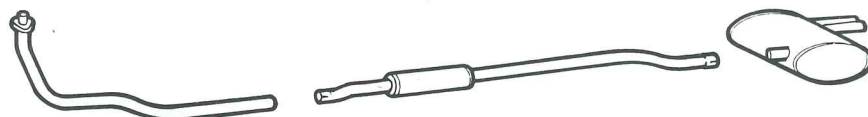


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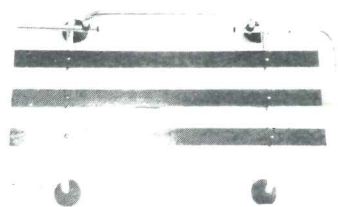
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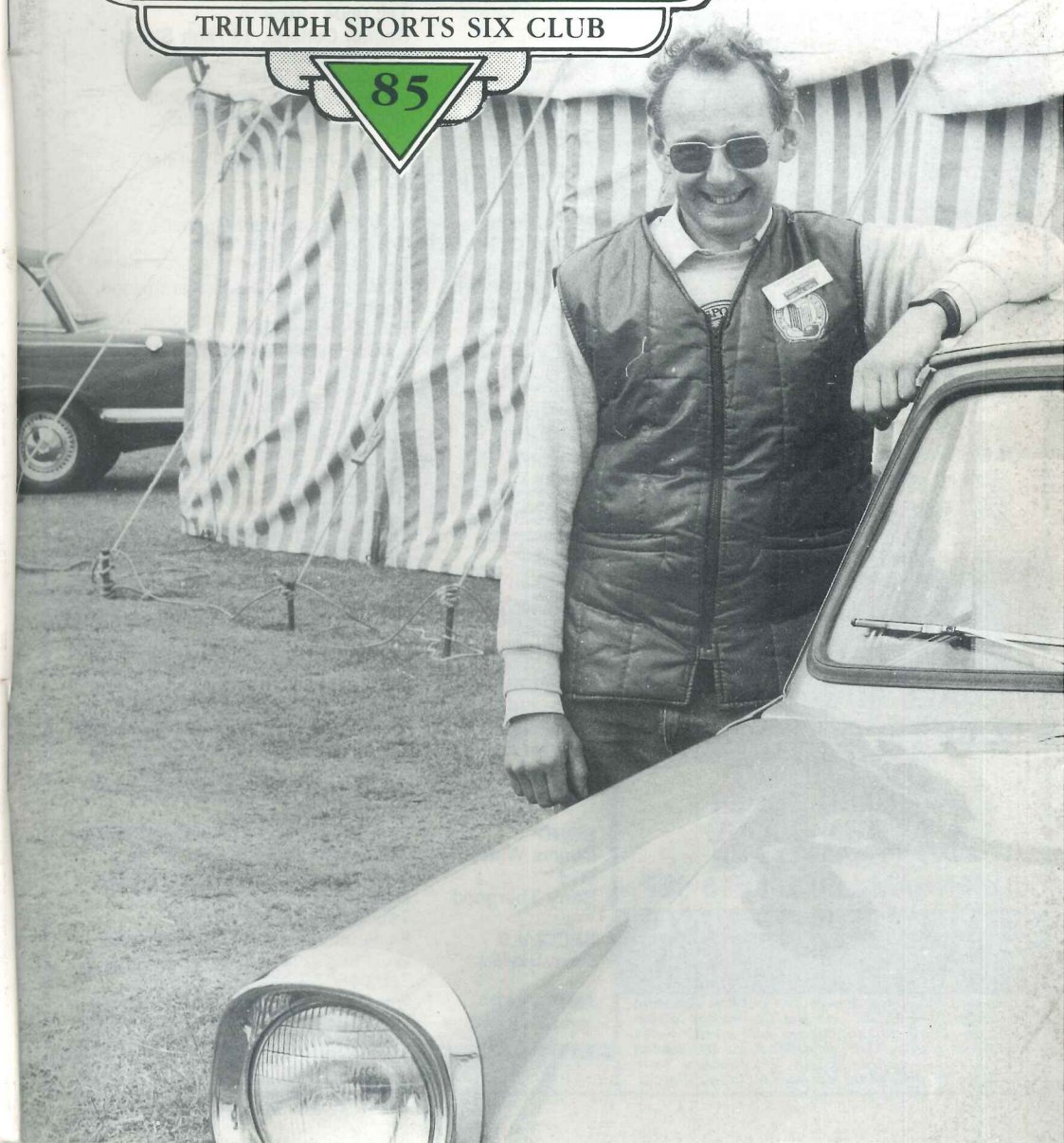
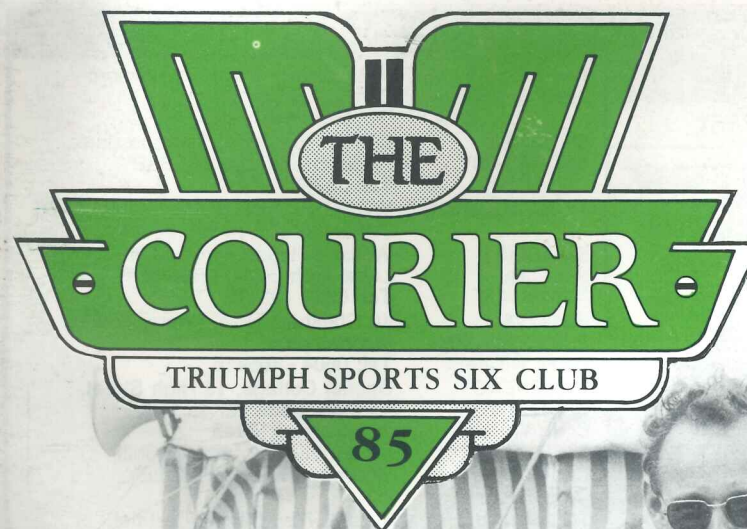
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EDITORIAL



