewes

I would firstly like to thank Pete Williams, our club P.R.O. and Photographer, for the magnificent photo at the top of the page. There's no truth in the rumour that I was on day-release from Wormwood Scrubs! Thanks Pete, a red GT6 isn't it?!!

It wasn't until I looked back the other day that I realised Cop Shop had been in The Courier for 2½ years, so I thought it was about time to do an index, so here goes:-

TOPIC	ISSUE NUMBER	MONTH
Drinking and Driving	52	Oct. 84
Legal Requirements After An Accident	53	Nov. 84
Road Fund Licence Expiry Dates	54	Dec. 84
Buying a Stolen Car	54	Dec. 84
Abandoned Vehicles	54	Dec. 84
Driving Licence Endorsements	54	Dec. 84
MOT Test Certificates	55	Jan. 85
Customising	55	Jan. 85
Dangerous Loads	57	Mar. 85
Storage of Petrol	58	Apr. 85
Tyres	60	Jun. 85
Road Fund Licences	61	Jul. 85
Car Horns	61	Jul. 85
Seat Belts	63	Sept. 85
Three Wheeled Vehicles	64	Oct. 85
Fitness to Drive	64	Oct. 85
Space Saver Tyres	64	Oct. 85
Legal Requirements After An Accident (update)	65	Nov. 85
Production of Driving Documents	65	Nov. 85
Fog Code	66	Dec. 85
Seat Belt Law	66	Dec. 85
Car Security	66	Dec. 85
Vehicle Log Books	67	Jan. 86
European Road Safety Year	67	Jan. 86
Car Searches at Ports	68	Feb. 86
Seat Belt Exemptions	68	Feb. 86
Drinking and Driving	69	Mar. 86
Police & Criminal Evidence Act	71	May 86
National Vehicle Registration Scheme	71	May 86
Fixed Penalty Notices	71	May 86
Vehicle Lights	72	Jun. 86
Fuel Economy	72	Jun. 86
Car Clocking	73	Jul. 86
Dangerous Loads (update)	74	Aug. 86
Trailer Brakes	74	Aug. 86
National Vehicle Registration Scheme (How It Works)	74	Aug. 86
Institute of Advance Motorists	77	Nov. 86
Registration Marks	78	Dec. 86
Fixed Penalty Notices (How They Work)	79	Jan 87
Some Lighting Regulations	80	Feb. 87
Motorway Manners	81	Mar. 87

If you require any information on any of the above topics, the relevant Couriers can still be obtained from the Club Office, or precise advice can be provided through Cop Shop. If you have any queries or ideas on any other topic, why not write to: **Mike Crewes, 24 Otterburn Gardens, Isleworth, Middlesex TW5 5JJ** enclosing an S.A.E. Remember help is only 26p away!



North Yorkshire Triumph weekend

Venue: Runswick Bay. Accommodation available at Runswick Bay caravan and camping park. There are numerous bed and breakfast facilities in the area.

Date: Friday 29th May to Sunday 30th May 1987 inclusive.

Events: Friday evening: pub meeting at The Royal public house (bottom of Runswick Bay bank). Saturday 11 am: leave for convoy run and pub lunch. Route details will be given on the day. Saturday evening: beach barbecue. Sunday 11 am: informal concours on the campsite.

Campsite: The campsite is well organised with metalled roads. We have been asked to give numbers in advance so please could you forward details along with £1.50 registration fee (to cover trophies, administration) to:

Kathy Sleightholm, 12 Strait Lane, Stainton, Middlesbrough, Cleveland TS89BB

Daily Fees: TENTS £1.50 per person, per night (children under 14 are half price). This includes a unit of tent plus car. TOURING CARAVAN/MOBILE HOME £5.00 per night. EXTRA CARS 50p each.

If further details are required contact Dave Ferguson (0642) 700107 - office hours

NORTH YORKSHIRE WEEKEND 1987

CLUB: AREA:TYPE OF CAR:

TENT, CARAVAN OR MOBILE HOME:NUMBER OF ADULTS:

NUMBER OF CHILDREN: ARRIVAL TIME:

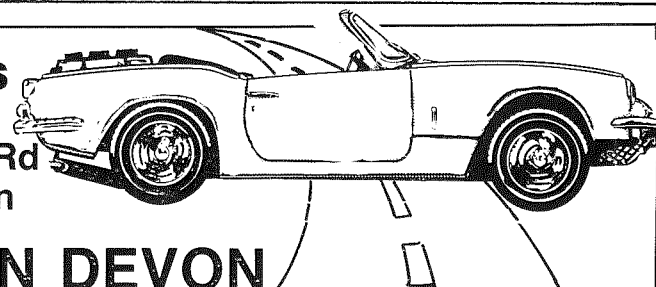
I enclose £1.50 per car registration fee (to cover trophies and administration)

Signed:

Address:

..... Phone Number:

SPITS & PIECES
'Coombe Lodge'
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Teignmouth Devon



AT LAST IN DEVON
Triumph Spitfire used Parts available for all models, including GT6's. Postal Service Available Tel: Teignmouth 79940

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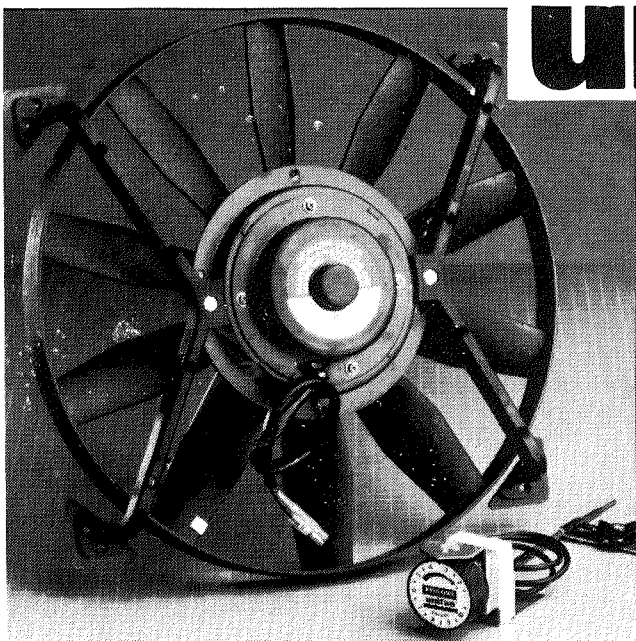
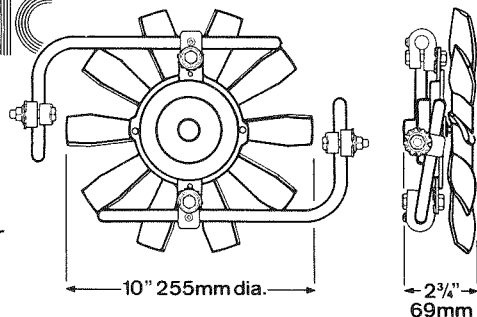
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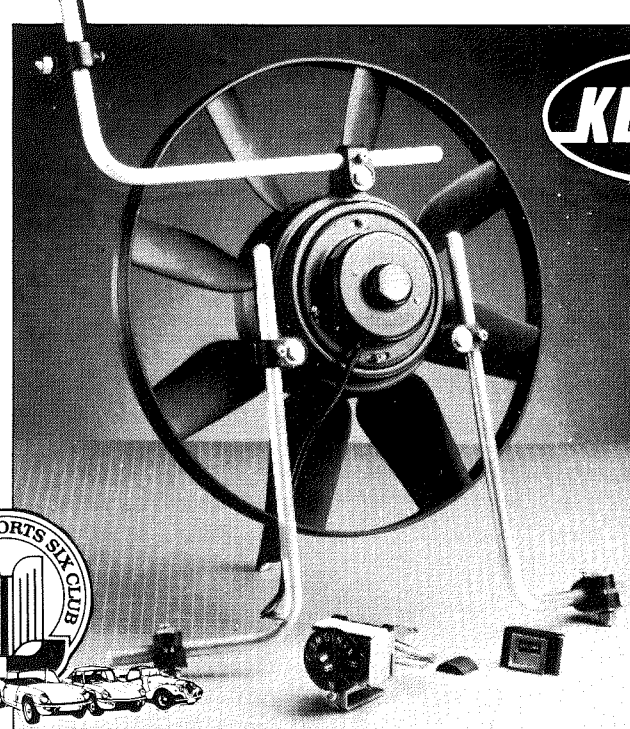
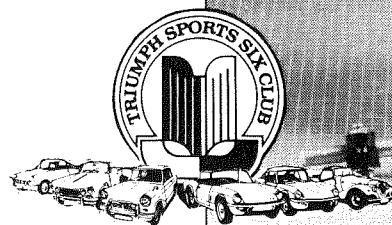


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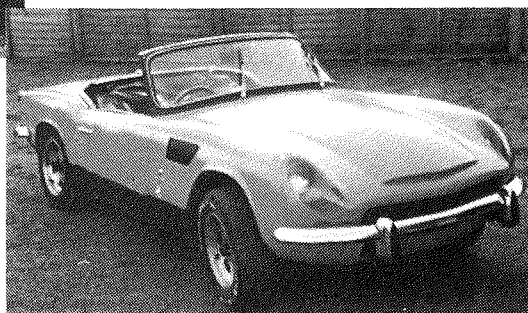
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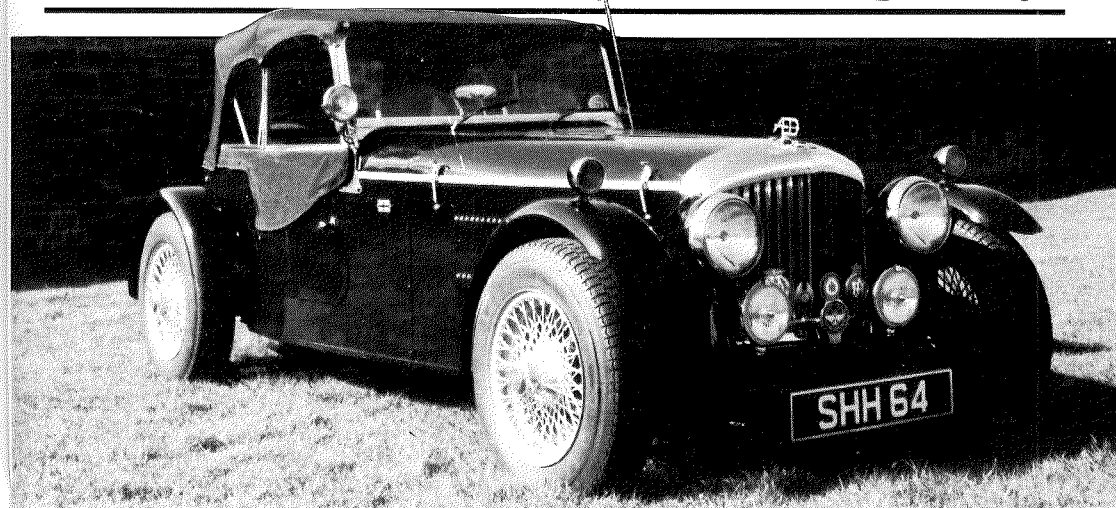


My association with 'Club cars' goes back quite a long way, back in fact to 1963 when at the tender age of 13 and already a car nut, I accompanied my father on one of our favourite pastimes; changing the family car. I can still remember the salesman's patter, extolling the virtues of the race-bred suspension and superb handling of the humble 1961 948 Herald (SHH 64) which we bought. SHH 64 proved to be a somewhat troublesome car

John Griffiths suggested some time ago now that an article for The Courier on my car and how I came to join the TSSC might be interesting and I am happy to put pen to paper with this in mind.

was a blue 1959 example, VPY 380 and his a 1960 model registered 49 RTD. Both of these were last seen in East Cumbria many years ago and it was not until 1973 that I was to return to the marque when I bought what was probably my favourite car: DVR 317C was a beautiful, Gunmetal, 1965 Vitesse 6, which was an absolute dream. I still think that the 1600 six was a smoother engine than the 2-litre ever was, having subsequently owned two

BURLINGTON



in our ownership, possibly related to the way it was driven for I am sure that my late father took the salesman's words quite literally and re-lived his youth in the car. I feel sure that were he alive today, he would have much to comment on the Heralds maligned handling and if you lived in West Cumbria

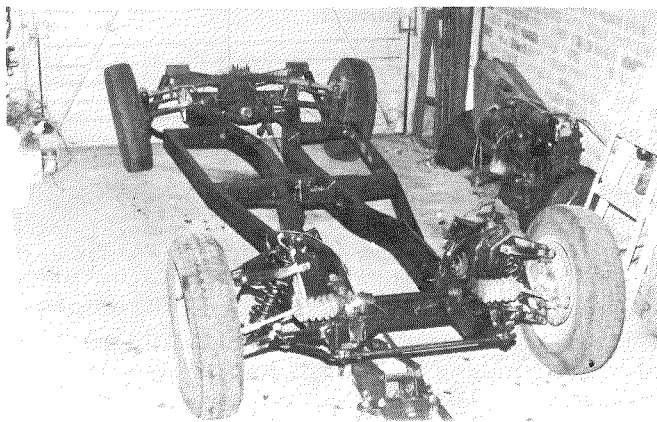
in the early sixties, you may well have crossed swords with a rather surprising black Herald. The same car, or the remains of it, are back in my hands today, but more of that later.

My next encounter with Heralds came later in the 60's when both my brother and I cut our motoring teeth on similar 948's. Mine

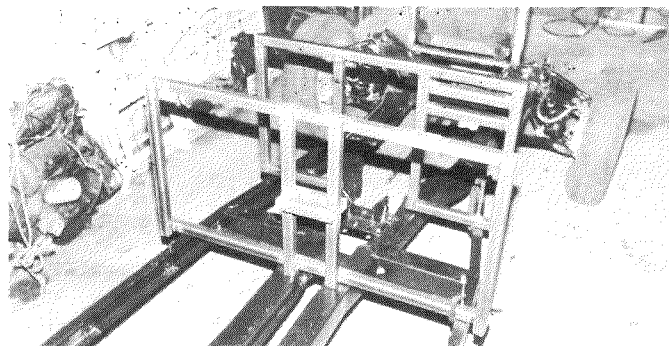
Triumph 2000's and I rue the day that my impoverished student existence forced me to part with it.

I would like to think that my Vitesse survives. I sold it in Northumberland in 1975 and would love to know its fate, as at that time it was in first class condition.

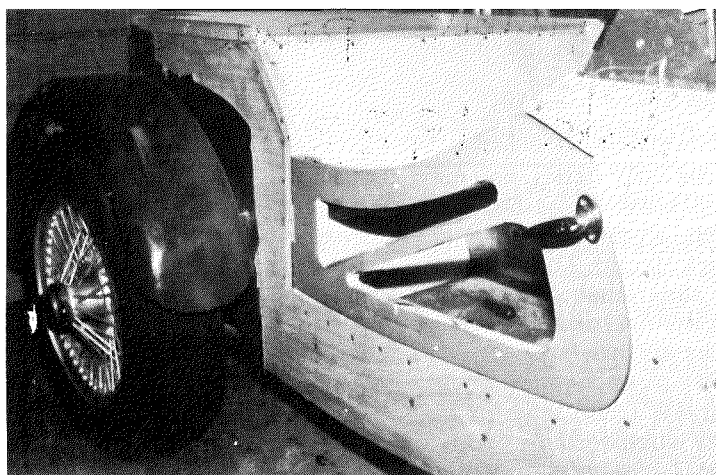
Marriage, parenthood etc. generally took over my life and my motoring in the late 70's and early 80's and it was not until 1983 that one of my teenage dreams of building a 'special' was re-kindled. The kit car scene was beginning to gain real momentum again by that stage, having almost died in the 70's and I began to get very interested. Unfortunately, like most encumbered males, complete with the compulsory mortgage, overdraft and essential commodious estate car, finances would never allow an up-front outlay of £1,000 or so for a kit which would be daddy's toy.



Rebuilt & lengthened & narrowed chassis



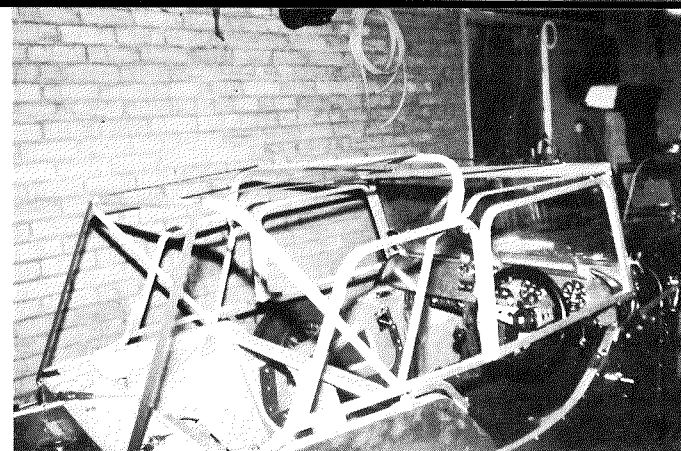
Steel body hoops in place



Laminated curved door frames

An outlay, however, of less than £10 for the set of plans to build a Burlington Arrow was much more easily concealed within the household budget and I sent off for and received my 80 page plan set in October 1983. That initial £10 may have been easy to conceal, but I confess that the decision to proceed, the ensuing months of spending every spare moment in the garage and the subsequent more significant expenditure were not. I admit now that they tested my wife's patience to the full and even led to me questioning my own sanity at times. Neither was I to realise at that time that building my car would lead to such a significant involvement in the future with Burlington Arrows worldwide.

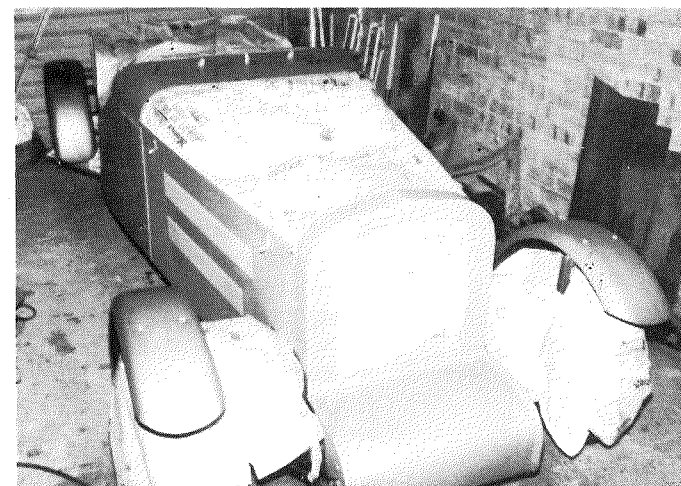
By coincidence, the remains of SHH 64 were to provide the basis of my Arrow and work began by



Hood frame and side screens made on homemade bender from alloy U section

accomplished fairly easily along with a full suspension and brake rebuild. What was a little more nerve-racking was the necessity to lengthen the chassis to provide a longer wheelbase. This is necessary if the radiator grille is to be positioned roughly on the front axle line, an essential element of the car's styling. The trick is to simply saw through the chassis just behind the front bottom wishbone, insert suitable new sections inside and out, then swap the suspension towers from left to right. This in effect means that you have a longer wheelbase and your engine mounts are now on the back of the towers, not on the front. Result: the styling required; a finished weight distribution of almost exactly 50/50 front to rear and vastly improved handling. Simple! Why not try it on your Herald with a slight bonnet extension!

By this stage, around a month's intensive work had been put in; I had several nasty burns from hot dripping underseal, a few bandaged appendages cut on rusty metal, a sore bum from tetanus injections and the first threat of divorce. The kitchen was permanently full of fumes, the dog was suffering from arc eye and I had to rewire the garage to prevent the fuses blowing when I turned the welder up. I did, however, possess a pristine rebuilt and hammerited chassis to form the basis of my creation.



Original primed body late 1983

removing what was left of the bodywork. This is very easy, if like me, you do not wish to salvage the body parts and it was, in fact, cut up into small pieces and taken to the tip in the aforementioned family hack.

The chassis was fully rebuilt with new rear and centre outriggers (the front outriggers are not required) and substantial new side rails were installed at the required width. This was all

Next came the five major body frames, fabricated from miles of 30 x 30 x 3mm box section which give the Arrow its tremendous strength. More fumes, dozens of hacksaw blades and a change next to the more sociable pastime of carpentry. The whole thing was covered in 1/2" plywood and took on the shape of a coffin on wheels. Undeterred the coffin was covered in aluminium, using all sorts of parts of the house as formers for the curves. Drain pipes and

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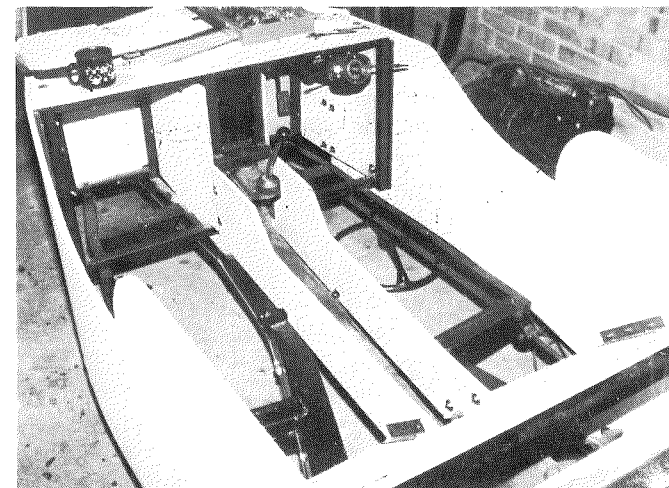
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bannisters particularly useful.

The construction of the Arrow bodywork is in fact quite simple, there being no compound curves, and when sheathed internally with glass-fibre structure, is immensely strong. The cost of the body which might be compared to some kits was less than £300 including all fittings and mudguards, which are actually trailer guards.

The mechanicals were all replaced with rebuilt 13/60 components and the car was trimmed out and suitable weather equipment made in time for its first outing to the Stoneleigh Kit Car Show in 1984.

The cost at that time was just on £1,000, doing literally everything myself and I was very proud of my creation. The fact that the hours spent equated also around 1,000 at that stage, and that, on a spare time basis over eight months, will give you some idea of the strain on family relationships already mentioned. Anxious, therefore, to redeem myself with the family, I confined work on the car for the next 18 months to minor items. I installed a heater, fitted the controversial bit of chromework to the front end and made up a rather neater folding windscreen than my first attempt. Basically, though, this period was spent enjoying the car in use, attending various shows, mainly kit



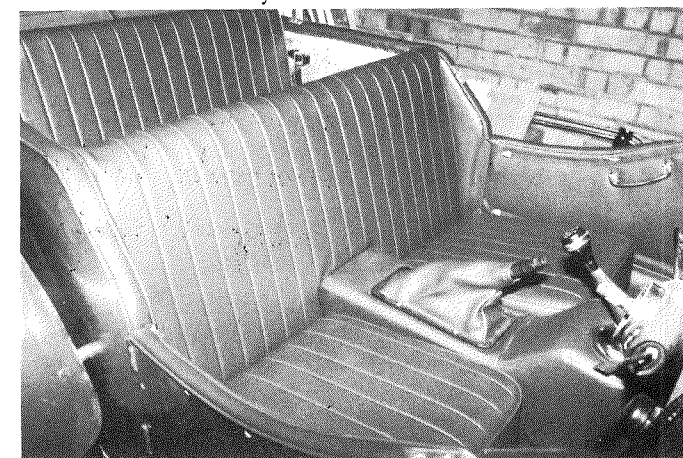
Wood/Steel construction

car shows and slowly refining the car as finances allowed.

It was during this period that I decided to start the Arrow Owners Club. I had met several like-minded enthusiasts at some of the shows, and even seen one more completed car. I have no idea who was the first person to complete an Arrow in the UK but I must have been one of the earliest because they were

certainly thin on the ground in 1984. What was apparent though was the enormous number of people who had been unable to resist buying the plans and the number who were having a go. I wonder how many sets of plans were sold to TSSC members who simply could not resist the temptation at a cost of no more than a few magazines.

By the end of 1985, the Arrow Owners Club was



All home made interior

well established and newly completed cars were appearing at every event. This was most gratifying and made worthwhile the considerable effort that I had put into the clubs formation. What was a little concerning, however, was that many of the cars coming onto the scene had been slower in manufacture than mine but were definately *better than mine* and this my nature could not accept.

In October 1985 then, despite much protestation concerning re-fitting the kitchen being the first

improved all the time. The effort which goes into many of our cars can only truly be appreciated by anyone who has built one as I know from experience. To give an example, my own creation in early 1986 with over 2,000 hours of work and more pound notes than hours spent, was certainly at the very least a creditable effort. If I tell you that it took third place in our '86 Concours with what is arguably the clubs show-piece missing *no more give*

some marvellous opportunities and joining earlier would clearly have saved me a lot of searching for difficult parts and probably a good deal of money on their purchase.

I am in the process of insuring my car through the club scheme and will recommend the TSSC most strongly to Arrow club members.

On a final note, I can report that in order to avoid winter boredom and to escape re-fitting the kitchen

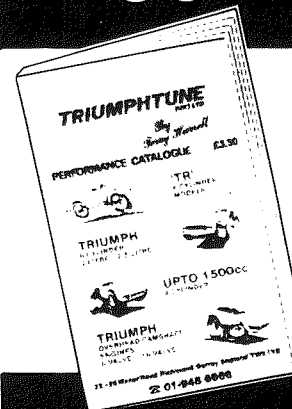


■ **Secretary Arrow Owners Club 51 Villa Real Road Conssett Co Durham DH8 6BL** ■
 priority, I pulled SHH 64 to pieces and started almost over again. This time around, I extended the rear bodywork, made and fitted doors, proper rigid sidescreens, a new hood, a full re-trim and respray, and quite a different car emerged early in 1986. Again 100% home done and my wife now thinks that I am so good with a sewing maching that I should take up dressmaking! The club grew throughout 1986 to a total of around 120 members and the standards of the cars present at meetings you some idea of Arrow owners determination. The showpiece I refer to was built by another TSSC member Alec McGuire. That then just about sums up my involvement with 'club cars' to date, and my only regret is that I did not join the TSSC until December 1986. I think the main reason for this was the fear that as a 'special' enthusiast I may be less than wholeheartedly welcomed. Of cours, I now know this fear to be totally unfounded and only wish I had joined years ago. The events for the coming year provide for yet another year, I took the car to pieces again in November and have just finished this winters minor modifications. SHH 64 from starting life with a humble 948 engine now sports a rebuilt MKII Vitesse engine, overdrive gearbox and relevant running gear. Maybe I am a masochist at heart, I just love working on it, and yes it is still on the original chassis and the radiator is still on the front axle line. If you want to know how I did it, you could always join the Arrow Owners Club. ■

Lloyd Denney



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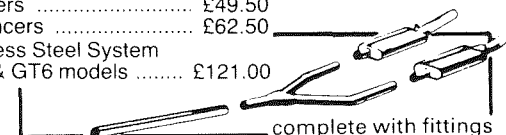
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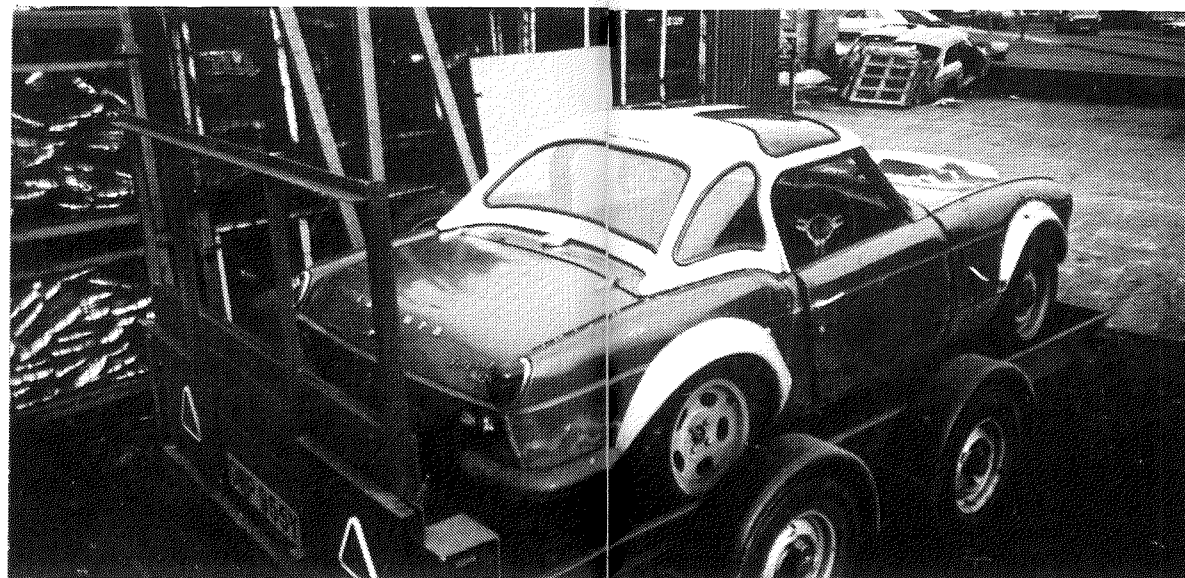
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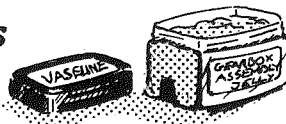


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Part Two: GEARBOX REBUILDING



Having successfully dismantled it, you can now think about putting the gearbox back together again. It's pretty obvious But I think it's worth saying that you should inspect the gears etc. as much as possible, before starting to take the box apart, as if the box is in poor condition it would probably be best to go for a better base unit to start with. Having said that, it really is within the capabilities of most D.I.Y'ers to recondition a gearbox say in the case of worn synchros or similar, thus saving yourself quite a lot of hard-earned cash.

Most of the important points regarding gearbox rebuilding are covered under the relevant photos, so just follow the figures and captions. One of the most important points brought home to me by Dave McDougal, was getting the mainshaft end float right, so just take your

time when you get to the part covered by Figure 7. It certainly isn't difficult.

One other point. While tapping the mainshaft through, the rear main bearing during final assembly (Figs.19/21), try to ensure that the first gear cog doesn't move along the shaft, which may allow the

slit collars to fall totally or partially out of their slot. Either with a helper, lever the cog against the first gear synchro unit with a piece of wood or similar (which is what we did), or alternatively tie the cogs together and leave secured until the mainshaft is within a couple of millimetres of its final position.

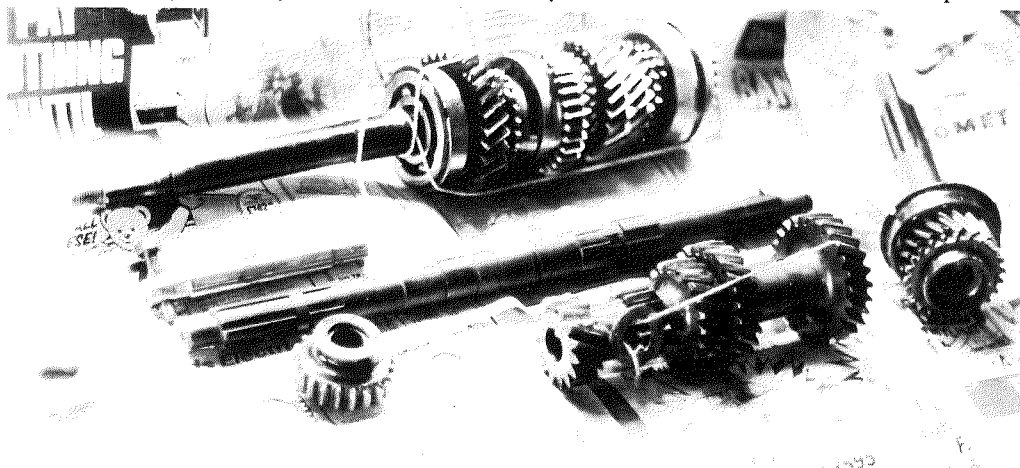


Fig. 1 Component parts laid out on the bench ready for cleaning. A piece of string keeps them in order. Note the different overdrive mainshaft.

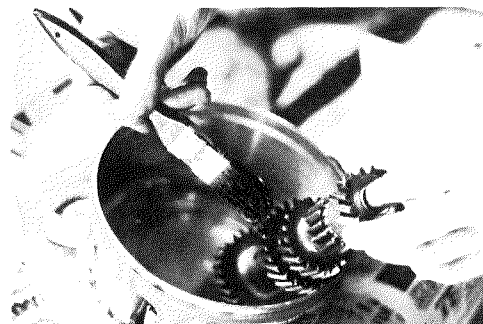


Fig. 2 Brush clean the parts in petrol or similar. Avoid skin contact.

Fig. 3 Inspect the layshaft and mainshaft tip for wear on the bearing contact surfaces. Here, the case hardening was worn so a good secondhand replacement was obtained.

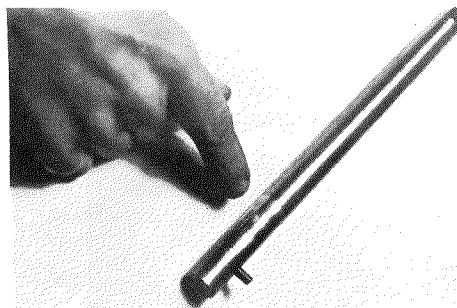


Fig. 4 Similarly, inspect the brass synchro baulk rings. The ridges are worn away. On refitting to the gearbox, the very least use new rings for the central two as these take the most hammering. In the end I fitted new ones all round. Note also the difference between early and late baulk rings. Synchros in late Mk3 GT6 boxes are larger and many of the individual gearbox parts are not interchangeable. The most obvious difference here is that the later units have six rather than four axial grooves (and they're more expensive - more like £10 each compared to about £5 for the earlier ones).

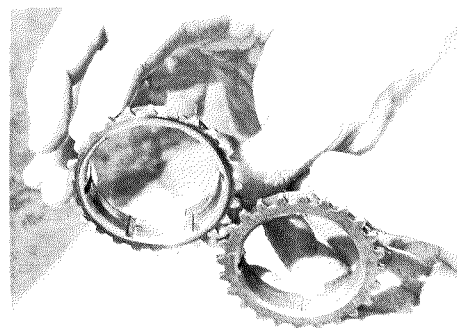


Fig. 5 This end view shows the 3rd/4th synchro hub and sleeve. Inspect the teeth for general wear and excessive rounding. The central hub can be pushed through and out of the outer sleeve for cleaning. It's best to wrap the unit in a rag before doing this as the tensioning springs and ball bearings are liable to fly out.

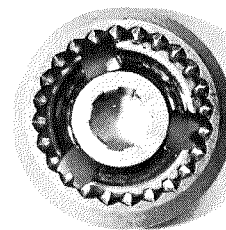


Fig. 6 This shot shows three conditions of the central mainshaft circlip during gearbox reconditioning. Top left is the clip as removed whilst top right shows the clip after the crooked end has been sawn off ready for use during mainshaft end float checking. A new clip is shown bottom right for comparison. Note narrow gap. Never re-use an old clip.

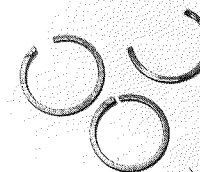


Fig. 7 Next, assemble lower and central thrust washers, second and third gear bushes, circlip washer and half circlip in its groove. Take up any slack and check the remaining gap. The end float should be set between 4 and 10 thou. Here, I've just managed to get an 8 thou. feeler in. Adjustment is by trying alternative thickness thrust washers. Reconditioning your old box should present no problems. As I was using a new mainshaft, mine did require slightly different thrust washers.

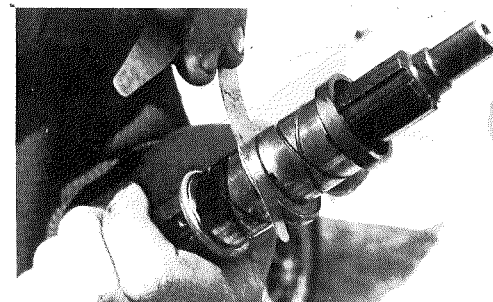


Fig. 8 Similar and for completeness, I've shown here how you could check the second and third gear bush end float. Thread the scrolled thrust washer over the mainshaft, followed by the bush and relevant gear and then the thick thrust washer. The end float measured as shown should be 2-6 thou. Again, the original components should match up to this. Mine were fine.

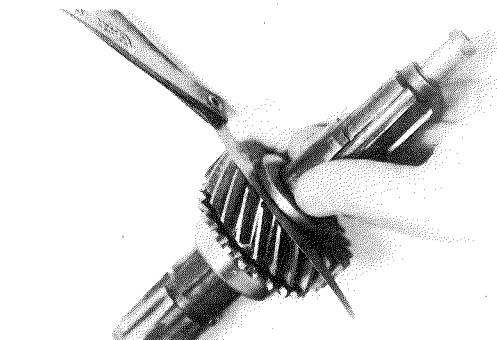


Fig. 9 Using Vaseline or similar, re-pack the layshaft needle roller bearings into the lower gear cluster until you can't fit any more in. There should be 25 at each end. At a few pence each you may as well fit new ones which is what I did. Don't use high melting point grease as this may stop oil from circulating properly. Pop the gear cluster into a clean bag and then into the fridge or freezer. On reassembly, this helps stop the bearings from falling out. It really does work!

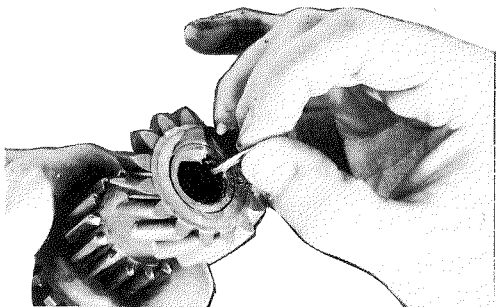


Fig. 10 Next, reassemble the synchro units. Take special care that the springs and ball bearings don't fall out - i.e. push these inwards as the hub is pushed through the outer sleeve.



Fig. 11 Slide on the 1st/2nd synchro unit, 2nd gear brass baulk ring and the first thrust washer (scrolled side towards the mainshaft tip). These are then followed by the 2nd speed bush, 2nd gear, thick thrust washer and 3rd gear bush and its' gear. Finally, fit the circlip washer and push over the new circlip with the crooked end outermost.

Fig. 12 Secure the circlip in its groove. You should hear a positive snap as it seats home. Note that the outer edge of the crooked end rests securely against the inside edge of one of the raised slides on the mainshaft. This prevents the circlip from rotating within its' groove.

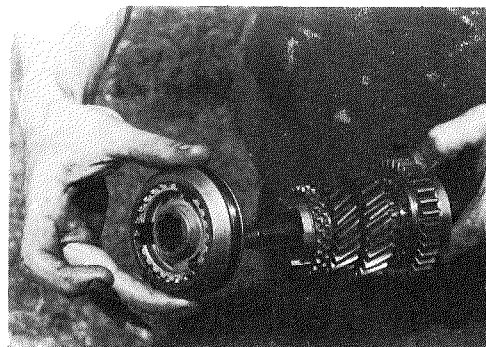
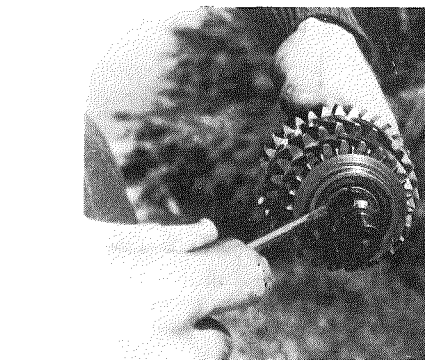


Fig. 13 Next, fit the 3rd/top synchro unit (balk ring, sleeve and hub)

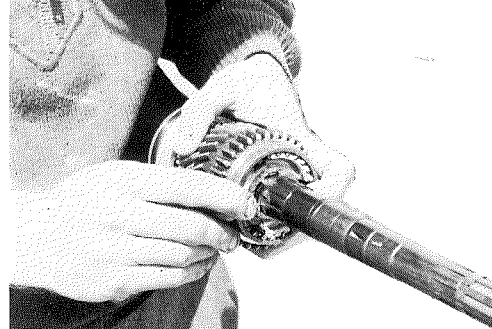
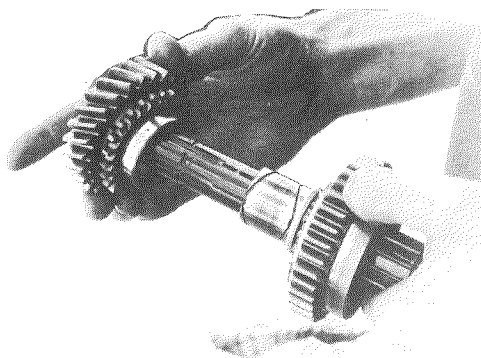


Fig. 14 followed by the 1st gear split collars. Again use Vaseline to help hold them in.

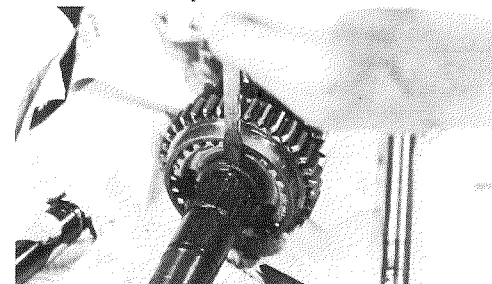


Fig. 15 Due to the new mainshaft, mine were a little tight so were gently tapped home.

Fig. 16 1st gear baulk ring fitted followed by the 1st gear cog.

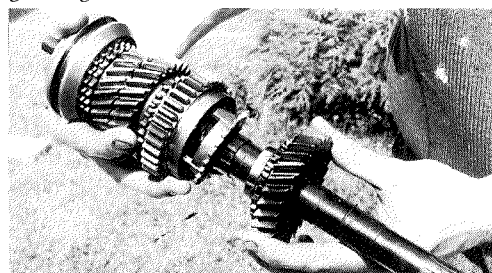


Fig. 17 Fit the front and rear layshaft thrust washers. A good dollop of your trusty, white petroleum jelly helps again. Note that the bronze face faces inwards and that the tag sits in its' slot.

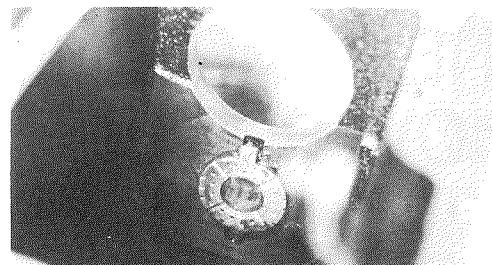


Fig. 18 Gently lay the cold layshaft straight from the fridge into the bottom of the casing followed by the reverse gear. If you've a suitable rod available of

the same diameter as the layshaft, saw it to the the gearcluster length and leave it threaded through the cluster. This will then ensure that none of the needle rollers fall out - it can then be drifted out as the layshaft proper is pushed through. I actually didn't find anything suitable (the photo of the worn shaft, Figure 3, was taken from a different box later - this would have been ideal) but still I found no problem with bearings falling out.

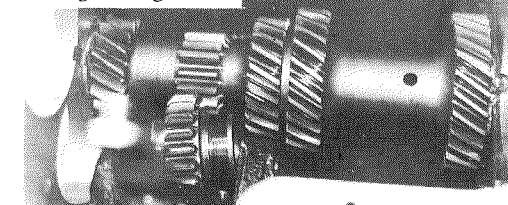


Fig. 19 Offer the mainshaft into the box and fit the first gear thrust washer (4 grooves each side), followed by the rear mainbearing complete with outer clip. Again I fitted a new bearing.

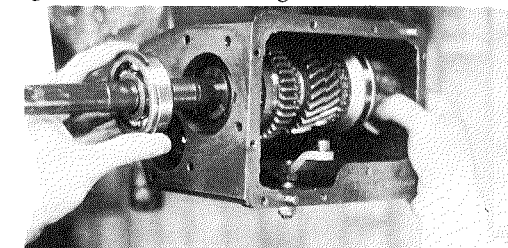


Fig. 20 The only 'special tool' used in the whole rebuild - thanks again to Dave McDougal. Make up a plate by sawing the flange off an old gearbox extension. There are lots of these around. Of course, if you're doing a conversion like me you'll already have one at hand. Herald and early Spitfire units are just the same.

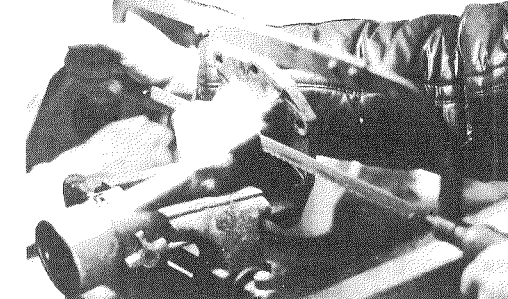


Fig. 21 With the end plate bolted in place, tap the mainshaft through the main bearing with a copper or hide faced hammer until the 1st gear is as close to the rear casing as it will go. With the final rear thrust washer in place outside of the rear mainbearing, you should then just be able to fit the rear circlip. As specified, the end float of the 1st gear should be zero to 2 thou. However, on every box I've come across, there always seems to be some larger forward and backwards movement of the 1st gear along the shaft with seemingly no effect on the gearbox operation. (Thicker thrust washers are available if required).

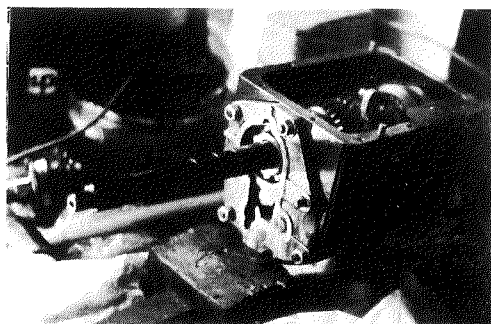
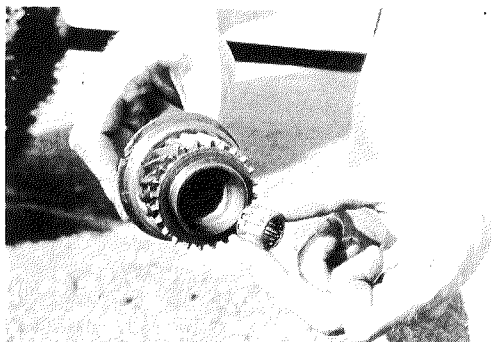


Fig. 21

Fig. 22 Fit the mainshaft tip bearing inside the input shaft or alternatively on the tip of the mainshaft. Again for the minimal cost involved, fit a new one.