Gripping Stuff

What a weekend! I am referring to the recent passing of our 10th International. We must thank you all for coming in weather conditions nearer to March than blazing June, as you can see from the picture above which shows both gale-force winds and incredible rain storms on the Saturday - a nightmare! But we were very lucky on the Sunday as it stayed clear, the wind dropped a little and over 2,000 people poured through the gate. Once again, thanks for turning up; it shows our immense enthusiasm for the cars and the Club. There will be a full report next month.

July will actually mark our 'official' 10th Birthday in great style, with the ever-famous Barry Newitt (see front cover), running the popular Birthday Barbecue at Cambridge. I hope you have, or are in the process of, getting your tickets to take part in this happy occasion.

I trust you all noticed in last months Courier, the form for the 1987/88 Self Help Scheme booklet. Please take part and send the form back to Ken Allen (address on inside front cover). Only those submitting forms will be included.

On the Special Offers front, the superbly priced KEW Powerwasher will continue throughout July. There will be a full test feature in August Courier. This months offer for Socket Sets gives you the chance to buy professional tools at prices that only Clubs can offer, where the discounts go to you, the member.

Finally, Jo and I will have moved by the time this magazine reaches you. Our new address will be:

**WELLAND HOUSE
9 ACORN CLOSE
WESTGATE LANE
LUBENHAM
LEICS. LE16 9SP**

Although our telephone will not be on line before mid-July, please 'phone the club office and leave your messages or write to me.

Contents

Page No.