Unfortunately, I haven't any photos of the last few operations but they shouldn't present any particular difficulty.

After setting in place all of the mainshaft components, raise the layshaft into position. Thread a thick screwdriver through the front layshaft entrance hole and, being careful not to lever out any of the needle rollers, raise the layshaft cluster into position. Rotating the mainshaft slightly may help. Hold it there and then slide in the layshaft with the stop pin to the rear pointing downwards. If any of the roller bearings are dislodged, slowly extract the layshaft and, if required, slide the screwdriver partially back in and replace the offending item(s). As the gear cluster is a tight fit in between its' thrust washers, none of the bearings should have actually fallen into the casing so all should be well.

Finally, replace the reverse idler shaft and locating bolt. If you're ready, the

Fig. 23 Locate the final baulk ring and offer the input shaft into the casing

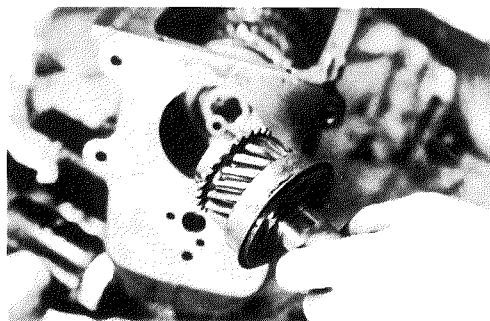
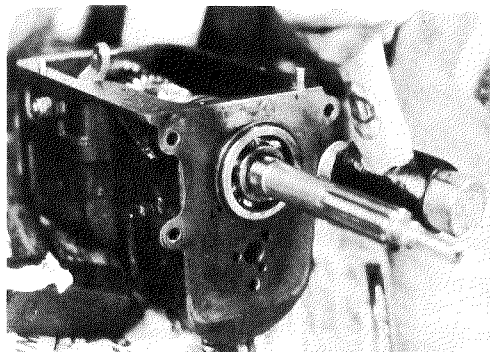


Fig. 24 and tap home.



reverse gear distance tube can now be refitted, followed by either the overdrive adaptor plate or, if you've just reconditioned a standard box, the alloy gearbox rear extension and propshaft flange.

Next month all being well, I'll be covering the more common and easily rectified complaints associated with the D-type overdrive units.

**NEXT MONTH
OVERDRIVE
UNIT
RECONDITIONING**

TECHNICAL TIPS



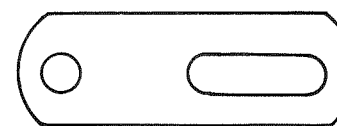
DOES YOUR BONNET FIT?

I bought my Herald 13/60 in January 1986. One of the first things I noticed was that the bonnet did not fit squarely. The gap between the rear edge of the bonnet and front edge of the doors should be $3/16$ " at the top but nearer $3/4$ " at the bottom. I resolved to put this right.

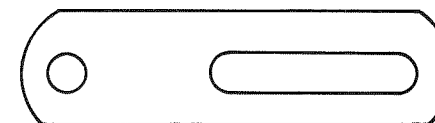
The bonnet is hinged at two points at the front of the car. To get at the hinges, simply remove the front valance and overriders on the adjuster arms located at the bottom of the two hinge bolts. When undoing the lock nuts watch out for the one with the left hand thread! Turning the sleeve nut lengthens or shortens the adjuster arm accordingly but no matter how I tried, I just couldn't get the $3/16$ " parallel gap that I wanted.

Closer inspection of the bonnet hinges revealed that the forward end of the adjuster arm is bolted to the bonnet frame arm through a pair of $2\frac{3}{8}$ " long metal lugs. The other end of the lug is bolted through the overrider support bracket. It seems to me that if those two pairs of lugs were slightly longer, I would have more adjustment to play with.

My local garage quickly made me up two pairs of lugs 1" longer than the originals for the princely sum of £3 - **AND IT WORKED!**



Standard Lug



New 'longer' lug

I now have a bonnet that fits exactly as it should with a parallel gap of $3/16$ " from top to bottom at each side. My problem may have been caused by the fact that the bonnet on my car was not the original bonnet. One word of warning: be careful when opening the bonnet for the first time after fitting modified lugs, as it is possible to push the bonnet too far back and when opening it the trailing edges of the inner wheelarch fouls the front of the bulkhead just below the battery. If this happens, simply undo the bottom hinge bolt, move the mechanism along the slot and re-tighten. You may have to do this two or three times but it does work.

FRED FORTUNE - ALFORD, LINCS

INERTIA REEL BELTS

My apologies to the purists but the static seat belts fitted to the Herald/Vitesse really can be a pain, so readers might be interested to hear of my successful conversions to inertia reels with my Vitesse saloon and Herald estate (both 1970).

I have used 'Kangol' kits with short stalks, which 'Asda' stores sell for around £14.00 per side. The kits come with

everything you need; don't waste your time with secondhand items. The only major headache is find a suitable location for the reel housing.

SALOON:

I found the most convenient place to mount the reel housings are in the top corners below the rear

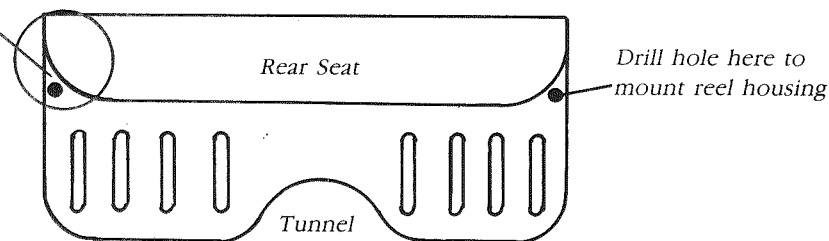
Not sure if earlier cars have this triangular section

through 90° but running smoothly without fouling on the rear seat.

ESTATE:

Not so easy here because of the B post and folding rear seat arrangements. However, a good site is inside the rear cubbyholes, directly below 'X'. Mount the reel housing squarely

strong mountings (it is a good idea to use some sort of strengthening plate behind the reel housing mount, particularly with the estate location). You may be glad to have looked at the floor mounting points as these are often badly corroded and require attention to make them sound or relocating. The



X- In the text refers to original mounting points just below rear side windows

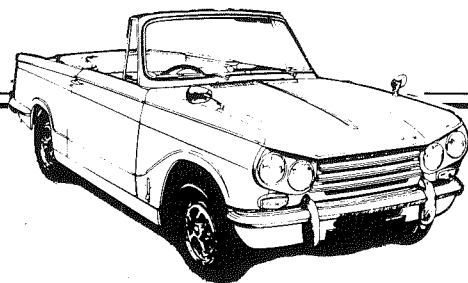
seat (as shown) with the reel facing the front of the car - though in most cases they usually face the sides of the car, as long as they sit squarely, upright and face the front, the mechanisms seem to work perfectly well.

When mounted, the belt should go straight up to 'X', and the new 'slide through' bracket gently twisting

and upright with the reel facing into the cubbyhole (i.e. facing away from the rear passengers). The belt will then run up to 'X' and the new 'slide through' bracket without fouling, although you'll have to warn back seat smokers as the ashtrays will be obscured!

N.B. Do remember the importance of having original mounting bolts can also be real swines to get out so use some release oil. Overall the inertia reel belts are an immense improvement over the original arrangement.

Ray Vinters



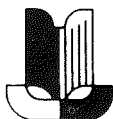
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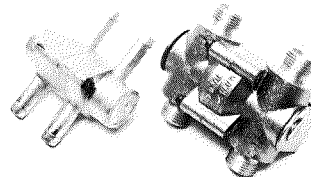
LIGHTWEIGHT OIL RADIATORS

10 ROW	21.01
13 ROW	25.85
16 ROW	30.68
19 ROW	36.22



MISCELLANEOUS PARTS

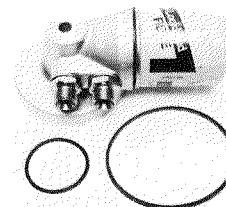
OIL TEMP TAKE OFF	3.30
PERFORMANCE OIL STAT	16.35
ECONOMY OIL STAT	7.27
SMITHS OIL TEMP GAUGE	24.75
HIGH PRESSURE OIL SWITCH	
REMOTE FILTER HEADS	6.50



INSTALLATION KITS

HERALD/SPITFIRE	25.20
VITESSE/GT6 (RHD)	28.08
TR2/3/4/4A	33.75
TR5/TR6 Spin On	33.75
TR7/TR8	33.75
DOLOMITE/SPRINT	29.25
STAG	33.75
STAG With ROVER V8	33.75

GT6 SPIN ON CONVERSION



13.02

OIL HOSES TO SUIT ABOVE 9.56 Each
STAINLESS BRAIDED DITTO 15.00 Each

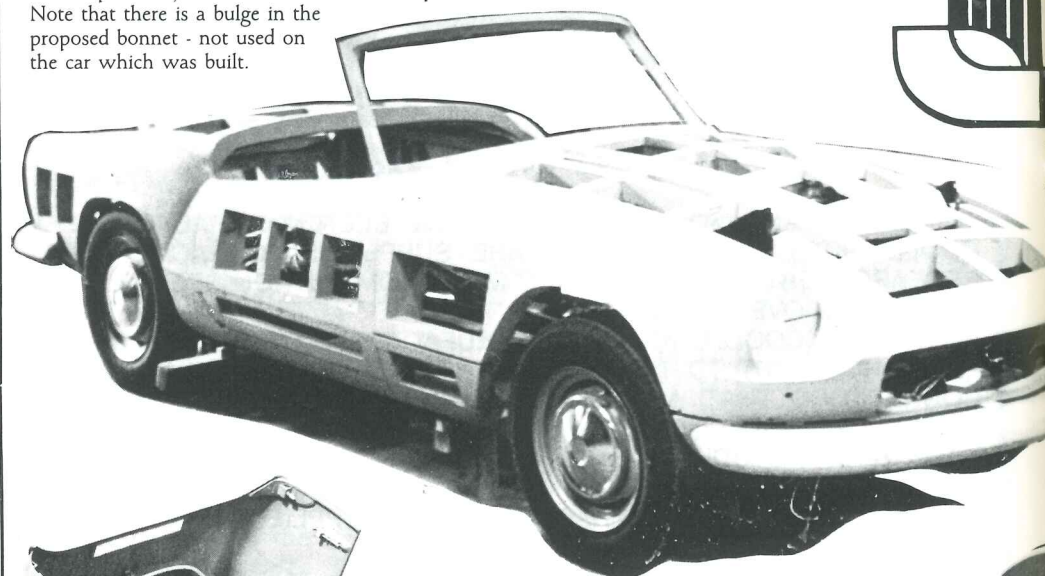
HOSES, TAKE OFFS, STAINLESS HOSES ARE ALL AVAILABLE SEPARATELY — PHONE FOR FURTHER INFORMATION

OIL FILTERS 10% OFF

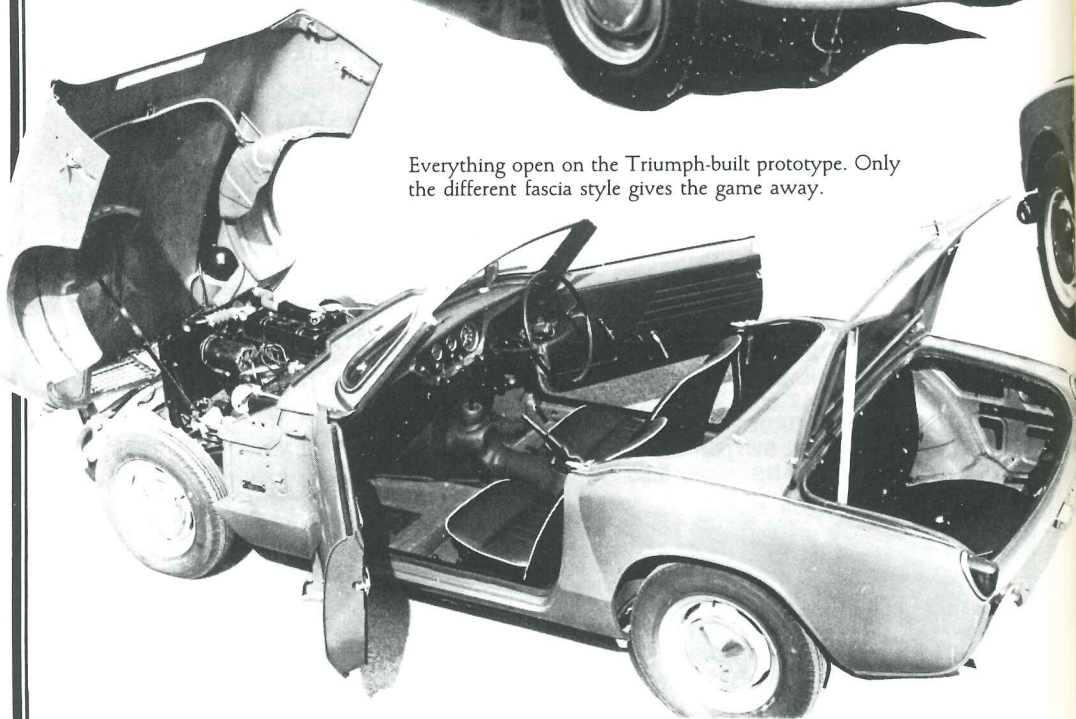
AIR FILTERS 10% OFF

The very first 'Egg Box', wooden mock-up of the new Bomb sports car, at the Michelotti Workshops in 1960. Note that there is a bulge in the proposed bonnet - not used on the car which was built.

TRIUMPH



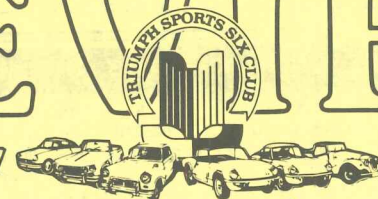
Everything open on the Triumph-built prototype. Only the different fascia style gives the game away.



The GENIUS of G

AREA NEWS

REVIEW



The First London Orbital Meet

Sunday 22nd February saw us standing in the car park of the Bells of Ouseley pub, in Old Windsor on the occasion of the First London Orbital Meet. Would anyone turn up?, was the question on most minds of the Thames Area members. By the time 12 o'clock had arrived and the landlord had thrown his doors open, all our fears had been allayed. The spacious car park was already half full with convoys arriving at every minute. A wave of Triumph enthusiasts swept into the bar and suddenly the bar staffs' quiet, Sunday lunch was shattered.

Very shortly the car park filled, then over-flowed, then jammed, then started engulfing Old Windsor itself. Our Meet signature book was doing the rounds and a steady check showed cars and members of every type from every area around London: from West Kent in the east, to Herts in the north and Gatwick in the south. The idea had worked. For the first time in the ten year history of the club, members from nearly all parts of London and the home counties had met at the same place for a grand Noggin and Natter session.

By half past one, most people had taken their fill and we tried to convoy the two miles to Windsor Great Park for a photo-call. We nearly managed it but over 70 cars in one convoy was bound to be split by the odd car. Our signature book registered 78 members, but I think we still missed some.

Parking on the grass, next to the road in the Great Park, we embarked, cameras in hand, upon the Photo-Call. Very quickly we realised we had become a tourist attraction, with coaches slowing and occupants peering out muttering "What the!" in a dozen different languages.

After Bob's usual plea for help (you can rely on Bob to find the mud), covered in mud (thanks Bob), we drifted our way homeward.

Talks and dreams of further meets in other areas around the M25 still bright in our minds. It was a success, as will future meets be; come on London, where's the next one? Don't worry, about four a year gives all the Areas a chance so let's pull together and celebrate our 10th birthday in style.

Thanks to everyone who supported the meet; we all hope you enjoyed it as much as you seemed to. See you at the next one - Happy Orbiting!

MIKE CREWES

AREA NEWS REVIEW

ANGLIA...CLEVELAND...GATWICK...HANTS...NTH HERTS...LEICESTER

Anglia

Not a great deal to report from our March meeting, with only about 20 members attending. There were, however, several new faces and I hope that they shall continue to attend our monthly meetings.

Our next meeting is on Thursday 2nd April, where we shall be reporting to our local members on the AGM. We shall also be able to up-date everyone on the progress of the arrangements for the Birthday Barbecue. Finally, I also hope to arrange a quiz for everyone as well, but don't panic because it will not be of a technical nature.

Simon Wisbey

Cleveland

The Inter-Club Quiz: T R Register vs TSSC was held in sub-zero temperatures! I blame the cold for the lack of brain power. The attendances at our local Area meetings have been pathetic over the winter months. I paid a visit to the North East Area pub meeting last month and was overwhelmed by the turnout. I recognised a lot of *old* faces, Jim!

I hope that our Cleveland Area meetings will improve with the weather. **Next meeting 30th April, The Ladle, Middlesbrough.**

Kathy

Gatwick

Well, the lighter evenings and warmer weather are on their way. Where were you all for the 'Gatwick Day Out' on 8th March? I turned up to find only three other people present at The Fox. However, the four of us did enjoy a late morning/early afternoon drive, with me as chauffeur, stopping for lunch at a pub in Petworth.

At one of the meetings in April, I'll be sorting out a few names to have a go at Ten Pen Bowling on 21st April at the Crawley Bowl; numbers will be limited, however.

Other events that Chris is planning are a barbecue and videos with the lavender Avenue Mob (oh sorry, wrong

title); a possible visit to Thorpe Waterpark and a Treasure Hunt. Anyway, I'll let you know about these later.

Right you 'orrible lot out there - I want you all to turn out at the double for our April meets or I'll send Thomas and the 'Nasty Brigade' round to drag you out by yer toes! I wouldn't wish that on Geoff Capes. See you.

Paul Vane

Hants & Surrey

London Orbital Meet at Old Windsor:

Amazing turnout, especially considering the weather. Great variety of club cars and the convoy to Windsor Great Park for the Photo Session was incredible. Shame about the mud; still if anyone has any photos, bring them along to the next meeting as we'd love to see them.

Beer & Skittles: Wednesday April 22nd (provisionally) at The Six Bells, Farnham. Should be a good night out as we're challenging Hants & Berks.

Skid Pan: I now need more definite commitment from those parties interested, since I would like to arrange a date and need to know numbers. It'll be about £25 per head for a three hour session (they provide the cars!). So please let me know if you'd like to participate.

Great to see new faces still turning up and the regulars too. Suggestions for activities always welcomed. As the weather improves, Sunday Runs have been suggested. Let me know if you'd like to participate.

Next meeting Wednesday 8th April at The Royal Oak, Pirbright.

Maxine Watts

Nth Herts/Sth Beds

Another reasonable turnout of approximately 25 for our March, Whitwell meeting. We seem to be increasing the number of Bonds that are in the car park. there are now 3

regular users, including a GT2+2, which has just had the correct bonnet fitted: the colour scheme leaves a lot to be desired though. Congratulations go to Robin Lloyd-Davis for winning our raffle of the electronic ignition. Due to pressure of work, I was not able to run the quiz at the meeting but this will be used at a later time.

As mentioned at the meeting, we are looking for support with the running of this years International Weekend at Cranfield. Any ideas and suggestions would be greatly received to help Jonty Wild co-ordinate this event.

Unfortunately, this is a quiet time of the year and our events have not yet taken off for this month. The planned film show has been cancelled and we are now looking at an alternative for a video evening at a later date.

Forthcoming Meetings:

Wednesday 1st April - meeting at The Eagle & Child, Whitwell.

Tuesday April - meeting at The Bird In Hand, Henlow.

Steve Bedford

Leicester

What happened then? Where were you all? Am I using the wrong soap I ask myself? I'm referring to February's meet at The Bath, Shearsby - the 'Great Punch n' Pie Nite' - ha! ha! Only ten members bothered to turn up (thanks fellas and ladies) - not much of an encouragement to running the Area. A lot of time and trouble, not to mention expense, went into organising that event and it deserved much better support from the local membership than that. Not enough of you there to make it worthwhile organising a raffle even. I sincerely hope you are all going to give Mick better support on the Treasure Hunt this month.

No meeting was held at The Gate in March, as it clashed with the club A.G.M. and Area Organisers' Roadshow, which yours truly attended along with 40 or more other A.O.'s around the country. I shall be reporting on that at future meetings.

My thanks to Mick for leading the

convoy to the A.G.M. I understand lunch at the Washford Mill was pretty good - when you found it - that is.

FORTHCOMING MEETINGS:

Sunday 12th April - 12 noon at The Gate Hangs Well, Syston. Followed by The Spring Treasure Hunt. Participants will set off between 3 and 4pm to finish at an unknown destination around 7pm. Food available. This is our first major road event of 1987. Please come along and join in the fun. Not much point in having a club car if you don't use it for club events.

Thursday April 30th - Bath Hotel, Shearsby. 8pm Club Car Perusal in the car park plus noggin n' natter, including Roadshow report.

FUTURE DATES FOR YOUR DIARY:

April 25th - Donington Park BARC Sprint (TSSC).

May 3rd - Mallory Park - Sporting Cars British Championship (TSSC participation).

May 10th - Gate Hangs Well, Syston - Sunday meet.

May 24th - Mallory Park, racing (TSSC cars).

May 28th - The Bath Hotel, Shearsby, Thursday meet.

May 31st - Donington Park, racing (TSSC cars).

June 7th - Convoy to Cranfield.

June 14th - Convoy to Bond Weekend, Yaxley.

As you can see it's all happening in the Leicester Area - so come and join in the fun.

John Thorpe

Mersey

A good attendance at the March meeting and we were given a fascinating talk by David Skeath on re-venering and varnishing Vitesse door caps. The finished product is very impressive and seeing half-completed caps and all the jars, brushes, etc. he uses made for a very interesting demonstration.

There were some interesting brochures and motoring publications

being passed around but would whoever brought the photographs, please bring them again next month because I missed out on them. I think that if anyone has any photos, magazines etc. of club interest, it is always worth bringing them along to meetings - they always generate plenty of discussion.

At April's meeting there will be a Parts Quiz, so will everyone turn up with 2 or 3 brain-teasing bits (off club cars please). There will be some sort of prize to the winner.

Tony Whitley

Manchester

February's meeting heralded the start of the summer season with the attendances back on the increase. About 15 members, including a couple of new faces, turned up in a variety of cars.

By the time you read this, Chris' Treasure Hunt should have been a past event and I'll let you know about that next month. If any of you need any parts or have any which you want to get rid of, let me know and I'll compile a list, which can also be passed on to the other Areas nearby.

Forthcoming Events:

May 30/31st - Cheshire Autojumble. Set in the delightful parklands of Tatton Park, this promises to be an excellent show with both the Ribbles and Liverpool Areas planning on visiting us. So come along and see how many club cars we get. Bring the family and have a picnic etc.

June 6/7th - Oldham Show, Boundary Park. This should be another good one.

July 5th - Fun Run and Picnic. A trip into either Derbyshire or Wales, depending on popular opinion. A convoy of club cars has to be seen to be believed, so come along and see it. Bring the wife, kids, girlfriend, boyfriend, hubby etc.

Ring me for any information on the above plans or see me at the next meeting on 16th April.

Kevin Atkinson

Northants

Talk about cosy at the last Northants meeting in March - just seven of us were to be seen sitting and chatting at the bar. A warm welcome to Neil and Jo who were attending their first ever TSSC meeting. I do hope that we will see more local members in the months to come; the car park is massive so there is plenty of room for all of you and a good meal can be provided at the bar for any hungry travellers.