President's Intro	4
Cop Shop	7
Legal & General	9
Birthday Barbecue	11
Overdrive Conversion Part 4	12
Club Regalia	22
Technical Tips	23
Competition News	24
GT6 Tale	26
C.A.R.T. '87	29
Condor	30
T.S.S.C. 10 Years	32
Stopping Power	35
Spitfire on a Shoe String	37
Journey to Provence	40
TSSC OFFERS (Professional Socket Sets)	42
Herald Register	44
Hard Way for Heralds	49
Classified	
Cars	55
Wanted	58
Parts	59
Wanted	62

Incorporating the AREA NEWS REVEIW

Front Cover: Barry Newitt getting ready for our 10th Birthday Barbecue this month

Presidents Intro

John Griffiths

From time to time, people ask me how we maintain the momentum within the Triumph Sports Six Club. New members who join us, either having experienced membership of other clubs, or not, are amazed at the range and variety of events, services and bargains the club provides. The continued high standard of The Courier, it's editorial and access to cars and parts for sale, is unrivalled in the Triumph world.

But what makes it all tick?

THE FUTURE FOR TRIUMPH LOOKS GOOD IN THE HANDS OF THE TSSC!

Apart from the fact that we've got some first class people in the driving shoes, the main reason, IS THE CARS. When we started ten years ago, some people, in particular the press, were sceptical that "our" cars would ever be sought after in any real numbers. Ten years has proved those people oh so wrong. Today we are one of the largest marque clubs in the U.K., and by far the largest Triumph club in the world.

The interest grows by the day, both here, in the States, Europe and throughout the world. Modern cars are forcing people to look elsewhere for real driving enjoyment. "Our" cars offer just that, but also combine practicability, economy and reliability so often lacking in older cars.

As we finish the first decade of the club on a high, I am sure the second will be even better.

One of our first priorities, against an objective to continually improve and broaden the range of services available to members, is to aim for bigger and better premises which can accommodate the necessary administration operations, but also provide members with day to day access. Funds are of course always the governing factor but I'm sure of one thing; exciting times lie ahead.

**LONG
LIVE TRIUMPH.**

.....



What a response we've had to the RAC scheme. Nearly 200 members signed up in the first month which is good for you and for the club in terms of commission earnt.

For those of you who haven't yet joined, let me remind you the special FREE classic RAC badges are running out fast. If you don't want to be disappointed, send off your application TODAY.

This month we are launching another new scheme; with the Legal and General something a bit different admittedly to what we've done in the past, but none the less offering very real benefits to members and the club. It's a recognition of our size and credibility, that we can put together a scheme like this,

with one of the best U.K. Insurance Companies. We wouldn't have contemplated it on any other basis!

.....

TITBIT

In 1970 Peter Cox raced a GT6 an 11 cwt, 183 bhp projectile. It consisted of probably the last set of aluminium panels made originally for the Le Mans Spitfires. The chassis was built in 20 SWG M/S and the engine used a special block and crank. Larger main bearings, slipper pistons, alloy flywheel, dural pushrods, triple 45 DCOE's etc. completed the winning package. The last known whereabouts of this car was in the Falls Road area of Belfast!

WHAT TO DO IF YOU ARE AN EXISTING RAC MEMBER

1. Retain the special RAC Application Form for TSSC Members in a safe place.
2. Await your normal RAC Membership renewal notification.
3. Cancel any existing Variable Direct Debit or Continuous Credit Card Authority in favour of the RAC immediately your RAC renewal notification is received.
4. Complete the RAC Application Form for TSSC Members taking special note to record your *existing* RAC Membership number in the space provided.
5. Draw a cheque or postal order in favour of the TSSC for the total subscription amount for the RAC services required.
6. Post the completed Application Form and cheque/postal order to the TSSC in Market Harborough as quickly as possible.

NOTES:

When your Application Form is received by the TSSC, this is batched with Application Forms received from other Members and forwarded to the RAC.

On receipt of your Application Form, the RAC will issue your new Membership Card(s) transferring your current membership records to the TSSC Membership files.

If you lose your special RAC Application Form for TSSC Members before your normal RAC Membership renewal date, please apply to the TSSC Membership Secretary in Market Harborough for a replacement.

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GT6 MKIII 70-73	POA

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72-73	£28.98

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GT6 70-72	£67.15

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CYLINDERS

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IV 1500 70 on	£?? ??
1500 75-81	£6.50
GT6 70-72	£6.50

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74-80	£5.77
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Spitfire	£11.71
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Spit IV (71-74) 6 1/2	£35.50
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GT6 70-73	£27.02
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Water Pumps

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MKIII	£16.87
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Hose	£2.01
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All Models	£1.82
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All Models	£1.60
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GT6 66-74 Wheel Bearing	
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66-68 Rear Outer	£7.31
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H4 100/80	
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COP SHOP

Mike Crewes

For those of you who think you know the law, and for some of you who don't, this month I have compiled a little quiz. The answers can either be found in the Highway Code, past Cop Shops or are common sense. Have a go, someone has got to win it may be you. As a little incentive, first prize will be a Club Anniversary Sweatshirt, second prize an individual marque T-shirt. My decision is final!!!! Entries close 7th August (last post) and the winners will be published in the September Courier.

QUIZ

1. What is the general pattern of road sign shapes?
2. What does a blue circle road sign mean?
3. A pedestrian is waiting at a Pedestrian Crossing. Has he the right of way?
4. On motorways, what are the uses for the three lanes?
5. Give the sequence and meaning of traffic lights.
6. How can you tell whether you are in a 30 mph limit or not?
7. What does the Highway Code give as the total stopping distance at 50 mph?
8. What is the meaning of flashing headlamps?
9. What regulations control the standards and condition of vehicles.
10. What is the rule about seat belts?
11. You are involved in an accident. Do you need to stop?
12. If the answer to 11 is Yes, what must you do.
13. Your engine is burning oil. What is the law on this?
14. When should you use your headlamps in daylight?
15. What are the three lanes of the motorway used for?
16. What do flashing red lights mean on a motorway slip road?
17. What colour studs on the motorway help drivers at entrances and exits?
18. What other colour studs are used on a motorway?
19. How can you tell where the nearest motorway telephone is?
20. Where may you park on a motorway?

If you have any queries regarding Road Traffic Law, write to Mike Crewes, 24 Otterburn Gardens, Isleworth, Middlesex, TW7 5JJ enclosing a S.A.E. please, or see me at the many Shows this year.

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	Rec. Price	TSSC Price	P/P
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VITESSE all models	£42 + VAT	£37 + VAT	3.50
GT6 State which model Includes all rear deck & arches	£66 + VAT	£57 + VAT	4.60
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Super Quality, Super fit Spitfire/GT6 - Full Sills at a Supper Price		£10.00 + VAT	2.85
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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
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FULL CLUTCHES!! (cover, centre, plate, bearing) JUST LOOK AT THESE PRICES

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SPITFIRE 1500 ... £27.50 + VAT	VITESSE MkIII ... £29.50 + VAT	
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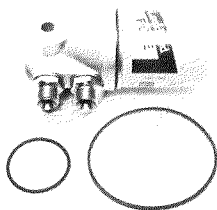
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2-Litre Overdrive Conversion

Words & Pictures:

Peter Williams Common Sense: Bernard Robinson

PART FOUR - Converted Overdrive Gearbox Fitting and "On the Road"

Absolutely Fantastic! Just how I thought it would be! No problem!

Thats how I would have liked to have started this concluding article and obviously that's just how I have but we always like to dish the dirt and tell you how life really is. While the first two statements are totally true, the final job of fitting up the unit certainly proved to be less than straightforward and anything that might have caused trouble certainly seemed to. However, the bottom line is that my GT6 has now a perfectly operating overdrive gearbox and, with the 3.27 back axle, high speed cruising is effortless to say the least. Would I do it again? Certainly

In this article we'll be covering removing and refitting the gearbox, which is basically the same for all of our cars, and along the way swapping over the propshaft and telling you the basics of clutch replacement.