As you will have noticed from last months report, Jason Barnes has, unfortunately, had to step down as A.O. If any local members reading this would like to take his place please make your wishes known. It would be very nice to have a Northants figurehead again to welcome our ever-increasing, new, local members into the fold.

PLEASE NOTE: by popular demand, we are now changing our meeting date back to the third Wednesday of the month. **We look forward to seeing YOU at our next meeting, on 15th April (Courier deadline permitting!).**

Bill & Jo Sunderland

North East

First of all, on to the winners of the March Quiz. It was all very close this month, with a lot of people with the same marks: 1st Graham, 2nd Roz and Geoff, Marie Therese and Julie and Brian.

We have two main events organised in our Area for this year. Firstly, the North of England Motor Show on 24/25/26th July. We have a stand twice the size of last years, so we need all the cars we can get. If you wish to show your car, please let me know as soon as possible. Our other big event of the year is the North East camping and concours weekend. The date of this event is August 29/30/31st (Bank Holiday). This event will take place at Witton Castle nr. Durham. Events on offer are an Informal Concours, Motor Gymkhana, Treasure Hunt, Barbecue, Kiddies Treasure Hunt, Disco, Pie and

AREA NEWS REVIEW

MERSEY...MANCHESTER...NORTHANTS...NORTH EAST

AREA NEWS REVIEW

NORTH MIDLANDS...NOTTINGHAM...OXFORD...PETERBOROUGH

Pea Supper and a Convoy Run. The facilities on the camp site include bars, games and TV rooms, shop, cafe, take out meals, full toilet and washing facilities. For the children: swimming and paddling pools, mini funfair, adventure playground.

Other events well worth visiting near our Area:

May 29/30/31st North Yorkshire Triumph Weekend, Runswick Bay.

Sept 6th North Yorkshire Concours and Moor Run.

A convoy will be arranged to the above events.

Dates for your diaries:-

April 6th - TSSC meeting, Rose & Crown, Winlaton.

April 24th - Rollerskating at Tynemouth Plaza. Meet in car park at 7 o'clock.

May 3rd - Treasure Hunt. Meet Pot & Glass, Durham at 1 o'clock.

May 4th - TSSC meeting, Rose & Crown, Winlaton

We are trying very hard with our club events in our Area but not a lot of you are turning up. When we see members who don't attend the events, we always ask why and everyone says there's not much going on. So, this year, we have a packed calendar. If they still aren't the kind of events that you want to take part in, please let me know what kind of events you would attend. In the North East we have a lot of club cars, so how come we only have a turnout of 20 to 30 people at club meetings? The rest of you haven't joined the club to sit at home and moan about things have you? If you need help with your car or can offer it, why not come along and let the rest of us know about it.

At the next meeting we are starting a 'Mug Book', so could you please bring with you a photograph of your car with or without yourself on it. I will also be passing around some paper for you to write on any help that you can offer to other N.E. members.

Judith Atkinson

North Midlands

Firstly, I must thank all the new members who turned up for the meeting in February, to make it the biggest turnout yet; it was a real success, especially with it being Quiz Night. The Quiz was won by Andrew Lowndes, who will now go on to set the next one for April's meet.

Another date to remember is 'The Collectors Car Spectacular' at Bingley Hall, Stafford on April 11th and 12th. Five cars have been entered into this event, and everyone will be made welcome on the club stand if they come along.

I hope you all liked the little poem the wife wrote for last month's Area Review - it made a nice change.

To briefly sum up, let's hope for a well attended show and 20+ at the monthly meetings.

Alan Mossedale

Nottingham

Yes folks, it's me again. You haven't heard from me for a couple of months due to not having much to report.

The Christmas 'do' was quiet compared to previous years. Have we lost you all in the move or was it the drink/drive campaign that put you off? Anyway, you missed a good night, what with silly hats, party poppers, squeakers etc. and enough prizes in the raffle for virtually everyone. A good time was had by all.

Several people were in particularly good form and I think if a certain young lady had had a bit more to drink we would have had an even bigger laugh.

As for the January meet, I think we all missed that due to the snow.

February showed that some of the lost members are finding us as well as some new members, so hopefully, as the lighter evenings come, things will improve.

Main topics for the evening were the forthcoming AGM and the Nottingham Evening Post Motor Show Spectacular at which we have been invited to exhibit on May 30th/31st at Holme Pierrepont. Will those interested in showing their cars, helping or simply

attending please get in touch so that I can start getting organised.

Other interesting news is that we should be having a motor sport video next month, so come along - all are welcome.

Clive Roulston

Oxford

Following our video evening in March, Jim Carter has promised a film for our 8th April meeting. Now, can you get out your diaries for May, which is looking very busy:-

Sunday 3rd May 2.30pm - Treasure Hunt from The Fosse Manor Hotel, Stow on the Wold (no maps needed). Please note that the hotel does very good and reasonably priced bar meals on Sunday lunchtimes. The event will also finish at the hotel.

Wednesday 13th May from 7.30pm - The Grapes, Yarnton - usual monthly meet.

Saturday 16th May 6.00pm - The Fishes, North Hinksey Lane, North Hinksey, Oxford (just off A34 western by-pass). Aunt Sally match with East Berks Area. Come and support your team - perhaps they will let us win this time! Light refreshments after. See you there!

John Cudmore

Peterborough

Forty people took part in the return 'Games Evening' with the TR Register, which turned out to be a most successful evening and everybody enjoyed the Free Supper of jacket potatoes, sausage rolls and assorted sandwiches, eaten in front of a lovely, open fire. Unfortunately, we lost the trophy with 10 games to 12 but will definitely be having a return match in the near future.

We welcomed Andre Harman from Spalding, who has the only MKIII Spitfire with our Area and Tony from the Cambridge Triumph Spares company, who was busy distributing leaflets of his latest 'Special Offers'.

Due to the number of new faces, I have invited Barry Newitt over from the

AREA NEWS REVIEW

RIBBLE...RUGBY...SCOT. TAYSIDE...SCOT. WEST...CENTRAL SOMERSET

Anglia Area for the April meeting, to give us a display of slides on Club events throughout the years, so please bring along any interesting ones you may have.

Due to the success last year of our Christmas Buffet/Dance, this has been booked for Saturday 12th December 1987.

Forthcoming Events:

13th April - monthly meeting, Three Horseshoes, Yaxley - Slide Show.

10th May - Peterborough Motor Show and Worrina Autojumble.

11th May - monthly meeting, The Plough, Deeping St. Nicholas.

June - Tour around Evante Cars, Spalding (date to be confirmed).

Sharon Espin

Ribble

Now I have got hold of an up-to-date list of local club members, all I can say is: where are you all hiding? I appreciate that many people join the club for insurance, spares or just The Courier itself, but there may be some more of you who would enjoy the social side, too. Ribble Area has never been renowned for its stuffiness - quite the opposite, in fact. Please make an effort to come along now and again: it doesn't have to be every month.

Is it time for another meal? The last one seemed so popular that maybe we should arrange something similar soon. Any ideas on the subject will be welcome, as usual.

Bill Coulshed

Rugby

Nothing much has been happening of late - hence the lack of news. This last Monday meeting (9th March) saw a welcome return - my old 948 saloon, now looking very prim and proper in the hands of a young nurse from Leicester called Debbie. It's nice to see just how much work she's done on the car (with a little help from her friends); it even goes very well (by 948 standards)

Meetings are still happening as per

the back page, i.e. the second Monday 8pm at Clay Cotton and the last Sunday lunchtime at Bubbenhall (I promise I'll be there next time!!).

Clive Humphreys

Scotland Tayside

Our first outing this year will be at Doune Motor Museum, for the Auto Jumble being held on Sunday 5th April. The West Coast Triumphs will also be there, so I hope to see a good turnout.

My apologies for not being able to attend March's monthly meeting as I was down at the AGM for the Area Organisers' Roadshow.

The next meeting will be on 13th April at Newport. Hopefully, the weather will be better and, therefore, encourage more cars to venture out. Also coming up soon is our Area Car Boot Sale - more info on this later on. Hope to see you all at Doune on the 5th.

Ian Wheeler

Scotland West

Well, we're in first gear now and gradually changing up through the gears as the summer months advance on us. The club calendar has been compiled and printed, all ready in a pile to send out to members that send an S.A.E. through the post to 'Wellneuk', Barbieston, Dalrymple KA6 6EJ.

The order of events forthcoming are as follows:-

April Sunday 5th - Doune Autojumble, met at Burnbrae Hotel, Milngavie at 10.30 am for 10.45 am.

April Monday 13th - Club meeting at Glasgow Flying Club at 8pm for 8.30 pm. Motoring Quiz with prize.

May Sunday 3rd - Classic Car Show at the N.E.C. Birmingham. 6am in Glasgow for coach. Must be booked.

Doune Autojumble is the big one and a great drive up, keeping off main roads, to Stirling by coming up by Milngavie. There is a Gymkhana event at Doune on Sunday 10th May and

we're looking for competitors for this, so if you fancy your chances in beating the Morris Minors, give me a phone as soon as possible.

I'm taking bookings now for the coach trip to the N.E.C., £22 reserves your seat. The Stag Owner's Club did this two years ago and it was a great success, so be quick if you want to go.

I still require help from members in Wick and Thurso and also in Inverness and Aviemore areas to set up accommodation in suitable establishments for the Birthday Convoy on 12/13th September this year. Just give me a ring and I'll clue you up on the arrangements.

John Malcolm

Central Somerset

February's meeting at The Creech Castle was better attended this month; let's hope it keeps on improving. Believe it or not, we have 67 members in Somerset. If I saw half of you at a meeting it would be really great - please try!!

Dates for your Diaries:

April 19th - 11am the Somerset Treasure Hunt starting at The Lamb and Flag, Blagdon Hill, nr. Taunton. Bring a packed lunch for a picnic at the half-way point.

July 24/25/26th - Inter-Area Beach Party. This will be at Unity Farm, Brean Sands. It will start on Friday evening for a social gathering. Saturday will be a Convoy and a Rounders Match on the beach. The evening will be a Beach Party, Disco and Barbecue. Bring your own food and drink. The BBQ will be supplied. Sunday will be a Mini Concours. There are over 50 cars already coming to this event from as far as the West Midlands, so it would be nice to see as many Somerset Area members as possible. For further information, please contact Steve Love, tel: (0823) 73212.

August 8/9th - Yeovil Festival of Transport, Barwick Park, Yeovil. A lot of hard work is going into these events. Please support them.

Rod Warren

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AREA NEWS REVIEW

SUSSEX...SWINDON...THAMES...SOUTH WEST WALES

Sussex

Well done to Neil for winning the quiz, which I think was enjoyed by all who participated. I can now confirm that the Wednesday meetings in April and May will be at The Horns Lodge, Chailey, which is only about ¾ mile from The Five Bells, towards Lewes. As reported last month, this is due to building work at The Five Bells.

So far there has been a good response to the proposed Treasure Hunt on Sunday April 26th, which will start at the green in Newick and finish at The Farmers, Scaynes Hill. Covering approximately ten miles and lasting about 1-1½ hours. Therefore, start time will be at 11.00am, so be at the green by 10.45am. I would appreciate members letting me know if they plan on entering so that I have an idea of how many to expect. Entry fee will be £2 which will go into Area funds.

An excellent turnout at the Sussex Pad, with some 15 club cars and over 40 people turning up. A pity that I was at work - are you trying to tell me something!

Having just returned from the Area Organisers Seminar at the A.G.M., I am now in possession of a full list of Area members, therefore I know of those who do not attend any meetings. So why not make the most of your membership and turn up at one, before I start using the thumb screws!

Whilst at the A.G.M., I had the chance to have a chat with Chris Childs, the Gatwick A.O., and it could be that we will become more involved with one another as Areas in the coming year.

If anyone has any spares they would like to get rid of, please send me a list as I am trying to compile an Area Spares List - it could work to your advantage, when you urgently need that elusive part.

Looking forward to the summer, we are thinking of having another 'Bentley Wild Fowl Park and Motor Museum' picnic Sunday - date yet to be arranged. And of course, we are now officially representing the TSSC as an Area at the 'Railway Vintage Sunday' on 6th September. Also I'm

sure we will have a barbecue at some point - summer weather permitting!

Diary Dates:

Wednesday 1st April - Horns Lodge, Chailey.

Sunday 26th April - Treasure Hunt.

Wednesday 6th May - Horns Lodge, Chailey.

Sunday 17th May - Black Lion, Patcham Brighton.

Nigel Wilce

Swindon

Many thanks to all who turned up to the February meet and tried the table top rally. Yes, a donkey and a clever man are at Braydon! Well done Shaun's team - 24/25.

After the front page feature on Area News, I look forward to meeting many new faces at meets to come. Be sure to come along and find out what it's all about. During the last month it all started to happen: the AGM, Area Skittles Challenge and the Bristol Classic Car Show.

I hope to produce plaques for the A.O. Seminar and AGM. If anyone who attended these events would like one, please send S.A.E. + 50p (for each plaque) to me at 15 Tees Close, Swindon SN2 3LO.

Plaques for 10th Birthday, 25th Year Spitfire, 25th Year Vitesse, 21st Year GT6 also available - 50p each + S.A.E. from me. Please state which ones you require. Each is 6½ x 5cm in coloured plastic.

Future Events:

April 6th - Meet at Blunsdon. Bring your Scalextric cars for a sprint!

April 26th - Sunday meet. Details at Blunsdon.

May 4th - Area meet at Blunsdon. 1st Birthday Party. Video Show.

Ivan Kirk

Thames

Well, what can I say? Our very first Orbital Meet: over 70 cars! (and we even recruited an 'old' member from

the West Middlesex Area - sorry Bob). Anyway, there is a full report elsewhere in the magazine. You will also find an apology for there being no South of England Meet this year, but with a year off, our committee should make a really great job of next years'.

So Darren, you've changed your mind again. We know you saw sense and you're keeping your Vitesse - quite right too. It's nice to see Lorraine and Andrew back again after a short rest. Dave and Karen, next time wait 'til we've left the pub! Chris, glad to hear you found your car (keys and all!).

Now a money-saving idea: would you let me know if you need any regalia as your ex-Organiser, Nick Lord, lives about a mile from the Club Offices and has volunteered to collect and deliver anything - which means no postage and packing costs. Thanks Nick.

Thursday 9th April - yet another social at The New Inn.

Thursday 23rd April - come on, get those bonnets and engines cleaned. It's the Easter Bonnet Competition at The New Inn.

See you all soon - happy motoring (even in a Triumph!).

Tracy Ludmon

South West Wales

Attendance at our March meeting well exceeded any I've known with regulars and many new faces showing an appearance. It was very good to see you all and I hope you will all turn out again for our 1st April meeting with the local Stag owners.

Brian and Harry have been making some calculations for the proposed trip to Le Mans in June. There is already a growing band of enthusiasts for the trip and Brian will be pleased to give details of costs, dates, crossings etc. if anyone else is interested. Please phone Brian Wakely on Cardiff (0222) 624229.

John, Chris, Steve and Richard have recently been snapping up club cars, most of which have been laying neglected and some of which are the

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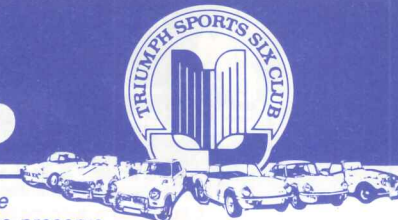
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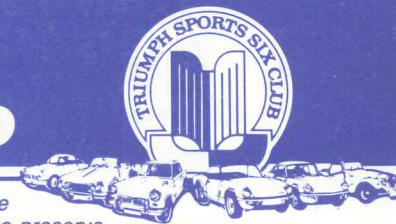
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AREA NEWS

REVIEW

W. MIDDLESEX...W. MIDLANDS...E. WORCESTER...N. YORKS

rarer marques. It will be good to see these restored, though one or two of the more common models will, regretfully, have to go to the 'big motorway in the sky'! Gareth is still in the process of dismantling GT6's but meanwhile has been putting his Mini through an endurance test and making some new designs for British Leyland.

Having successfully filled an album of photographs of our local club cars, we should now like to start a full 'volume' of albums for each individual marque, and should be very pleased to receive your snaps if you haven't already contributed. A note on the back of the photograph, of your name and any historic details of the car you can give, will make the collection more interesting.

Evidence has come to light, from my list of South Wales members, that there are quite a number who don't show their faces at our meetings. I should just like to extend a sincere welcome to you all to come to our meetings which are very informal and friendly and I'm sure that those of you who haven't yet attended or haven't come for some time, would find that an evening with fellow enthusiasts would be most enjoyable and helpful. If you would rather not participate in the social side of the Club's activities or if it is just impossible for you to get to the meetings, but would like to be kept up-to-date with local news, please remember that there is a local, monthly newsletter available. Please phone me if you'd like a copy.

Just a reminder of our Wales Meet to be held on 27th and 28th June. Please keep this weekend free - we shall need some support in administering the event and also want to see lots of people enjoying themselves!

Marion Firman

West Middlesex

Hello again. Just a note to report on last months meeting, which was to coincide with the M25 venue, held at Little Windsor near the river. There was a very good turnout with just about all Areas coming along. About

100 people turned up and I met some old friends that I hadn't seen for a very long time. It was quite amazing to see so many club cars in one pub car park and after that we all drove to Windsor Great Park for the Photo Call. It was just my luck that I got stuck in the mud but help came in time to give both Mike Crewes and Daren a mud bath - sorry lads. Anyway, that day soon passed.

The following week I went with Chris Childs to visit his Area in Gatwick; a very good night Chris.

Just to remind local members: our meetings are held on the 2nd Tuesday and last Sunday of the month, so I'll see you there.

Bob Roland

West Midlands

Sorry, no details about the National Classic Car Show at the time of going to press. Anyone wanting further details please phone.

For the next Tuesday meeting we will have 2 club video films to start about 8.30 pm. **Next meetings Tuesday 14th April (plus films) and Sunday lunchtime on 26th April.**

Tony Spicer

East Worcester

With the best turnout for some time, and two new potential members who brought along their nice GT6 MKIII and a Spartan.

GT6's are becoming very popular with some members owning two. We are all looking forward to the Inter-Club Skittle Match against the TR Drivers and the 2000 + 2.500 Owners Club in April.

Ewan McKay

Worcester West

A very good turnout with 26 members present, including two new members - Tim and Kerenza.

The winner of the quiz was Rich Nash and the booby prize winner - yours truly.

The Beer & Skittles night was a great success with the TSSC winning

The Mouse Challenge Trophy. After a play-off between Vicky (TSSC) and Jack (Mouse Club), Jack won the individuals.

There will be a Sunday lunchtime Noggin at The Hampstall Inn at Ashley Burf nr. Stourport on Severn on May 17th; other venues to be arranged.

And finally, don't forget the weekend Barbecue starting at Worcs. 8.00pm on Friday 24th July until Sunday 26th at Breen. We have obtained permission to use 1½ miles of beach on which to do our own thing! For campsite bookings and more details, please contact Bill or Bev Dixon.

Next meeting April 6th at the Anchor Inn, Kemsey.

Mr C Chawra

North Yorks

Many thanks to those who attended our first meeting at The White Swan. The conversation at this meeting was filled with doom and gloom with restorations mothballed due to awaiting cash finance; Pete Kendall parking his Herald convertible on top of a farmers hedge and Alan Hurd who has succumbed to 'acquired new car syndrome' and sold his Vitesse in favour?? of a Vauxhall Carlton. However, I think we can prescribe a cure for this dilemma by offering my Vitesse convertible for daily hire during the coming months together with complimentary copies of local Motor Trader; he'll soon realise his mistake!! Seriously though, Alan and Sally have been stalwart members in this Area for many years, and will still continue to actively support the club in future. Many thanks.

More good news is that Pete Johnstone is negotiating for reduced admission to the Vintage Sports Car Club meeting at Cadwell Park circuit on August 30th. I am assured that the event is very entertaining and provides a great day out for all the family. Watch this space for further details.

I have just returned from the Area Organisers' Road Show, held in conjunction with the AGM at Studley Castle and will be discussing the days' proceedings with members at the next

AREA NEWS REVIEW

SOUTH YORKSHIRE...WEST YORKSHIRE...NORFOLK

meeting: the one item I will be promoting on the night will be a Communication and Recruitment campaign for the Area, primarily so that we get to know many of the existing local members and secondly to attract non-members to our meetings and events and, hopefully, put them on the road to the TSSC membership. As well as the National club prizes, I will also be offering Area prizes - come to the meeting to find out more!!

On to events: the evening visit to Peter Blacks Car Collection will be only days away (9th April) by the time you read this. Give me a ring if you want to attend and don't know the way.

19th/20th April - World of Wheels Show at the Harrogate Exhibition Centre. The TSSC will be represented by all the Yorkshire Areas. Please come along and support us!

10th May - Convoy Run to Top Farm Agricultural Museum, West Hardwick, near Wakefield. Meet at Kings Staith car park, York (where the pub gets flooded) at 10.30am.

29th to 31st May - North Yorkshire Triumph Weekend. Not to be missed - see publicity elsewhere in The Courier.

Finally, I am now taking entries for the 6th Annual Concours and Moors Run to be held on Sunday 6th September. The Concours fee is £3.00 (same as last year) - please get in touch for further details.

Our next meeting is on Wednesday 1st April (honestly!) and I'll stick my neck out and say that the first 1987 edition of our Area Newsletter will be available on the night. See you there!

Steve Boyle

South Yorkshire

Joint Meeting with Stag Owners/T R Drivers:

This proved to be very much the success we hoped for and some valuable links have been forged. We have agreed to maintain regular communications between the three of us and will have further joint meetings.

we also hope to arrange joint events as well as participating in each others club events. Steve Haslam of the Stag Owners Club has negotiated on our behalf a 25% discount off the National Tariffs of Kennings Car and Van Rental, which I am sure will be greatly appreciated.

A.G.M.

The event was attended by Peter, Tim and myself and it was a very worthwhile trip, as we gained a much clearer insight into how the club is run and an understanding of how things are and can be achieved. The Council of Management are to be congratulated on the success of the Road Show. A comprehensive report on the day will appear in your local newsletter.

Xmas Dinner:

Unfortunately, the dates we thought we had booked were not available and so this has now been arranged for Saturday 28th November. However, we will attempt to find an alternative venue if this date does not meet with your approval.

Fun Weekend:

The dates have now been confirmed for the 25th and 26th July and your committee members will be visiting other local Area meetings to publicise the event and try to gauge the level of support we can anticipate. In the meantime, can you start gathering together any old pots you no longer need as our need is greater! Also volunteers to loan records and cassettes for the disco would be greatly appreciated.

Chris Stabler

West Yorkshire

Just a quick note to keep West Yorkshire Area covering yellow paper with the best of them. Numbers are still a little low again in March, but the day being saved by the return of old members Nigel and Colin - good to see you both again and I hope now you have found us, we will see you at future meetings.

Now is the time for us to compile a summer events calendar, so any suggestions will be welcomed. Ken has offered his barn for a mass steam clean and Waxoyl session later on this year, so I'll be taking names and

discussing possible dates as soon as your Courier arrives. You may be just in time to join us and our friends in North Yorkshire for our visit to Peter Blacks Car Museum at Keithley on Thursday 9th April (a trip well worth attending). Those whose names I already have, see you there; anyone else interested ring me as places are limited.

The other major forthcoming event is The Festival of Wheels Car Show and Autojumble at Harrogate on 19th and 20th April. This is quite a big event and the TSSC have a 30 foot x 20 foot stand which still needs filling, so anyone interested and available on these dates, please get in touch as soon as possible.

See you at the next meeting then folks and don't forget to keep looking for a good 13/60 front valance - it's all I need now for the completion of my rebuild.

Dave Driver

Norfolk

Two new faces at our March meet: Chris and Richard. Also hello to a few old ones we haven't seen for a while. Again the meeting was well attended, with enthusiastic members that we have here in Norfolk and a few lads and lasses from the Ipswich Area.

Thanks must go to Granville, who gave us a 20 minute talk on model power boats. I knew he was nervous about it but he did a grand job - well done! Graham would like to hear from Mr. R. Branson of money fame about Atlantic Challenger, so if you're reading this Mr. Branson, could you give Graham a ring and make his year!

We have known for many months now what we are doing on the events side this year and two very good events are coming up soon, i.e. April Spring Disco, which is to be held at the Mischief Tavern, Magdalen Street, Norwich on April 17th (Friday), 7.30 pm 'til 12.00 pm. Tickets for this event are obtainable at **April's club meeting on the 6th of April**. You can collect your tickets at the door by sending an S.A.E. to me: **Steve Battye, 2 Club Cottages, Baconsthorpe, Holt NR25 6AB.**

Steve Battye

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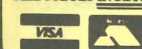
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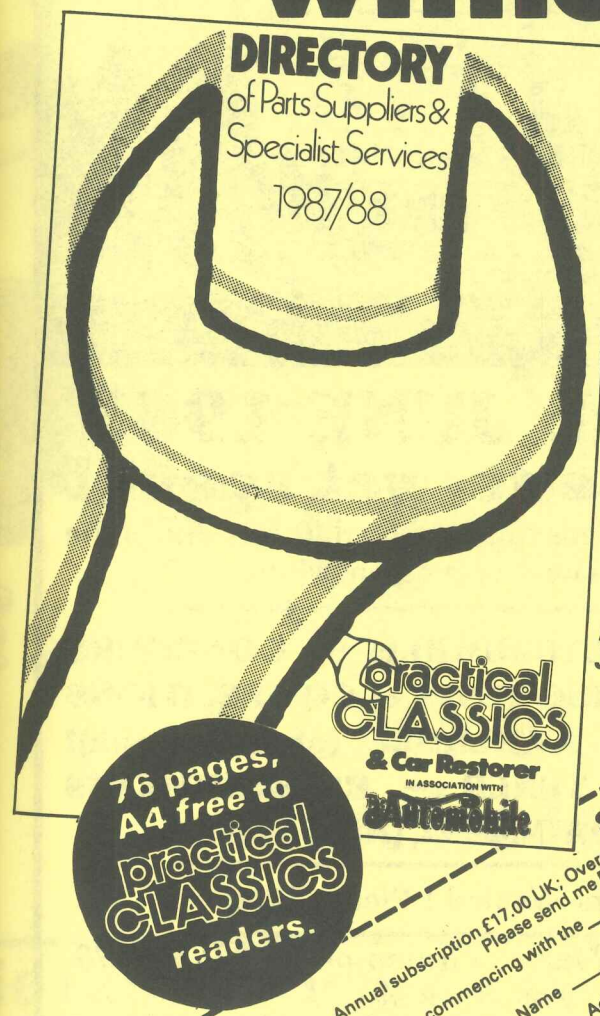
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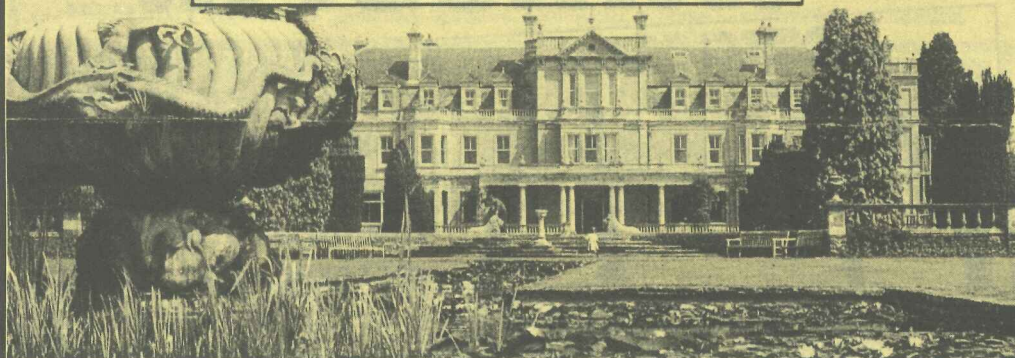
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MARVELLOUS
Michelotti !

PHOTOS COURTESY – GRAHAM ROBSON From his marvellous book 'Spitfire & GT6'

iovanni Michelotti.

FITTING A PAIR OF HS6 CARBS TO YOUR VITESSE

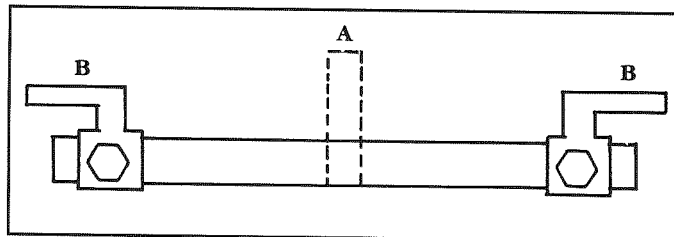
IMPORTANT NOTE:

To the best of my knowledge, there is not sufficient clearance under the GT6 bonnet to fit S.U. HS6 carbs.

S.U. HS6 carbs can be obtained brand new, in pairs, from John Hills at a very reasonable price when compared to B.L. prices.

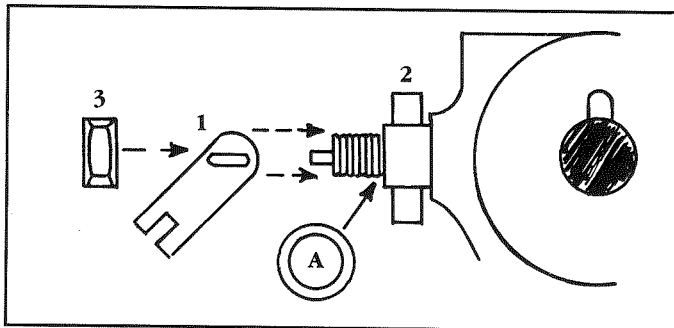
You will also need the following:-

1. A set of converter flanges for the manifolds to allow carbs to be bolted on - try SAH for these.
2. Connectors and brackets (see Fig. 1) for Triumph 2000 fitted with HS4 SU's.
3. Throttle cable at least 6" longer than Vitesse, which retains screw and nut fastening at bulkhead end.
4. A length of steel plate with the following dimensions: 2.5 - 3mm thick; 30mm wide and at least 80mm long (can be cut to length later).
5. A pair of C1 needles and a pair of yellow dashpot springs - available from SU/Butec.
6. The brass inlet pipes (one per carb., near the manifold flange), which are for a crankcase breather pipe, must be blocked - a bolt screwed into the end, jubilee clipped to the pipe.



One bracket is supplied with a throttle arm 'A', the other is plain. The fingers 'B' fit into slots in the throttle spindle end caps.

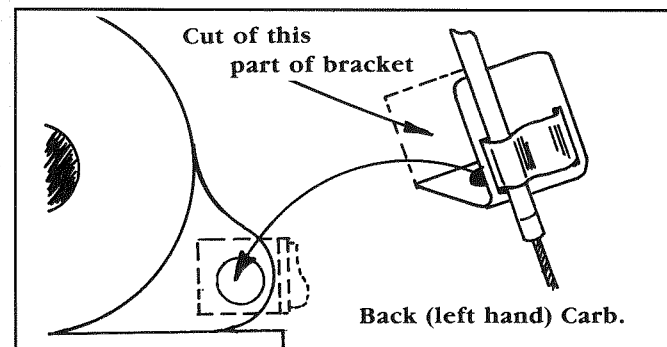
Firstly, remove your old Strombergs and the distance pieces and studs from the manifold. Following the instructions supplied with them, fit the converter flanges to the manifold. Now fit the needles and springs to the carbs, ensuring the needle is correctly centralised. Referring to Fig. 2, remove the union (2) and throttle operating lever (1) and fit a couple of packing washers. Repeat with the other carb., offering up the carbs and throttle link to the manifold and finally adjusting the fingers as in Fig. 1 (B) to fit the slot in the operating lever. If the throttle link does not engage positively in the carbs, fit more washers until it does.



Because carbs will be slightly further apart on the Vitesse manifold, it is necessary to put one or two packing washers 'A' between the throttle actuating arm '1' the bracket '2' which holds the fast idle screw and return spring. The union '3' can be unbolted to allow this.

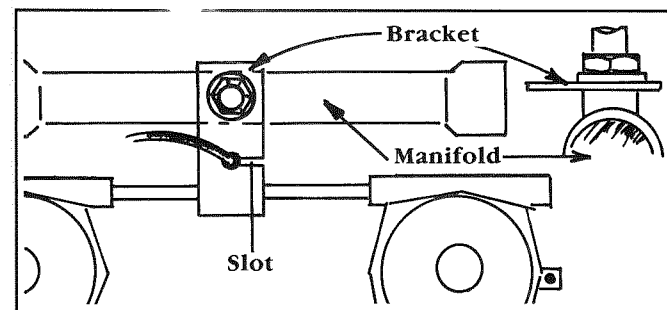
At the same time, check the choke link - this should fit without packing washers.

Remove carbs and referring to Fig. 3, fit the choke cable bracket from the Stromberg into the redundant hole on the SU's casing, as shown. This enables the existing choke cable to be used. You will need a brass union and screw to fit into the choke lever on the SU. You also will need to cut the bracket to the shape shown in the diagram and drill a hole to fix it.



Use the existing bracket and spring clip holding choke cable on Stromberg 150CD to fix the cable via the redundant arrowed.

Now bolt up the carbs. and linkages and make sure everything works freely. The throttle cable bracket is made as shown in Fig. 4. You may have to get the large hole in the bracket fits the Smiths valve adaptor drill carefully, as it is a large size and accuracy is needed to prevent air leaks later - using fibre washers each side of it. Fit the bracket **WITHOUT DRILLING A HOLE FOR THE THROTTLE CABLE.**



Sandwich the throttle cable bracket between the manifold and brass Smiths valve union, using cork washers to ensure air tight fit

Carefully mark the position of this hole so that it is directly above the hole in the arm that the throttle cable will fit later. Drill a hole large enough to fit the brass union from the end of your Vitesse cable. Now saw a slot to enable the cable to be slid in and out of the bracket. Fit the bracket and cable at the throttle pedal end. Carefully

cut the OUTER casing of the cable to length and thread the end of the cable through the Vitesse union and fasten to the bracket. Fasten the cable to the throttle link and experiment with altering the cable length and position of the throttle link until the throttle operates correctly. Now cut the inner cable to length.

Connect the petrol hoses up, remembering that the LOWER of the two brass inlets atop the float chambers are VENTS which must not be blocked. Fill the dashpots with Hermitite SAE20 dashpot oil - it does affect performance if you use engine oil! Then start up.

Do the usual checks for leaks etc. and balance up the carbs. when warm.

Performance improvements? My Vitesse convertible is fitted with a balanced 2-litre engine with a Kent 36-72 profile camshaft (see article in last Vitesse Turning Circle), cast-iron manifold and SAH exhaust system, overdrive box and 3.63 diff. On fitting SU HS6's, the performance, especially top end, was transformed. A rolling road test showed 95 bhp at the wheels at 5,200 rpm, and the car will run at 5,500 rpm in overdrive top on the flat - between 110 and 122 mph - on a recent road test.

Fuel consumption:
20 mpg around town
28 mpg @ 80 mph

Cold starting is generally instantaneous - no torturous choke circuitry on the SU's and general tractability is much improved.

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EXCHANGE WIPER MOTORS

Spitfire 71-80	£25.90
TR6 PI 70-75	£25.90
GT6 71-74	£25.90
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Exc. Deposit	£10.00

CABLES

SPEEDO CABLES

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Overdrive	£3.52
III Std. Trans	£3.02
Std. Trans 70 on	£3.08
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74-80	£5.77
GT6 Front 66-74	£4.57
Rear 72-74	£5.77
Aeroquip Hoses	£7.90

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Balast Resistors

Oil Pressure

T-piece

Top Ball Joints (pair)

Spitfire

Rear Drum Spit

Rear Drum GT6

COMPLETE CLUTCH

BORG & BECK

Plate, Cover, Bearing

Spit 1500

(74-80) 7 1/4

Spit IV (71-74) 6 1/2

Spit II III

GT6 All Models

TR3 & 4

TR4A

TR5 & 6

COMPLETE CLUTCH

ECONOMY

Plate, Cover, Bearing

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Spit IV 71-74 6 1/2

CLUTCH MASTER

CYLINDER

Spitfire All Models

GT6 All Models

CLUTCH SLAVE CYLINDER

Spitfire 62-67

57-77

77 on

GT6 70-73

COOLING

Water Pumps

1500

MKIII

GT6

Radiators

Spitfire MKI

MKII

MKIII/IV

GT6

Radiator Hoses

All Spit & GT6

Top Hose

MKI-III Bottom

Hose

1500 Bottom Hose

GT6 66-74 Bottom

Hose

Thermostats

All Models

Fan Belts

All Models

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Bush Kit

Complete Axle Set

£23.81

Spit 62-80 Wheel Bearing

Front

Rear Inner

Inner and Outer

GT6 66-74 Wheel Bearing

Front

66-68 Rear Outer

Inner and Outer

68-74 Rear

GT6 Spit Upper all Joints

per pair

GT6 Spit Track Rod Ends

per pair

GT6 Spit All Models

Prop UJ

H/Shaft UJ

STANDARD SHOCK

BSORBERS

GT6 Spitfire Front

GT6 Spitfire Rear

LEAF SPRINGS

Spitfire MKII II III

GT6 II III 69-72

Add Securicor Delivery

Rotoflex Coupling GT6

STANDARD SILENCER

SYSTEMS

Spitfire 1500

MKIV

MKIII

GT6 MKIII 70-74

Add Securicor Delivery

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Oscar

Oscar Plus

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Type 45 Round Stainless

Halogen Conversion

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Relay

Bulbs - Halogen 12 volt

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H2 100 Watt

H3 100 Watt

H4 100/55

Main/Dip

H4 100/80

Main/Dip

STEERING

STEERING RACKS

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1300 65-70 (Exch.)

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GT6 MKIII 66-73

Add Securicor Delivery

ACCESSORIES

Boot Rack

All Chrome

Chrome/Wood

Slats

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Britax 3 point

Standard Inertia

Moto Lita

Steering Wheels

MKII Woodrim Dished

or Flat

MK4 Leather Rim

Dished or Flat

Boss Kit

GT6, Spit

(State year and model)

Chrome Pancake Air

Filters

SU1 1/4

SU1 1/2

SU1 3/4

45 DCOE

Stromberg

SILICONE IGNITION

SETS

Spit MKIII IV 68-74

1500 74-80

GT6 66-74

Lucas Sports Coil

Piranna Elect.

Ign.

Peco Rear Box

Twin Chrome

Outlets

STEEL BODY PANELS

'A' post lower (handed)

to use when fitting outer sill

Door Skin MKII II III

(handed)

Door Skin MK4

(handed)

Sill Closing Plate

(handed)

Stainless Steel oversill

(handed)

Stainless Steel Finishing

Strip to use with

TS 14

Full Outer Sill

(handed)

Inner Sill (handed)

Inner Sill reinforcement

(handed)

Stainless Steel Threshold

Plate

Rear 1/4 Panel Repair

(Rear of Sill, handed)

Rear 1/4 Below Bumper

(Rear Wing, handed)

Complete Floor Front and

Rear Side (all models)

Front Footwell Repair

(Handed)

Black Floor Repair

(handed)

Floor Cross Member MK4

(handed)

Front Cross Rail

(all models)

Rear Valance MKI II III

& GT6

Rear Valance Lower

Panel MK4

Front 1/4 Panel MK4

(handed)

Front Wing Lower MK4

Rear Wing MK4

Front Wing MKI II III

Rear Wing MK I II III

BOARD STIFF - PART 2

BERNARD ROBINSON

Looking at the price of re-manufactured trim panels and seeing how comparatively simple some panels are to make, it was an easy decision to have a go myself.

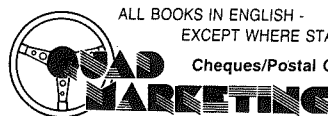
The panels I chose were the rear side and end sections in my GT6 MKII, mainly due to the fact that there were no mouldings in them. After removing my sorry originals, I commenced carefully dismantling the panel by peeling back the vinyl material from its hardboard backing, which had warped due to dampness. If the beading is in good repair, keep this carefully on one side or, as in my case, remake them. It is a fairly obvious job this: measure the original vynide strip width and cut the same from new material (available from trim suppliers such as Jim Hawkins), which

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ready. A thin sponge foam is the means of padding, which can be cut with a sharp knife or scissors after drawing around the original. Once more utilising the original vynide cloth as a template, repeat the above process for the new top covering but this time leave extra material all round; try to match the

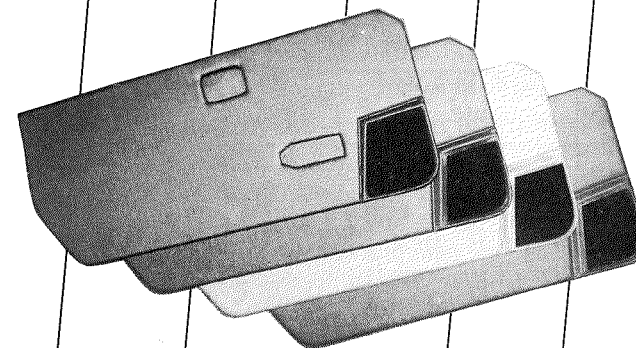
angle cuts for the curved sections. A dab of glue on the foam (on a piece of scrap check that it's the right sort and doesn't melt it), then place the finished backing board on top of the new material, which should be face down. Using a contact adhesive, brush onto the edge of the board and the same depth onto

the material. Wait until the adhesive is tacky and fold the edges over, section by section. Once you have one edge down, you should be able to start stretching the overlap edges down - check every now and again that the face side looks smooth. If any wrinkles appear, they should be easily pulled out by lifting the appropriate edge and repositioning with a gentle pulling action. I kept the little tags in place with a tack gun and suitable, short staples (3mm size). When all is dry, trim off any excess vynide.

The next step was to replace the plastic backing sheet by laying it down on top of the back of the board and drawing round the board about 1/2" inside the edge. The finishing touch is the beading strip, which is placed along the top edge. The best approach I found was to position a section of the bead and then stop to tack it. A small, triangular cut is required on some sections to follow the contours. Do not forget to place the bead flap slightly higher than the top edge of the board, as when in position it needs to roll up and around the panel.

If you have the holes in the right place, replace your trim clips and push them in. There you have it, new panels at a much lower cost and, hopefully, a sense of achievement that you can't buy "ready made". Remember, take your time as it shows in the end result.

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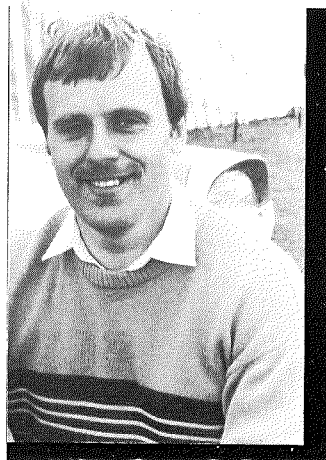
CHRIS LONGHURST

MYSTERY MANIFOLD

After my article in Courier number 79 on manifolding for SU and Stromberg carburettors for 1200 Heralds, Stephen Sinfield sent me the manifold illustrated in Figure 1. It is a combined inlet/exhaust manifold and

was fitted with a Stromberg CD carb. and fitted to a 1200 (6 port head) engine. The manifold is stamped "Stanpart" and has the (part?) number 306634 stamped on it. Has anyone out there come across this manifold before; perhaps on another Triumph marque or a Standard? It is possible that the manifold is development for the 1200 that was never marketed. The part number falls between the 1200 and 13/60 manifold numbers, suggesting that it might have been a mid-sixties product. Any information will be gratefully received.

For information, the part number of other Herald manifolds are:-



948 single carb. 303524
1200 single carb. 304951
12/50 single carb. 304691
1200 twin carb. (exhaust) 306212
13/60 single car. (exhaust) 308086
(8 port head)

The 'mystery' manifold 306634 takes a 12/50 manifold/exhaust pipe gasket (pt. no. 121595). The exhaust outlet is angled in the pattern of a 13/60 and would meet up with a 13/60 front pipe with a little modification to the stud holes in the 13/60 front pipe flange.

Please contact me if you have any information on manifold 306634.

SPOTLIGHT SPOTLIGHT

I've just rebuilt my 13/60 engine with 10800 on the clock, is this a known record? I chickened out before the crankshaft joined us in the stalls. The engine was standard and is now on +0.030" and -0.010".

I want to add my written support for two people who advertise with you/us and one who does not. Both John Kipping and Triumphtune deserve my thanks and future business, as does the engineering firm who bored, ground, checked and skimmed all the re-used parts.