Swapping over from standard to the overdrive took us a weekend but that involved bolting up and fitting the overdrive unit to the rebuilt gearbox, swapping over gear selectors and the required revised gearlever remote extension and fitting up the necessary wiring loom and switch gear. In principal many

of these operations could have been done beforehand enabling the gearbox swap to be completed in a single day.

So to work. In general, this refit is covered pretty well by the photos and captions so read on.

FIG. 1: Lift the front end of the car and place securely on ramps or perhaps more safely on sturdy axle stands. Later on, to remove the rear propshaft bolts, the back end needs to be jacked up and this sometimes causes the car to start rolling off the ramps which is why we've reversed one of them. Use common sense and take care. Don't get underneath a car solely supported by a jack - hydraulic or any other.

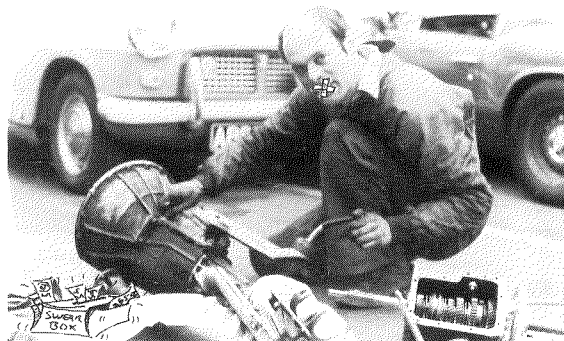
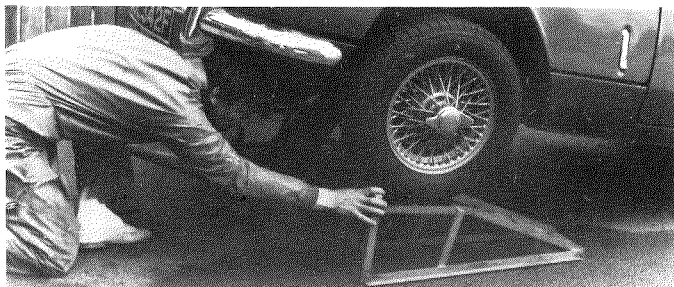


FIG. 2: Release the rear exhaust mounting bracket and jack up the rear of the car. Again place securely on axle stands.



FIG. 3: Remove the 'A' frame lower chrome bolts



FIG. 6: With care, removing the seats isn't really necessary but can easily be achieved by releasing the front bolts, sliding the set forward on its' runners and then undoing the two at the rear. If the seats are left in, cover them up. Gearbox covers especially are often oily.

FIG. 7: At least in a GT6 MK1, the tunnel carpet has a rear cross-over strap which can be unbuttoned to help removal. A Vitesse hasn't - not on mine anyway!



FIG. 4: followed by the two top Philips screws. Depending on the past history of the car, you may have to put a spanner on the nut which lurks behind.



FIG. 5: The frame can then be gently eased out. Obviously, if you've a radio, this also needs releasing.