They are:-

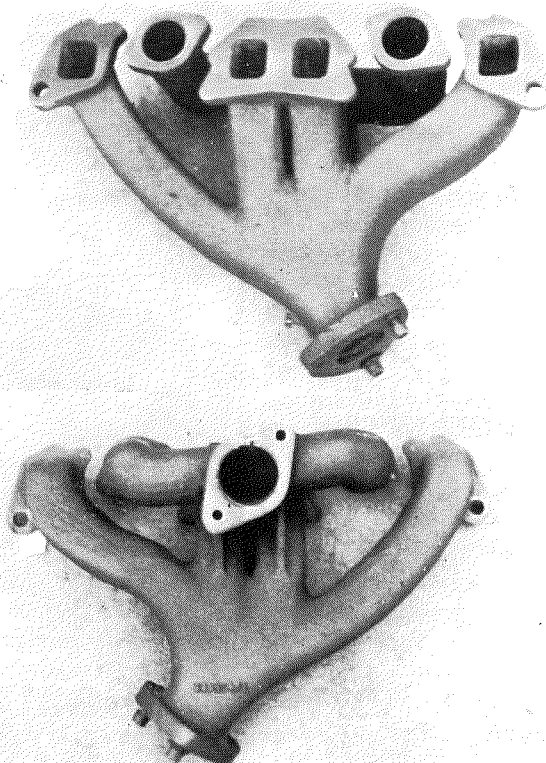


Fig 1. Six port Stromberg inlet/exhaust manifold from a Herald 1200 (Stanpart 306634)

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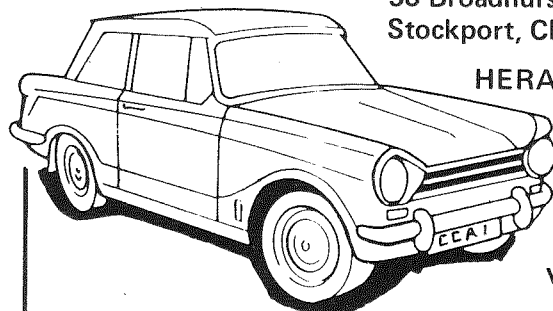
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Many Thanks! PAUL WIGGANS - DISS

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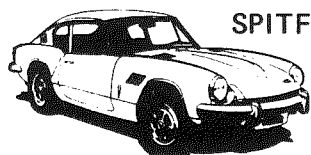
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HERALD



VITESSE

SPITFIRE



GT6

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Release bearing " Herald...£8-25
Pressure plate (diaphragm) Herald...£14-00
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Release bearing " Herald...£8-25

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Spitfire MK2/3/4 same as Herald diaphragm

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Radiator bottom hose Spitfire MK1-4...£2-00
Radiator bottom hose Spitfire 1500...£2-50
Radiator bottom hose GT6...£2-50
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Master cylinder Herald, Spitfire...£14-95
Master cylinder Vitesse, GT6...£22-50
5in unit fits Herald, Spitfire, GT6...£75-00
7in unit fits Vitesse...£110-00
Servo seal kit late GT6...£35-00
Caliper assy type 12sp Herald (EXH)...£25-00
Caliper assy type 12sp Spitfire...£25-00
Caliper assy type 141f Herald...£25-00
Caliper assy type 141f Spitfire...£25-00
Caliper assy type 16p Vitesse, GT6...£35-00
Caliper assy type 16p Vitesse, GT6...£35-00
Caliper assy type M16p late GT6...£35-00
Caliper seal kit all type 12sp...£6-99 pair
Caliper seal kit all type 141f...£3-50 pair
Caliper seal kit all type 16p...£6-99 pair

Caliper pistons all type 12sp...£6-99 each
Caliper pistons all type 141f...£4-99 each
Caliper pistons all type 16p...£5-99 each
Caliper pistons all type 16p...£5-99 each
Brake pad set Herald, Spitfire...£4-50
Brake pad set Vitesse, GT6...£6-25
Brake discs new Herald, Spitfire...£9-50 each
Brake discs new Vitesse, GT6...£10-50 each
Front wheel cylinders Herald...£5-50 each
Front brake shoes Girling Herald...£7-49
Front flexible brake hose all...£4-99 each
Rear wheel cylinder Herald all...£6-99
Rear wheel cylinder Spitfire all...£6-99
Rear wheel cylinder Vitesse all...£6-99
Rear wheel cylinder GT6 to 72...£6-99
Rear wheel cylinder GT6 72 on...£8-25
Rear flexible brake hose Herald...£4-99
Rear flexible brake hose Spitfire...£4-99
Rear flexible brake hose Spitfire 1500...£5-50
Rear flexible brake hose Vitesse, GT6...£5-50
Rear brake shoe set Girling all...£7-49
Rear shoe return spring set all...£2-00
Rear brake adjuster Herald, Spitfire...£6-25
Rear brake adjuster Vitesse, GT6...£6-25
Rear brake adjuster GT6 72 on...£2-65
Anti squeal shim kits all type 12sp...£3-00
Anti squeal shim kits all type 141f...£2-50
Anti squeal shim kits all type 16p...£3-50
Pad retaining pins type 12sp & 141f...£50p
Pad retaining pins type 16p...£50p
Pad retaining pins type 16p...£50p
Pad retaining pin R clip all models...10p
Servo non return valve in line type...£6-99
Bleed screw short Girling...£75p
Bleed screw long Girling...£95p

BRAKES CONTINUED

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Four way brass brake union...£3-99
Five way brass brake union...£5-00
Hydraulic brake light switch...£6-00
Fluid reservoir extension large pot...£4-50
Fluid reservoir extension small pot...£4-50
Filter element for Girling type servo...£1-95
Male brake pipe unions all models...15p each
Female brake pipe unions all models...15p each
Kunifer 10 brake pipe 25 foot roll...£6-00
Servo vacuum hose 3 foot roll...£4-50
Plastic brake pipe clips single...15p each
Plastic brake pipe clips double...18p each
Plastic fuel line clips 5/16in...20p each
Copper brake pipe sets all models...£21-00
Hand brake cable front all models...£2-00
Hand brake cable rear all models...£2-00

STEERING AND SUSPENSION

Steering rack gaitors all models...£4-50 pair
Track rod ends all models...£4-25 each
Lower steering U/J all models...£10-50
Top ball joints all models...£5-95 each
Lower brass trunnions all models...£9-99 each
Trunnion seal kits all models...£1-50 each
Trunnion dust cover all models...£50p each
Top suspension kit complete all mods...£35-00
Lower trunnion & seal kit all...£1-45 each
Rear trunnion seal kit...£1-75 each
Front wheel brg kit Herald, Spitfire...£6-99
Front wheel brg kit Vitesse, GT6...£6-99
Rear wheel brg kit Herald, Spitfire...£6-99
Rear wheel brg kit Vitesse, GT6 on...£9-50
Propshaft U/J all models...£3-50
Halfshaft U/J all models...£3-50
Flexible coupling Vitesse, GT6...£8-50
Front shock absorbers all models...£11-40
Rear shock absorbers not levers all...£9-45
Anti roll bar links...£6-50
Front hub felt oil seal all models...98p each
Steering arm (rack to upright)...£8-50
Front wishbone bushes all models...50p each
Engine mount front Herald, Spitfire...£5-00
Gearbox mount Herald, Spitfire...£1-00

CLUTCH PARTS

Master cylinder new all models...£14-95
Master cylinder seal kit all models...£2-50
Slave cylinder Herald...£18-50
Slave cylinder Spitfire MK1/2-47...£18-50
Slave cylinder Spitfire MK3/4...£19-50
Slave cylinder Spitfire 1500...£21-00
Slave cylinder Vitesse, GT6...£24-50
Slave cylinder seal kit Herald...£1-50
Slave cylinder seal kit Spitfire...£1-50
Slave cyl kit Spitfire 1500, Vitesse, GT6...£2-00

My brother has a wife and four children. More important he also had a Spitfire 1500 and six people into one Spitfire won't go. This presented the opportunity of forgetting 'brotherly love' and screwing him down on price. An operation that was conducted with a fair amount of success.

At last, I owned a sports car, something I had longed for since the days of my youth, but couldn't have. Well, in the fifties you couldn't afford girls AND a car, although I did have a Triumph motorcycle.

Such memories, down to the Palais on Saturday night on the Triumph, complete with spare crash helmet in case I managed to chat-up a young beauty and take her home. The last bus used to go before the dance had finished. But, I digress.

So here I am, many mature years later, the proud owner of a Triumph Spitfire. The big advantage now is that I can afford to run it as I like and I get a discount on the Insurance. I had also married Maureen, one of the young beauties, and I don't need a spare crash helmet in order to take her home. In fact, she often takes me home.

You all know what happens when you get the Spitfire home. after the quick run round the

SIX INTO ONE WON'T GO

One man's experience that buying and selling Spitfires is not always straightforward

block to impress the neighbours, it's a case of going over every inch with loving care, wiping the dust off, opening doors, bootlids and things, sitting in the seats, putting the hood up and down - it took me ages to fathom out how the hood folded so that I could fit the tonneau cover. Then, of course, there is the engine. Lift the bonnet up and there it is. All the men gather round in admiration and mutter knowledgeable things like "twin carbs", "fan belts", "independent suspension". The young beauties, meanwhile have probably retired to the house saying, "look at them, just like children with a new toy".

The next two years were full of happy

journeys. As Maureen will confirm, if it wasn't actually raining, the hood would usually be down. All I needed was a thick coat, hat, scarf, gloves and the heater full on - and that was during the English summer!

Early last year we discovered the TSSC although for various reasons we did not get involved until later in the year. The temptation of mince pies at the Leicester Area Christmas Meeting was too great. Then there was the weekend at Stow on the Wold. A great time, once we had dug our way out of the snow.

So having, at last, met all these nice people, got involved with the events, what did I do? I sold the Spitfire! An event that did not go unnoticed. I would have been more popular had I taken the money from the "Orphans Christmas Fund". My wife refused to speak to me - well, politely anyway. Just because I sold her Renault 16 to buy the Spitfire while she was in church. I mean to say fellow men, how unreasonable can wives get? The children - well they always take Mum's side, threatening to park their own Spitfire on my head - it's nice and soft.

To make matters worse, it was the day of the Leicester Area meeting.

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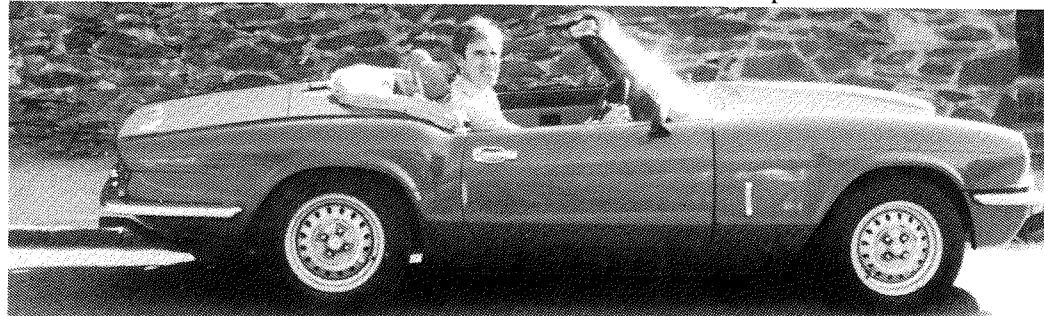
After hiding our Rover in the far corner of the car park, Maureen lost no time in setting up a 'Kangaroo Court' of members. Judge John Thorpe, in his

quartered, and put in the Tower (not necessarily in that order).

The only defence I had was that the buyer thought Spitfires were wonderful and that he

and be regarded as crazy until such time as I buy another Spitfire. Costs in the form of the next round were awarded against me.

So please fellow



totally unbiased way, persuaded members to take a democratic vote and suggested that I should be incarcerated, hung, drawn and

forced me to sell it by continually putting money in my hand.

The verdict, 'Guilty, but insane'. The penalty - to have to drive a Rover

members, somewhere out there is a beautiful Spitfire just looking for me, but take my advice, before you sell it to me - tell your wife!

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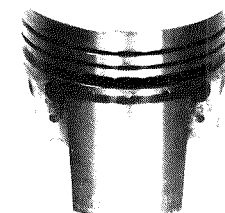
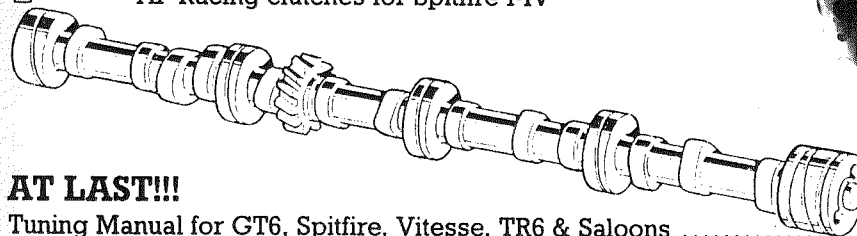
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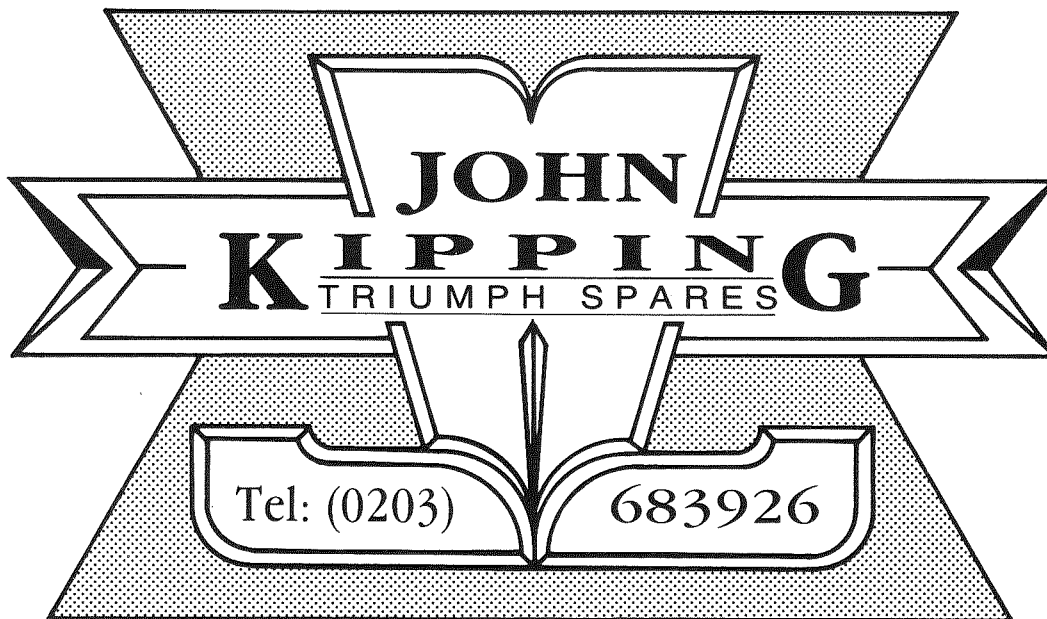
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We've got a lot to celebrate this month, the main things being our second successful year at Aldermans Green Road, and our new 1987 catalogue, so we thought we'd let you know just how things have changed at 'The Kipping Emporium' in those two years!

Because we only deal in spares for the Club Cars, we have given them our undivided attention - no second place to other makes or models for the Herald/Vitesse or Spitfire/GT6, this has allowed us to build up an unrivalled range of new and reconditioned spares. Also because we don't have to subsidise unprofitable or expensive other models, we can give consistently better value for money.

Our profits have always been put back into the business through the remanufacture of items as they go obsolete - just glance through the list on the facing page to get some idea of what our ACTIVE POLICY OF REMANUFACTURE has meant to your car in the last few years.

We have installed an extra phone line to help you get through to us quicker, and we now take ACCESS and VISA/BARCLAYCARD to speed up the mail order side. In addition, we attend many of the TSSC local Area meetings (e.g. Newark, Oxford, Worcester etc.) where members can collect orders or talk to us about parts they require.

In four particular areas we lead the world:-

Differentials: We supply the widest range of differentials and our failure rate for any reason is about 1% and that's lower than BL's! Supply is usually ex-stock.

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Body Panels: Our new catalogue shows just how far and how fast our range of body panels has expanded, with about 90% now carried in stock. Quality rather than cheapness has always been our preference.

Knowledge: Because every member of staff owns and drives a Triumph and because we have all owned and worked on Heralds, Vitesse, Spitfires and GT6's, the company has a very firm basis of sound and practical knowledge to offer its customers.

If you've read this far, then you're the sort of person who deserves a free pair of bonnet stop cones - so when you next order over £10 of goods from us, ask for them!

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Tacho - All Models	7.50	1.50
Speedo - All Models	5.00	1.50

SEALS:

Front Windscreen - Herald/Vitesse	15.00	2.50
Wheelarch to Dash - Herald/Vitesse	2.00	1.00
Wheelarch to Dash - Spitfire/GT6	1.75	1.00
Header Rail - Herald/Vitesse Convertible	7.50	2.50
Header Rail - All Spitfire	7.00	2.00

PANELS:

Front Wing - Spitfire I/II/III/GT6 I	42.50	5.00
Rear Valance - Spitfire I/II/III/GT6 I/II	42.50	5.00
Rear Valance - Spitfire IV/1500/GT6 III	35.00	5.00
Rear Wing to Valance - Spitfire I/II/III/GT6 I/II	4.00	1.00
Rear Wing to Valance - Spitfire IV/1500/GT6 III	4.00	1.00
Door Frame Bottom Repair - Herald/Vitesse	7.50	2.50
Top Shock Absorber Mount - GT6 Rotoflex	10.00	1.50

REAR SPRINGS:

Vitesse MKII	45.00	6.50
Herald/Vitesse 1600/MKI	45.00	6.50
Spitfire I/II/III	32.00	6.50
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GT6 II/III early	40.00	6.50

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All Rotoflex Models (per side)	14.00	1.50
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OVERSEAS NEWS — Brian Waters

Welcome to our new overseas members from Australia, Belgium, Bermuda, Brazil, Eire, France, New Zealand, Norway, Sweden, USA and West Germany. But a special welcome to two new members, Marta Einarsdottir, our first Icelandic member and Zbigniew Czarnecki from Gdansk in Poland.

As most of you will have read in March's Courier, Zbigniew wrote to the club office telling of his experiences rebuilding a Herald under great difficulty and of his wish to join the TSSC but was not able to. Since then three very kind members have come forward offering to pay his annual fee and I am pleased to report that he is now our first Polish member. Congratulations are in order to Rick Geall, our Portuguese representative. Rick has enrolled several members in Portugal - not easy when you can't speak the language.

A number of meetings are being arranged for the coming year, so if any members are visiting the Lisbon area and would like to attend, please contact me and I will pass on Rick's address.

Thanks also go to the Belgian representatives for their enthusiasm and interesting articles.

I must also mention David Eaton in far away Washington State USA. David is putting together a local area of the TSSC in the Western United States. So far he has held two meetings and he is hopeful that the American scene will work out well.

No Overseas News is complete without mentioning Arcen. This year our Dutch friends in THE TRIUMPH SPITFIRE CLUB, Holland are celebrating their fifth meeting and the 25th Anniversary of the SPITFIRE. As in previous years, it is to be held at Klein Vink, near Arcen in Holland. A weekend not to be missed for all us Triumph Nuts. So the date for your diary is the weekend of 5th and 6th September.

As year OUR International Weekend will, again, be held at Cranfield on the 6th and 7th June. Last year I decided to award a trophy for the Best Club Car owned by an Overseas member who had come to our International Event. Not necessarily concurs but the vehicle I thought merited the award.

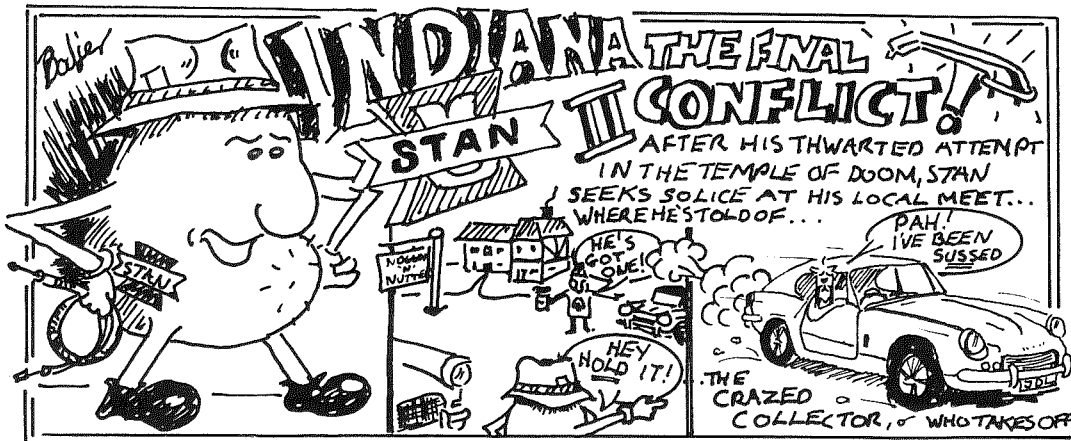
The first winner was Dutch member Jochen Liesebach of Venlo, who brought his very nice GT6. I had last seen this car in many pieces in Jochen's garage. So a challenge to all our Overseas members who can make Cranfield this year; it might be your turn for the Trophy - you better start polishing now!

This year I hope to return to Le Mans after an absence of 13 years. Jaguar must win again some day. It would be nice if we could organise a TSSC pit somewhere around the circuit; any ideas on same would be gratefully received. At the moment it is intended that several of us with GT6's go in convoy - can't wait!

Unfortunately, I have just had first-hand experience in finding out how solid the Armco barriers are. My poor, beloved GT6 is looking very second hand; nothing a new bonnet wouldn't fix - HELP!

As I sit attempting to write this missive with steam coming out of the typewriter, good news arrives with a telephone call from a member in Germany offering his services as the TSSC representative - what a hero! Watch this space for further information.

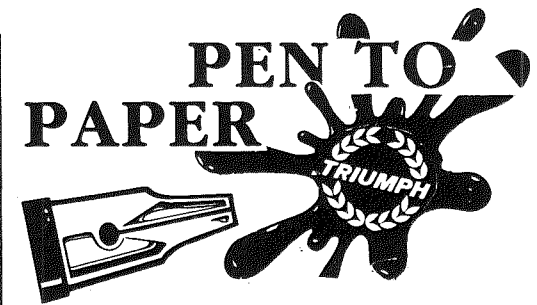
Within the next few months, I shall be publishing the names and addresses of all current Overseas members. Please keep the articles and letters coming. I hope to meet many of you this year, either in the UK or on the Continent. If any Overseas member is visiting England this year, I would be delighted to see you - I am only a 'phone call away. Besides, I live next door to a pub. Happy Motoring!



CARS STOLEN

Spitfire T reg., ERP 697T. Blue with hard top. Stolen from Manchester on 11th March. If seen please contact Alison MacDonald, tel: 061-236-7474 ext. 384.

13/60 Herald convertible, RNV 5E. Red with a grey soft top. The car was stolen on 11th March in Milton Keynes. There is a £30 reward if the car can be found. Contact Jenny, tel: 052525-280.



The letter below was taken from The Guardian dated 2nd February, 1987. I am particularly interested in the views of D Bryce-Smith. If he is correct, perhaps the TSSC should gather around us the many similar (if smaller) clubs with this common interest and pressure the petrol companies to adopt the steps he suggests, to the benefit of us all. If the problem is a matter of additives, is it not possible to do something on a D.I.Y. basis? (Holts, Car Plan or someone?). IAN LIEPER - BEACONSFIELD

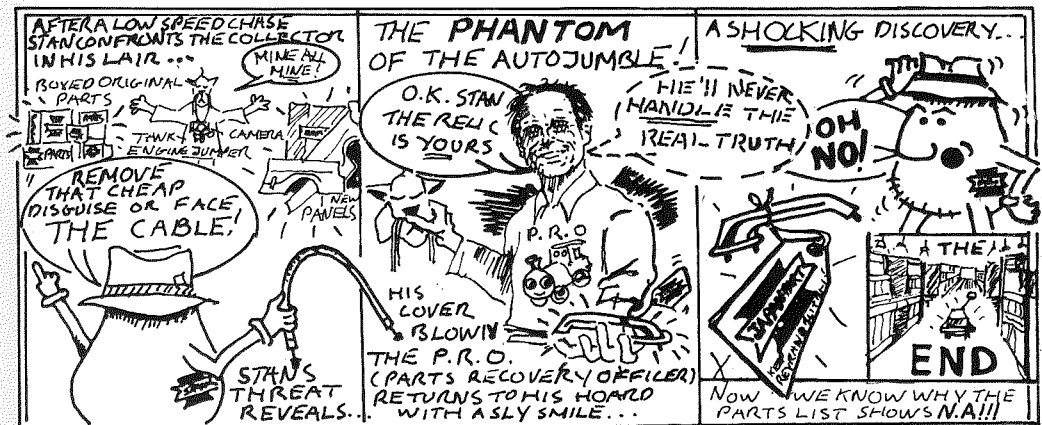
"THE PROBLEM IS TO STOP THEM ADDING LEAD"

Sir, The problem is not one of taking lead out of petrol, but of stopping the oil industry from putting it in. The only useful functions of lead additives are (a) to increase the octane rating, and (b) to reduce the rate of wear on the valve seats of those cars having unhardened seats. All other effects of lead on your car are adverse.

Moreover, inexpensive non-lead technical alternatives for dealing with (a) and (b) are available. The refusal to use these is more a matter of industry politics than technical or economic necessity. Thus the oil industry deliberately set the octane rating of unleaded petrol at 95 knowing full well that most cars in the UK require 97 octane fuel. And now they craftily blame the resulting unsuitability of this fuel for most cars on the absence of lead.

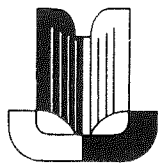
The truth is that properly formulated lead-free petrol is suitable for all cars now on the road without any modification to their engines. And without these wretched lead additives, most cars will suffer less engine wear, silencer rot and exhaust emissions and benefit from a greatly increased working lifetime of sparking plugs and lubricating oil. American studies actually show cheaper motoring without lead poison in the fuel.

- Yours, D. Bryce-Smith
 Professor of Organic Chemistry, Reading University."



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..... £10.50 £1.00

Spit. IV,1500 Choke Cable £3.00 £0.65

Herald 13/60 Speedo £20.00 £1.50

Herald 13/60 Choke Cable £4.50 £0.65

Herald Windscreen Seals £10.00 £2.50

Vitesse Tacho Cable £6.50 £0.65

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AUTOJUMBLE—FOOD—DANCING + LOTS MORE THE
ONE BIRTHDAY PARTY NOT TO BE MISSED**

— APOLOGY —

As most members will know, the South of England Meet is the largest meet south of Watford and one of the major club events throughout the year. Traditionally it is the start of the concours season. Unfortunately, due to being unable to find a suitable venue on time, the South of England Meet Committee have decided to cancel this years meet and direct all efforts immediately onto next year's meet. It was decided that members would understand better if there was no meet, rather than attend a hurriedly organised failure. The Thames Area as a whole regrets that it will be unable to kick off the 10th Birthday Celebrations in style as we feel the rest of the members would appreciate but apologise and hope the club as a whole will understand.

The task of finding a suitable venue for such a large meet has been a continual headache and efforts have already begun to find premises for next year.

As they say, *watch this space*. Happy 10th Birthday - see you next year. **MIKE CREWES**

ANDY ROSE

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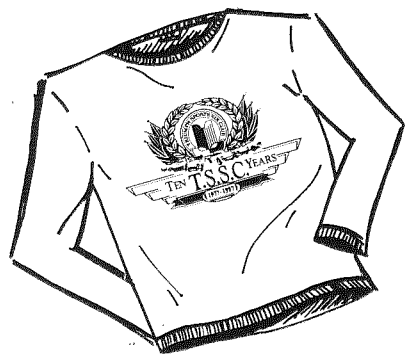
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NEW FOR '87

I LOVE MY HERALD **£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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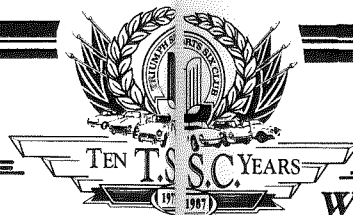
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Individual Marque Tee Shirts with 3"
Logo on left hand side, for:

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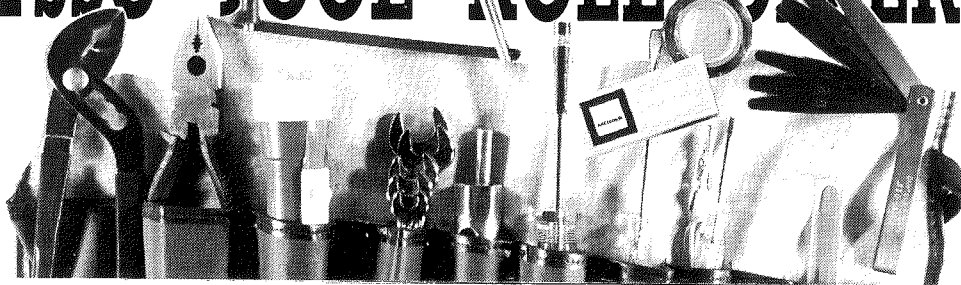
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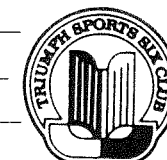
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Advertisements MUST be WRITTEN, not 'phoned, and MUST reach me by the 15th of each month to appear in the following month's issue.

BILL SUNDERLAND — EDITOR

**19 Prince Rupert Avenue,
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CLASSIFIED

GT6 MKI: 2500 engine. Professionally rebuilt TR6 engine. 2" SU's, T-tune exhaust, OD. Very fast car. Valencia Blue. Sunroof; cloth seats; 4-speaker stereo; taxed; MOT. £2,000 spent. Must sell. Highest offer over £1,500 secures. Contact: Mike, tel: Taunton 78186 after 5pm - 85/12534.

Herald 13/60 estate: reliable and practical. Well cared for by present owner past 5 years. Waxoyled. £525. Contact: David, tel: Bishops Stortford (0279) 51782 - 80/01552.

G reg 1200 Herald: dark blue, cat. 1/2, 40,000 miles. 12 months MOT. £650 o.n.o. Contact: Billington, tel: Cheshire (061) 483 8576 eves.

Rare 1960 Herald 'S' saloon: two-tone green, recent respray and crankshaft rebuild. Needs inside tidying. £550 o.n.o. **Also Herald 13/60 for spares:** everything available except engine. 2 bonnets, 13/60 with full trim, £40 and £60. Contact: Shawn, tel: Lancs. (02572) 77095 5pm onwards - non-member.

Triumph Herald 1200 convertible: for restoration, with parts to restore. £140 o.n.o. Contact: Gavin, tel: Godalming (048632) 216 - 86/13935.

Triumph Herald 13/60, G: Grey, v.g.c. £400. Contact: Bartlett, tel: Northampton 405700 - non-member.

GT6 1968 restoration project: best offer secures. Contact: Tonybee, tel: Surrey (0252) 835960 - 84/9024.

GT6 MKIII 1973 (M): low mileage, swing spring, 3.27 differential, Sundyns, spax, lumenition copper brake pipes, new hoses and rubbers, cartridge oil filter. Excellent cond. throughout. £2,700 o.n.o. Contact: Eamonn, tel: Manchester 8654220 eves - 85/11423.

Herald convertible 1965: many spares, needs slight attention. Contact: Rounce, tel: Beds (0234) 740797 to view - non-member.

Herald 13/60 convertible 1971: Blue, MOT June '87. One previous owner. Original bill of sale and service history. 46,000 miles. V. smart car. £850. Contact: Alan, tel: St Boswell (0835) 23021 - 86/15288.

Triumph Herald 1963 1200 saloon: black/white. 52,500 miles. One owner. Regularly used, regularly serviced. Details available. Reg. no. 2238 DW. Contact: Wood, tel: Newport (Gwent) (0633) 272680 - non-member.

Triumph GT6 1967: blue, MOT, 99,000 miles. Superb condition and regularly serviced. O/D, alarm, garaged. Original features. Re-upholstered interior. Lady driver. £1,500. Contact: Underhill, tel: SE3 (01) 858 3556 - non-member.

Convertible Herald 1967: new MKIV Spitfire engine, MKIII gearbox, clutch, exhaust, rear spring, carpets. 165x70's, 8-spokes, servo, discs, white hood, boot rack, stereo. Red/white. 12 months MOT, 6 months Tax. £825 o.n.o. Contact: John, tel: Swindon (0793) 484319 - 84/9593.

Spitfire 1500 Y reg: December '82, one of the last to be registered. O/D, soft top, tonneau, O/D and exhaust. MOT Dec '87. £3250 o.n.o. Contact: Barry, tel: Oxford (0608810) 933 - 83/5429.

Vitesse convertible MKII, 1969: Damson, MOT Oct. S/S exhaust, numerous spares. £650. Contact: Sellars, tel: Gower (0792) 391036 - 85/11115.

Spitfire MKIV M reg: MOT, taxed. New canvas hood, roll bar, O/D, radio/cassette. V. reliable. £7.50. Contact: Lewis, tel: Beckenham (01) 658 5674 - 83/6438.

Vitesse 2-litre MKI convertible, 1968: white, red interior, new clutch, UJ's, brake pipes, carpets, long MOT, extremely sound underneath, v. g. bodywork, re-sprayed one year ago. V. smart appearance. Reluctant sale. £1,150. Contact: Waight, tel: Crawley 862226 - 78/335.

GT6 MKIII 1973: Mimosa, sunroof, tints, servo, 5½J's, stainless exhaust, radio/cassette, cloth seats, MOT, tax, recent sill, trunnions, wheel bearings, carpet. Agreed value £1,600, offers. Also BL Workshop Manual and spares. Contact: Graham, tel: Ealing (01) 567 4289 eves - 84/8020.

Triumph Herald 12/50: MOT expired Dec '86. Poor Hilda needs restoring so will just have to go. Her engine and running gear are superb. She's got 4 new tyres. £60 to a good home. Contact: Martin, tel: Stockport (061) 480 9310 - 84/9397.

Immaculate 1969 MKIII Spitfire 2500cc: 4-speed close ratio O/D gearbox, wishbone, suspension, low profile tyres, alloy rims, stereo radio. Virtually every part replaced or rebuilt. Must be seen. £1,950. Contact: Stan, tel: Wirral (051) 625 9239 - 82/5113.

Spitfire 1500 V reg: hard and soft tops,

tonneau and hood bag. Carmine red with beige trim. Good all round cond. 58,000 miles. Contact: Horrocks, tel: Blackburn (0254) 812398 - 85/11129.

GT6 MKI 1968: not the world's best but free from major rot anywhere. Waxoyled throughout. Perfect for further restoration. New job and car force sale. £850 o.n.o. for quick sale. Contact: Mike, tel: Notts (0427 84) 572 - non-member.

Vitesse MKII conv. 1971: Wedgewood Blue, O/D, wire wheels. 67,000 miles. One owner since 1977. Summer use only. Electric fan, twin exhausts, lovely unrestored condition. £2,600. Contact: Farby, tel: nr. Fareham (0705) 324065 - 77/00159.

Spitfire 1500 V reg: Pageant Blue, 46,000 miles, excellent cond., hard/soft tops, O/D, MOT Sept., recent exhaust. Baby forces sale. Stored over winter. £1,995 o.n.o. Contact: David, tel: Saddleworth (04577) 70883 - 82/4436.

Triumph GT6 MKIII 1972: 12 months MOT, genuine 73,000 miles, full history. Re-spray, new front wings, door skins, inner and outer sills. Good tyres. Low wishbone suspension. Receipts available. £2350 o.n.o. Contact: Fowler, tel: Blackpool 895225 after 6pm.

Vitesse convertible renovation project: car re-assembled on pristine, unused treated BL chassis. Project requires finishing. Package includes many new parts, e.g. SAH exhaust system, suspension. Spares include engine, 2 props etc. £1,000 o.n.o. Contact: John, tel: Hants (04893) 2599 - non-member.

Moss Malvern 2+2: based on 1968 Herald 13/60. Why not go topless this summer! Built three years. 90% complete, only trim outstanding. Taxed, MOT Nov. Tonneau, interior belts, electronic ignition. Green. £1050. Contact: Hearnden, tel: Bromley (01) 467 5951 - 83/07045.

13/60 saloon, F reg: white + original sliding sunroof. 2 owners, 60,000 miles. 12 months MOT, tax. Excellent interior/mechanics. Good bodywork. Any trial. £850 (poss. exch. for good 13/60 convertible). Contact: Robin, tel: Redditch (0527) 502396 - 86/14318.

GT6 MKIII O/D, 1973: excellent cond. Chassis Hammerite protected. Recent engine, g/box, high ratio suspension, brakes etc. (bills available). Compomotive alloys. Years MOT. £2495 o.n.o. House forces reluctant sale. Contact: Raynor-



TRIUMPH SPORTS SIX CLUB INSURANCE SCHEME

**Footman
James**

Club cars are rated by Model and Members by Area

MODEL	AREA1	AREA2	AREA3	AREA4
HERALDS	£90	£99	£125	£145
SPITFIRES (Excl. 1500) VITESSE 1600's	£130	£140	£170	£205
SPITFIRE 1500's VITESSE 2 LITRE's	£150	£175	£230	£265
GT6's BOND EQUIPES	£190	£220	£270	£325

The above rates are for age 25/29. Age 30 to 34 - Deduct 10%. Age 35 to 49 - Deduct 20%. Age 50 to 69 - Deduct 25%. Under 25 rates on application

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Fully Comprehensive Agreed Value (with TSSC certificate) £50.00 Excess damage.

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Any number of club cars can be included and only one premium is charged providing overall mileage limitation is NOT exceeded.

Premium: £5.00 per £1000 vehicle(s) value - £15.00 minimum.
Plus £20.00 for up to 1500 miles per year.
Or £30.00 for up to 3000 miles per year.
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Or £50.00 for up to 4500 miles per year

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Plus £40.00 for up to 1500 miles per year.
Or £55.00 for up to 3000 miles per year.
Or £65.00 for up to 4000 miles per year
Or £75.00 for up to 4500 miles per year

Only ONE car per policy.

Premium: £8.00 per £1000 vehicle value - £15.00 minimum.
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JOHN WOOLLEY

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WE SHALL OPEN AGAIN ON MONDAY 18TH MAY and are already taking bookings for May and June. Give your car a summer facelift

Telephone 045 279 585 (Glos.)
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We care about your car!

Smith, tel: Trowbridge (0761) 415966 evenings to view - 83/6038.

Spitfire MKIII, 1967: years MOT, completely rebuilt. Resprayed Racing Red. All bodywork replaced and engine reconditioned. Only £800. Contact: Jaldan, tel: Stowmarket (0449) 615868 - 86/14039.

G reg. Triumph Vitesse 2-litre MKII: MOT Aug., reconditioned engine. £900 o.n.o. Contact: Laurence, tel: Chatham (0634) 64072 - non-member.

Herald 1200 saloon 1965: 42,000 miles from new. Original two-tone green. Condition excellent. Shown at Brighton Classic Car Show. £950 o.n.o. Contact: A Smith, tel: New Milton (0425) 617915 - 84/7358.

Arrival of convertible forces sale of Triumph Herald 1200 estate, 1966: good condition, Waxoyled, radio, extra instruments fitted. Excellent upholstery. MOT November 87. Offers around £450 invited. Contact: Barrie, tel: Canterbury (0227) 472056 - 86/15213.

Vitesse 1600, 1966: 2 owners from new, lady owner selling due to new car. Gunmetal Grey, blue trim. Superb mechanical cond., body v.g., interior unmarked, full MOT. Any trial or inspection invited. £900. Contact: Rob, tel: Kington, Warwicks (0926) 640869 - 81/29129.

Herald 13/60 convertible 1971: MOT, taxed, Valencia black interior. New doors, carpets, lock steering version. £850. Contact: Bob Cox, tel: Southend (0702) 586006 - 87/01294.

Moss Monaco complete kit: B.R.G. plus new seats, carpet, mats, wiring loom etc. Also Vitesse running gear incl. 2-litre engine, wire wheels, strengthened chassis. Kit only £450. Kit with running gear £575. Contact: Roger, tel: Bromely (01) 467 1633 - 86/14758.

Spitfire 1500 1977: S reg., 64,000 miles. Mech. A1. New tyres, carpet, battery, recent clutch. V.g. bodywork however new bonnet and headlights required. MOT expired. Offers? Contact: Mark, tel: Rayleigh, Essex (0268) 778509 - 87/16947.

Spitfire 1500 1978: Pageant Blue, 6 months MOT and warranty. Excellent cond. Hard and soft tops, new battery, alternator, UJ's, elec. ignition etc. Waxoyled and Hammerited. £1695 o.n.o. Contact: Cordier, tel: Medway (0634) 65278 - 86/15283.

GT6 MKIII 1973: excellent cond. body and mechanics, 2 year professional off road rebuild. Blue, O/D, superb example. £1650 o.v.n.o. Contact: Neil, tel: Crowborough, Kent G2943 after 6pm - 87/16833.

GT6 MKII 1970: Insurance write-off. Would like enthusiast to purchase whole vehicle No damage to engine, g/box, O/D, diff and interior. Offers. Contact: Gary, tel: Blackheath (01) 856 3487 - 81/2215.

Spitfire MKIV concours: completely restored, several trophies 85/86. Hard/soft tops, Compomotive alloys, radio/cassette, GT6 cloth seats, 13 months MOT, 7 months tax. This much admired car must be seen at only £1750. Contact: David, tel: Dudley (0384) 634492 - 83/6653.

Triumph Herald 13/60 J reg: ideal for restoration. Reasonable bodywork but slightly dented. Still in running order. £150 o.n.o. Contact: Byrd, tel: Huntingdon (0480) 55530 after 6pm - non-member.

Herald estate 1200: good chassis and mechanics. Good bonnet but tired engine. £140. Contact: Roger, tel: S Norwood (01) 654 4920 - 79/01007.

Herald 13/60 estate 1971: Navy Blue, chassis rebuilt and Waxoyled. New sills. 2 owners from new, gearbox rough so only £350 o.n.o. Contact: Gallafent, tel: N1 (01) 249 6516 - 86/14226.

Herald 1200 1965: damaged but repairable. Low mileage, lovely original pre-accident cond. Sensible offers to Sally, tel: Stanmore (01) 954 3058 - 86/5309.

Triumph Herald 13/60 convertible: excellent cond., new parts incl. exhaust, complete clutch, hood, all synchromesh gearbox and O/D. Fully rebuilt engine, full tonneau, hood bag, full year MOT, taxed. V. reluctant sale. £1200. Contact: Huggall, tel: Surrey (07375) 54511 - 86/1475.

GT6 MKIII M reg: yellow, garage kept since full restoration to concours condition. Full sunroof, SAH exhaust, Kenlowe, stereo, O/D. A real eye-catcher. Must be seen. Flat forces sale. £4,500. Contact: Martin, tel: NW7 (01) 349 1763 - 86/15536.

Triumph Herald 1200 saloon: light blue, one lady owner from new (1964), 36,000 miles, remarkable cond. inside and out. Serviced regularly. Offers around £800. Can be inspected N W London. Contact: Geoffrey, tel: Kent (0732) 832227 - non-member.

Vitesse 2L MKII 1967: MOT July, 56,000 miles. Chassis, bonnet, bodywork v.g.c. Engine, gearbox, mechanically v. sound. No reasonable offer refused. Contact: John, tel: Harrogate (0423) 883999 - 86/14484.

13/60 convertible 1968: Signal Red. Excellent mechanics, chassis. New hood, carpets, stereo. Much work done, all receipts. Rebuilt engine and electrics. Not available until April 17th. £1,000. Contact: Duncan, tel: Chiswick (01) 994 5079 - 86/14220.

Spitfire MKIII 1969: excellent chassis, good body, good soft top, new tonneau, MOT 11/87, newish carpets, MK4 seats. Original except paintwork. Wires. Some spares. Used daily. Good runner. £400 o.n.o. Contact: Dave, tel: Titchfield (0329) 41037 - non-member.

1960 Triumph Herald saloon: good cond. for age. MOT Nov '87. Fine running order. Used daily. New s/motor £295 o.n.o. Also Vitesse bonnet. Offers? Contact: Paul, tel: Gravesend (0474) 66750 - 87/17066.

GT6 MKIII, Yellow, 1973: late spec. Cloths, tints, engine rebuild 5,000 miles, new gearbox, new tyres, new exhaust, stereo rad/cass., elec. aerial, MOT and Tax. Good cond. and runner. £1,850 o.n.o. Contact: Chris, tel: Camberley (0276) 61428 - 84/9264.

GT6 MKIII 1971, O/D: 55,000 miles. New respray, no rust, new MOT, taxed. Rebuilt engine box. Excellent cond., has to be seen. £2,250. Contact: Jackie, tel: Hereford (0432) 276514 - 86/13781.

Spitfire MKIV, 1971 1300: Damson, MOT, Taxed, hard/soft tops, alarm, Waxoyled. New brakes, tyres, clutch, battery, gas shocks, D/shaft, rollbar. Stork forces sale. £850 o.n.o. Contact: John, tel: Thornton Heath (01) 689 7262 eves/wends - 84/8962.

Spitfire MKIII 1970: blue, MOT Nov '87, 43,000 miles, new exhaust, 2 owners, present 10 years. Must find a good home. Contact: Pamela, tel: (01) 408 0322 x3606 daytime - 86/15332.

Herald 1200 saloon, 1962: black/white. One owner. 35,000 miles. Collector's plate. MOT. Service manual. Spares. Excellent original cond but attention needed to diff, driveshaft. Good opportunity for enthusiast. £500. Contact: Saint, tel: SW14 (01) 876 6818 - non-member.

Herald 13/60 convertible 1971: MOT, fitted 1500 engine, O/D gearbox, 3.89 diff., Vit MKI driveshafts and rear brakes. New discs, pads, shoes. Alloy wheels. Vit. bumpers. Excellent chassis and floor. Needs finishing. £550. Contact: Michael, tel: Warwicks (0789) 740046 - non-member.

1966 Herald 1200 estate: much work done incl. valances, doorskins. Little work needed for MOT. Regretful sale. £225. Also GT6 MKII spares incl. tatty bonnet, offers? Contact: Mr Thompson, tel: Great Ponton, Lincs. (047 683) 207 - 86/13330.

White MKII G reg: H/S tops, v.g. buy. £1150. Contact: Mr McGinity, tel: Lewes 477536 or (01) 586 5885 - non-member.

Triumph Vitesse 1600 1965: Royal Blue and white, good body and chassis, excellent engine, 94,000 miles. Long MOT and tax. Changed circumstances force sale. £695 o.n.o. Contact: Mrs Bugeja, tel: Beds (0582) 419388 eves or (01) 260 7168 day - non-member.

1969 Herald 13/60 convertible: new BL steel bonnet, good hood, hood cover, tonneau. Taxed, MOT. Chassis and bodywork OK but would appreciate respray! Spitfire wheels, rev. counter. Many spares. Money needed (student). £550. Contact: Peter, tel: Romsey, Hants (0794) 68697 - 85/10704.

Spitfire 1973: red, H/S tops original engine rebuilt drives v. well. MOT'd for one year. A good looker. New hood plus!! £900 o.n.o. Contact: David, tel: Hampstead (01) 794 7947 - 86/15297.

Vitesse MKII convertible, 1969: white, MOT, O/D, 2,000 miles since v. comprehensive rebuild, 8-spoke wheels, special seats, superb 2.5 litre engine, good bodywork, vast spares. Ring for full details. Haggle on £1750. Contact: Charles, tel: Worcester (0905) 27649 - 81/2730.

Spitfire MKIV 1972: taxed until Aug '87, MOT March '88. Hard and soft tops, mechanically sound. £450 o.n.o. Contact: Carpenter, tel: Peterborough (0733) 230325 after 6pm - non-member.

GT6 coupé MKII, L reg: original Aubergine, excellent condition. 45,800 miles genuine. Radio. Well serviced. MOT August. Price £2,600 o.n.o. Contact: Watson, tel: Bath (0225) 317613 - non-member.