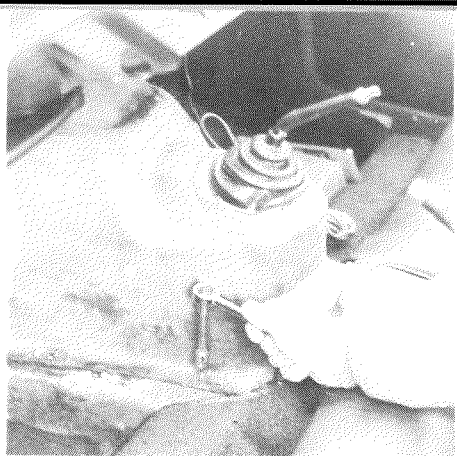


FIG. 8: Undo the gearbox cover self-tappers with an 8mm socket or spanner

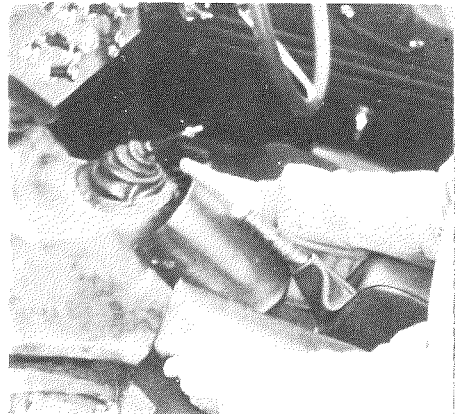


FIG. 9: remove the Philips screws followed by the front gearbox tunnel trim

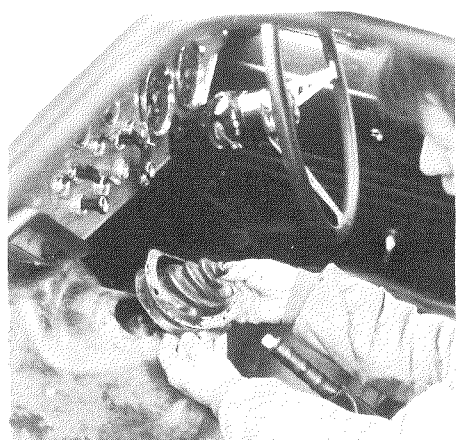


FIG. 10: finally followed by the gearlever rubber gaiter. This isn't essential but it makes things a little easier.

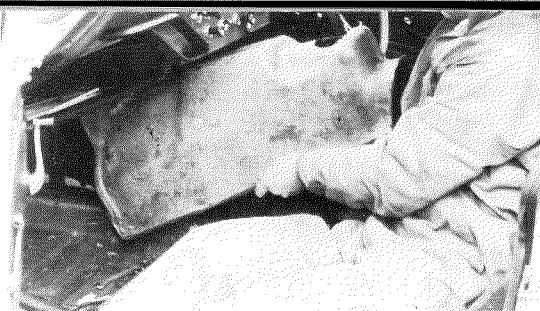


FIG. 11: The cover can then be removed. Lift it high at the front so as not to catch on the gearlever and also on later GT6s, the knee high air vents. It may help to remove one of these if relevant.

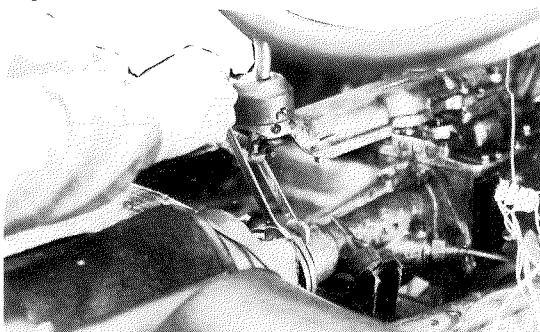


FIG. 12: The front and rear propshaft bolts can now be removed and after allowing the exhaust to hang loose to the rear, slide the prop out. Sometimes the front flange can catch on the shaft tunnel so just take your time and guide it through. Of course on ours the rear flange bolts were very tight and took ages to shift - best to fit new bolts and nylocs.



FIG. 13: Overdrive and standard length propshafts compared. The overdrive one is on the right which, as a matter of course, had new UJ's fitted.

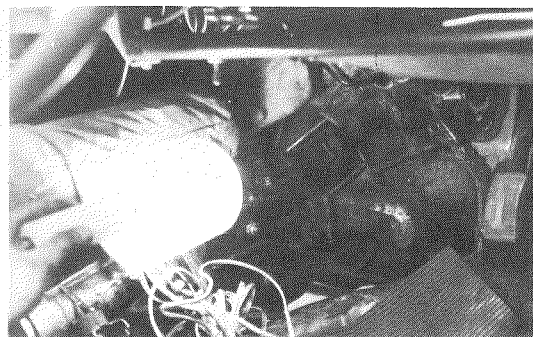


FIG. 14: It does help to have two people undoing the bellhousing bolts; one inside the car and the other outside. Don't forget to release the two clutch slave cylinder retaining bolts and tuck the unit out of the way. There's no need to disconnect the hydraulic pipe.