Vitesse 6 saloon, 1962: needs restoration. Everything in good working order. Number plate worth £350 plus. Only sell to TSSC member. £650 o.n.o. Contact: Walker, tel: Camberley (0344) 771749 - 84/8019.

13/60 conv. 1969: good mechanics, body needs restoration £250 o.n.o. Also the remains of 1971 13/60 estate: excellent chassis, floor, glass, tailgate. No doors. Spares or rebuild £100 o.n.o. - will need a trailer. Contact: Walker, tel: Camberley (0344) 771749 - 84/8019.

Herald 13/60 conv. 1969: white, good cond., v.g. runner, 12 months MOT, 6 months tax. £900 - includes stereo rad/cass. and several assorted spares. Fuel gauge needs attention. Contact: Adrian, tel: Tamworth (0827) 63247 eves or wends - 84/8243.

Spitfire 1500, 1979: Inca Yellow, 2 owners, 80,000 miles. Regularly serviced, long Tax/MOT. Good cond. Recent new short engine, clutch, rad., oil cooler, spring, hood. Stereo, covers, spares, rollover bar. £1,500. Contact: Bob, tel: E Horsley, Surrey 5228 - 81/3162.

Spitfire 1300 1973: Yellow, excellent cond., stereo rad/cass, new interior, many new parts. Hard and soft tops. £850 o.n.o. Contact: Martin, tel: Aylesbury (0296) 21912 - 85/12135.

Bond Equipe 2L 1970: yellow, MOT, taxed Aug. Rad/cass. Used daily. Last owner 11 years. £225. Contact: R Gardner, tel: W17 (01) 629 0159 - 86/15009.

1966 Triumph Herald saloon: one owner 13,000 miles, immaculate cond., Cactus with red interior. Contact: Noel, tel: Leicester 303509 - non-member.

Spitfire MKIV 1972 1300cc O/D: green, 39,000 miles, complete restoration recently completed. MOT, taxed, £900 o.n.o. Contact: Caroline, tel: Bristol (0272) 327463 eves/wends - 87/16776.

Spitfire MKIV 1976 1300: white, soft top, 2 months tax, 12 months MOT. Good cond. Drives well. £875 o.n.o. Contact: Phil, tel: Oxford (0865) 240960 - 84/8886.

CARS WANTED

Spitfire MKIII wanted: in reasonable condition. Contact: Andrew Morgan, tel: Dartford 72608 after 5pm - 82/4388.

PARTS MART

Spitfire 1500: new doors/bootlid, £75 each, chassis £200. Most GT6 II/III suspension and braking components, new - s/h GT6 MKII diff, prop, front and rear suspension. Ring for details. Send SAE for list. Contact: Bob Notely, tel: Astwood Bank (0527 89) 3192 - 78/00338.

Spitfire 1500 spares: engine (recon head), £130. Rad £15. Diff £30. Complete exhaust system £5. Front suspension, calipers, rear cylinders, master cylinder, unused brake pads and shoes, O/D, clocks, propshaft. Contact: Tony, tel: Peterborough 242897 - 85/11741.

GT6 MKIII N/S halfshaft and hub (swing axle) £40. Diff £50. Leaf spring £20. Contact: Ray, tel: Walthamstow (01) 539 2903 - 87/17132.

4 alloy wheels with brand new unused tyres, Pirelli P4's, size 175x70xR13 on 5 1/2J wheel rims, fits all Triumphs. £260 o.n.o. Contact: Tony, tel: Essex (01) 359 2895 day or (0702) 346864 eves. 86/16010.

Parts clearout: 13/60 bonnet with all components fitted, in BL Competition Brown primer, £175. F/glass front valance £10. Other odds and ends. Contact: Chas Harris, tel: Staines (0784) 53516 - 85/12281.

GT6 MKI: doors, tailgate £15, bonnets from £25, bulkhead with complete floor pan £60, roof sections £40, diff 4.27 £35, non O/D prop shaft £20, brake servo £10, radiator £30. Lots more. Contact: Chris, tel: Bracklesham-Bay (0243) 673046 - 83/6957.

GT6 MKIII petrol tank, £10; tailgate and windscreen glass £12 each; pair of Stromberg carbs £25; steering column and rack £12 each; heater £20; front and rear qtr. lights £25 per pair. Contact: Chris, tel: Bracklesham-Bay (0243) 673046 - 83/6957.

Breaking 2 Spitfires 1500 and MKIV: O/D gearboxes, diffs, driveshafts, front suspension, leaf springs, wheels, doors, tonneaus, 1500 engine for rebuild, chassis, interior trims etc. Contact: Mike, tel: Plymouth 268130 eves. - 85/9895.

13/60 saloon 1970 breaking for spares: all parts available plus various 1200 and Vitesse parts for sale. Contact: Rob, tel: Kineton, Warwicks (0926) 640869.

Dolomite Sprint wheels: polished alloy, immaculate cond. Set of 4 with spacers. Fit all TSSC cars £65. Contact: Ian, tel: Notts (0602) 225624 - 85/10037.

Breaking Vitesse 2L MKII: bonnet complete with lights, doors, complete boot lid, roof, dash, front/rear seats. All good. Contact: Revell, tel: Hythe (0303) 68615 eves. - non-member.

GT6 MKIII both models: all parts available, sunroof, engine, g/box, bonnet, doors, fuel tanks, wheels, diffs, dashboards, Sundyne glass. Dolomite Sprint wheels, engine, g/box, axle. Contact: Andrew, tel: Dorset (0963) 251189 anytime - 81/2892.

Engine 2500cc: good cond., all ancillaries, ex-starter, £90. G/box non-O/D, worn, all ex-GT6 MKIII £15. Contact: Mark, tel: Northampton (0604) 718583 - 86/14396.

13/60 convertible spares: hood and frame £30; hood £20; seats and trim, black £20; green £20; doors £8; diffs £15; gearbox £20; wheels £4; radiators £15; p/tanks £5; steering trans, body panels etc. Contact: Tidmus, tel: Petersfield (0730) 63345 - 85/12991.

Four wire wheels, complete with splined hub adaptors and chrome knock-ons. Wheels, stove enamelled all in excellent cond. incl. splines and spokes £125 o.n.o. Contact: Matthews, tel: Stafford (0889) 882785 - 84/7191.

Spitfire MKIV bonnet: new panels welded, needs paint, £65. Gearbox £25. Doors N/S and O/S £10 each. Door skins (new) £8. Contact: Brian, tel: Slough (0753) 22000 - 86/14301.

Breaking Herald 1200 convertible: most parts available incl. many new parts unused. Also chassis with new outriggers fitted. Requires finishing. All parts cheap to clear. Garage space req'd for Spitfire. Contact: Ian, tel: Cheshunt (0992) 24996 - 85_510068.

Vitesse/Herald convertible spares: new f/glass hardtop, f/glass bonnet. Contact: Hugh, tel: Sheffield 551140 - 87/16916.

Alleycat alloy wheels x 4: gold 5 1/2x13" 3 3/4 P.C.D. fitted with 185/60 HR13 Firestone S660 tyres. Suit Triumph GT6, Vitesse, Spitfire, Dolomites etc. Nearly new, £190. Contact: Ian, tel: Coalville (0530) 31407 - 86/13516.

Bond Equipe coupe 2L MKI, 1969: unfinished restoration project. Chassis reconditioned, new outriggers, suspension etc. Body tatty. Will split £100. Contact: Mark, tel: Alton (Hants) 83029 after 6pm - 85/10168.

GT6 MKIII, Spitfire MKIV chassis, body, doors, tailgate, Rotoflex hubs, long and short shaft Spitfire hubs. Also front suspension for both. Hood frame, seats, clocks, glass, some trim, carbs, manifolds. Many other parts - all cheap to clear. Contact: Jason, tel: Kettering 726842 - 83/6564.

Triumph Herald 12/50 bonnet and grille assy. Royal blue, v. little rust. Offers? Contact: McCarty, tel: Fareham, Hants 238209 - non-member.

Spitfire Owners: tonneau cover hardly used. Excellent cond. Offers please. Contact: Tim, tel: York (0904) 38541

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GT6 66-68	£15.39	
68-71	£17.94	
71-73	£20.44	

Conversion		
Spitfire 1500	£4.75	
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MKIII	£6.16	
GT6 66-72	£6.86	

OIL PUMPS		
Spitfire MKI/2/3	£21.18	
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GT6 MKI 65-67	£14.58	
MKII 68-74	£14.64	

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Spitfire MkI-IV 62-73	£6.20	
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MkIII 70-74	£7.63	
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Steel Fuel Tee Piece	£1.80	

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Spitfire 63-70	£7.64	
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ACCESSORY and MOTOR SUPPLIES

New parts for all models: handbooks for Vitesse 2LII/GT6 III/Spitfire IV £4.00 each, Vitesse 2LII/Spitfire 1500 £2.10 each. Mechanicals, gearbox, propshaft, diff, driveshafts, suspension, brakes, electrics, Stomberg carburettor parts, hoses, oil seals, body panels etc. GT6 III servo overhaul kits £32.50, 2LII exhaust manifolds £27.50, Vitesse 1600/2LII/GT6 camshafts £39.50, 2LII crankshafts £39.50. Current special offers - Vitesse 2LII/GT6 II rear trunnion overhaul kits £8.00 per side, early Herald/Vitesse 1600/Spitfire I/II genuine Girling brake pad sets £6.00, Vitesse 2LII/III/GT6 I/II £5.00. Postage extra on all prices. Tons more. 99% of parts available genuine Stanpart/Unipart. For full details send SAE for list, stating model, to John Mann, 5 Nevis Close, Loundsley Green, Chesterfield, Derbys S40 4NS. Tel: Chesterfield 71036 - 81/1941.

2 litre MKII engine: new pistons, oil pump, bearings. 1500 miles only. Cylinder head, new valves, double springs, new rocker shaft, inlet manifold, twin 1 3/4 SU. Complete P.I. system in good order. Contact: Tim, tel: Enfield (01) 367 9074 eves - 82/4295.

SPECIAL OFFER: new ex-Unipart silencers, GT6 MKIII centre box pipe £15, Spitfire MKII/III rear box £10, Spitfire MKIII rear box £15, Vit MKII rear box £17. Prices include delivery. Contact: Keiths Autos, tel: Doncaster (0302) 844526 - 83/06917.

Genuine BL steel hardtop for Spitfire 1500/MKIV includes new fittings. Inca Yellow, excellent cond. £100. Also front calipers for Spitfire or Herald £15 pair. Contact: Mark, tel: Littlewick Green, Berks (062 882) 2978 after 5.45pm - 85/12472.

Breaking: Spitfires, GT6's, Vitesse, Heralds, Dolomites, Sprints. All parts removed. Postal service arranged. Triumphs and spares purchased. Contact: Terry, tel: Chelmsford (0245) 257739 or 71883 - 86/13828.

Set of 5 wire wheels, spinners, adaptors. Spitfire MKIV gearbox. Herald 1200 engine, twin SU carbs (2 pairs). Offers? Contact: John, tel: Thornorton Heath (01) 689 7262 eves/wends - 84/8962.

Spitfire IV, Spitfire III breaking: all parts, hards, bonnets, doors, complete engine driveable. Chassis £40 or parts chassis. Halfshafts £20, f/suspension £25, seats various colours, matching trim, mint. W/dash £20. GT6 MKII f/glass bonnet. 7 days and postal service. Contact: Sharp, tel: Blackheath (01) 534 1981 - 82/5004.

GT6 MKII recon chassis, shot-blasted and Hamerited £55. Bonnet £40. Many

other parts available. Contact: White, tel: Letchworth (0462) 675143 - 86/15699.

GT6 MKI: 5 wheels with tyres incl. 2 brand new Michelin tyres £50. Many other parts available. Herald 13/60 dashborad with instruments, v.g.c., £25. Contact: Chris, tel: Bracklesham-Bay (0243) 673046 - 83/6957.

Vitesse MKII black vinyl roof plus full frame £50; dashboard with apertures £35 o.n.o. Contact: Moeckli, tel: N10 (01) 444 8635 - 84/7155.

Spitfire 1500 bodysheild '75 £20; GT6 MKIII chassis with running gear; GT6 MKIII bonnet £45; 134" SU carbs on manifold £20; 2L engine; 2.5L engine (shot). Numerous other body and trim items for GT6 MKIII and Spitfire. Contact: Haynes, tel: Birmingham (021) 384 3273 - non-member.

White 13/60 conv: complete runner, MOT June, good twin carb engine, gearbox, tyres, seats, windscreen, bootlid. The rest tatty inc. Vit. bonnet. Spares or repair. Will break. Contact: Tim, tel: NW5 (01) 485 0092 - 85/11044.

GT6 MKIII engine, gearbox £55; perfect chassis, £50; gearbox, £30; bonnet centre section £15; rear lamp panel £10; good Spitfire bodysheild £75; bootlid £20; O/D prop £15; Spitfire MKII new BL tonneau £15; rear lights £10; rear bumper £5. Contact: McKay, tel: Worcs (0789) 772480 - 81/3004.

Bonnets: Vitesse MKII £150, Herald 1200 £100. Both 98% solid. Vitesse MKII chassis £200. 5 wire wheels, new £175. Vitesse: abandoned concours rebuild. All parts available in superb cond. No time to assemble. Contact: Dennis, tel: (0527) 77059 - 85/9801.

Vitesse MKI engine: 14,000 miles since full recon. incl. good clutch £80 o.n.o. Non-O/D prop, new UJ's fitted £15 o.n.o. Dynamos, wiper motors, front suspension springs. Many other bits. Contact: Harry, tel: Wigan (0942) 224334 - 85/12830.

Herald and Spitfire spares for sale: damaged and rusty ones bought for cash. Also Equipe badge and wooden steering wheel wanted. Contact: Chris, tel: Woodford Green (01) 504 6015 - 86/14248.

Breaking GT6 MKIII: all parts available except bonnet, doors, seats. Chassis with new outriggers, sandblasted, sprayed Mimosa Yellow. Brand new O/D unit. Spax shockers. For further details contact: Richard, tel: Rotherham 372143 - 85/10877.

Spitfire 1300cc hard top: good cond. £60 o.n.o. Contact: Bristow, tel: Parkstone 737724.

H reg written-off 13/60 Herald: front badly damaged but rest in fairly good cond. For sale as spares. Any offers? Please contact: Mr Lowrie, tel: Ilford (01) 478 3539 - 86/14748.

PARTS WANTED

Valance assembly for O/S engine bay GT6 MKIII. Contact: Rob, tel: Gloucester (0452) 619041 - 80/01303.

Wanted for GT6 MKIII: 2500S engine. New or factory recon. unit. Can collect. Contact: Tony, tel: Nottingham (0602) 786156 (eves) - 86/16620.

Oil seal for front engine pulley wanted for Herald 13/60. Contact: Phil Wilson, tel: Worthing (0903) 208529 - 86/16176.

Fibreglass bonnet for MKII GT6. Can swap for good metal one. Contact: Christopher, tel: Dorset (0202) 874596 - 85/12039.

Wanted a body tub and chassis for 1976 Spitfire 1500. Contact: Shephard, tel: Newcastle (0782) 618758 - 86/16598.

Wanted Triumph Vitesse/Herald new original panels. Will collect. Contact: Neal, tel: E15 (01) 555 6900 eves/wends - 87/16725.

Wanted urgently to complete renovation project: L/H side front bumper finisher corner for 1963 Triumph Vitesse 1600cc. Please contact: Mr Boyden, tel: Peterborough (0733) 69873/264460 if you can help - non-member.

Hood frames wanted for Herald/Vitesse and Spitfires. Also hards/wings for all models. Collection arranged. Contact: Terry, tel: Chelmsford (0245) 257739 or 71883 - 86/13828.

Courier back issues wanted: the following numbers required to complete my set 1,2,3,8,9,11,12,14,16,17,18,19,20,21,22,24,26,27,29,30,31,32,33,54,55. Single copies or Volumes 1 to 3 accepted. Cash buyer. Contact: Bernard, tel: Northampton (0604) 767965.

Vitesse MKII: genuine BL rear lower wings, front wings (or bonnet), front valance, rear qtr. valances. Excellent prices paid. Collect anywhere. Contact: Neal, tel: E15 (01) 555 6900 eves/wends - 87/16725.

GT6 MKIII: steering wheel, must be complete and in good condition. Contact: Chris or Barrie, tel: Dewsbury (0924) 463942 after 6.30pm - 84/9584.

Wanted Spitfire MKIII diff or MKIV gearbox and diff. Must be A1. Also uprated/lower front springs, tonneau cover, 2 good door hinges. Contact: Mr Coates, 22 Broadwater Road, Worthing, Sussex - 86/16174.

Wanted Courier magazines numbers 1 to 34 inclusive. Also Numbers 38,39,41,47,53,55,60,64,67 and also 75. CASH WAITING. Contact: Tony, tel: (01) 359 2895 day or Essex (0702) 346864 eves - 86/16010.

Valance assembly for O/S engine bay GT6 MKIII. Contact: Rob, tel: Gloucester (0452) 619041 - 80/01303.

AREA DIRECTORY • 1987

AREA	AREA ORGANISER(S)	TEL. NO.	VENUE	TOWN	MEETING DAY
01 ANGLIA					
02 AVON	Jonathan Ball	0223-248203	The Coach & Horses	TRUMPINGTON, CAMBS.	1st Thursday
03 AYLESBURY VALE	John Lippitt	0272-857594	Travellers Rest/The Talbot	FILTON/KEYNSHAM	1st Mon/3rd Wed
04 BRIDGEND	Bill Grogan	0296-661909	The Cow Roast	BERKHAMPTSTEAD (A41)	4th Tuesday
05 BRISTOL	Teresa Chard		The Model 'T'	TBA	3rd Mon 8pm
06 CANTERBURY	William Hall	0642-470860	Abbots Barton Hotel	CANTERBURY	2nd Tuesday - 8pm
07 CANTERBURY		0726-824083	The Ladle	LUDGATE LANE, M'BORO	Last Thurs 7.45pm
08 CANTERBURY			The Farley Hotel	TRURO	3rd Tuesday
09 CANTERBURY			Ye Old Queens Head	KESWICK	1st Wednesday
10 CANTERBURY			The Elm Tree	HEATH VILLAGE	2nd Sun / Last Sun 8pm
11 CANTERBURY			Ley Inn Arms / Dart Bridge Inn	SHERBORNE	Last Wednesday
12 CANTERBURY			The Anellope	KNOWLE HILL, NR. READING	2nd Tuesday 8pm
13 CANTERBURY			The White Bear	STANFORD RIVERS	1st Sun. Lunch
14 CANTERBURY			The Fox Revived	SELWICK, NR. ROSS	1st & 3rd Mon 8pm
15 CANTERBURY			The Loughpool	PADWORTH COMMON	1st Tues & 3rd Thurs 8pm
16 CANTERBURY			The Round Oak	PIREBRIGHT	2nd Tues & 4th Wed 8.30pm
17 CANTERBURY			The Royal Oak	LITTLE COMMON	2nd & 4th Monday
18 CANTERBURY			The Royal Oak	NEWELL ST. VILLAGE	1st Wed / 3rd Thurs 8.30pm
19 CANTERBURY			The Royal Oak	HESSLE	3rd Wed, 8.30pm
20 CANTERBURY			The Royal Oak	IPSWICH	2nd Wed / 4th 8.30pm
21 CANTERBURY			The Royal Oak	GRAVESEND A27	1st Wed / 3rd Thurs 8pm
22 CANTERBURY			The Royal Oak	SUNDRIDGE	1st & 3rd Wed 8pm
23 CANTERBURY			The Royal Oak	EAST KESWICK	4th Thursday
24 CANTERBURY			The Royal Oak	SHEARSBY / SYSTON	1st & 3rd Thursday
25 CANTERBURY			The Royal Oak	GLENGALL GROVE E14	2nd Mon 8pm
26 CANTERBURY			The Royal Oak	FARNWORTH VILLAGE, WIDNES	3rd Wednesday
27 CANTERBURY			The Royal Oak	BOWDEN	1st Mon 8.30pm
28 CANTERBURY			The Royal Oak	HEALANDS, M. KEYNES	3rd Wednesday
29 CANTERBURY			The Royal Oak	MAIDWELL	1st Mon 8.30pm
30 CANTERBURY			The Royal Oak	WILNATON	1st Monday 7.30pm
31 CANTERBURY			The Royal Oak	CHINGFORD / ARKLEY	2nd Mon / Last Mon 8.30pm
32 CANTERBURY			The Royal Oak	STONE	3rd Thursday 8pm
33 CANTERBURY			The Royal Oak	NEWTONABBEY	1st Sunday 2pm
34 CANTERBURY			The Royal Oak	SHARDLOW	2nd Wednesday
35 CANTERBURY			The Royal Oak	YARNTON	2nd Wednesday 7.30pm
36 CANTERBURY			The Royal Oak	YAXLEY / D'ING ST NICH	Alternate months 2nd Mon
37 CANTERBURY			The Royal Oak	KIRKHAM / WALTON LE DALE	2nd Mon / 4th Sun lunch.
38 CANTERBURY			The Royal Oak	GLA COTTON/BUBBENHALL	2nd Mon 8pm/last Sun
39 CANTERBURY			The Royal Oak	ADPORT	1st Sunday 12.30 pm
40 CANTERBURY			The Royal Oak	ENBURN	2nd Sun 12.30pm
41 CANTERBURY			The Royal Oak	EN ACCORD ST. ABERDEEN	2nd Sun 12.30pm
42 CANTERBURY			The Royal Oak	ABBOTSINCH ROAD, PAISLEY	2nd Wed/last Thurs 8pm
43 CANTERBURY			The Royal Oak	PAWLETT / BATHPOOL	1st Tues / 3rd Thurs 8.30pm
44 CANTERBURY			The Royal Oak	DENMEAD	1st Wed / 3rd Sunday lunch
45 CANTERBURY			The Royal Oak	CHAILLY / VARIOUS	1st Monday 7.30pm
46 CANTERBURY			The Royal Oak	BLUNSDON	1st Monday 7.30pm
47 CANTERBURY			The Royal Oak	HAM COMMON	Alternate Thursdays
48 CANTERBURY			The Royal Oak	FARNDON RD. NEWARK	1st Thursday
49 CANTERBURY			The Royal Oak	ROSSETT, NR. WREXHAM	2nd Tuesday 8pm
50 CANTERBURY			The Royal Oak	CASTLETON/BRIDGEND	1st Wed 7.30pm/3rd Mon
51 CANTERBURY			The Royal Oak	BROADSTONE/FERNDOWN	2nd Tuesday/4th Sunday
52 CANTERBURY			The Royal Oak	HAYES VILLAGE/NORTHOLT	2nd Tues 8pm/last Sun 11am
53 CANTERBURY			The Royal Oak	WISHAW	2nd Tues / Last Sun Lunch
54 CANTERBURY			The Royal Oak	MERRYHILL	2nd Monday 8pm
55 CANTERBURY			The Royal Oak	HARVINGTON	Last Tues 7.30pm
56 CANTERBURY			The Royal Oak	MAIN RD. KEMPSEY	1st Monday 7.30pm
57 CANTERBURY			The Royal Oak	DEIGHTON	1st Wednesday
58 CANTERBURY			The Royal Oak	RIVELIN VALLEY / MALTBY	2nd Sun / 4th Thurs 8pm
59 CANTERBURY			The Royal Oak	NORWOOD GREEN (off A58)	2nd Tuesday 8pm