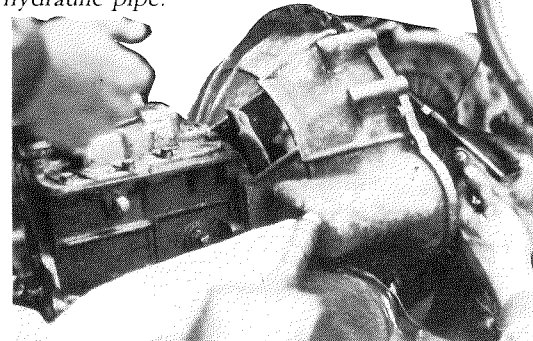


FIG. 15: Jack up and take the weight off the engine under the sump (with a piece of wood in between) and pull the gearbox off the input splines. You may have to gently lever some of the trim over the bellhousing at this stage - hands and screwdriver bottom right.

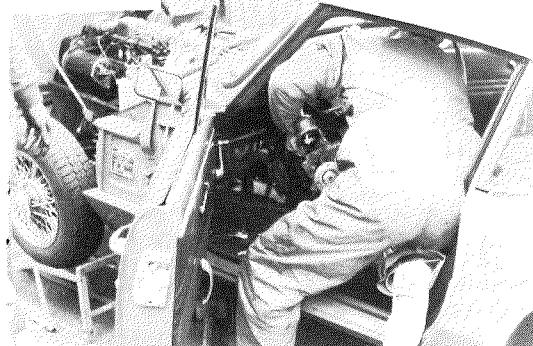


FIG. 16: After a while of trying different angles of attack, the gearbox will eventually come out. Readers' pet 'box removal tips welcome.

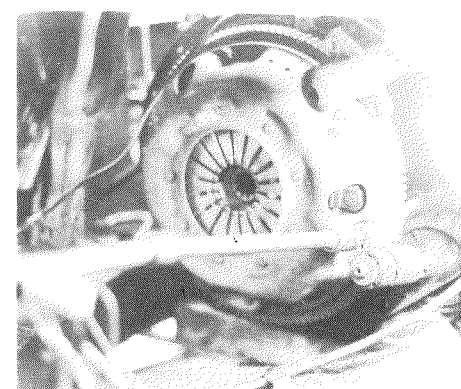


FIG. 17: If the clutch hasn't been changed for a while, I would strongly suggest that you do it now. Simply unscrew the securing bolts around the edge and lift off the component parts. Mine was new last year so was left in place.

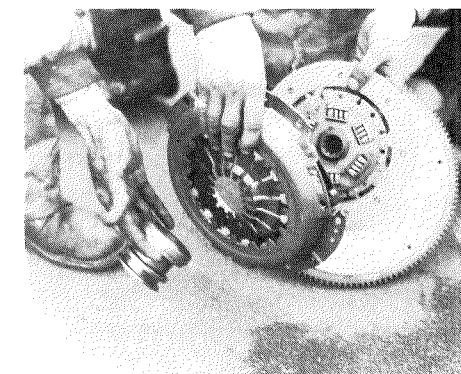


FIG. 18: Component parts which you should replace include the thrust release bearing shown in its carrier - remove and press a new one back in; pressure plate and friction plate behind. On reassembly ensure the friction plate is mounted the correct way around - it is clearly labelled 'flywheel side'. Also when bolting down, ensure that the splines are aligned to the engine. An old input shaft pushed through is the best tool for the job. If you haven't got one, no doubt Gareth Thomas can supply you with one from the 95% worn boxes he comes across. Let me know how you get on.

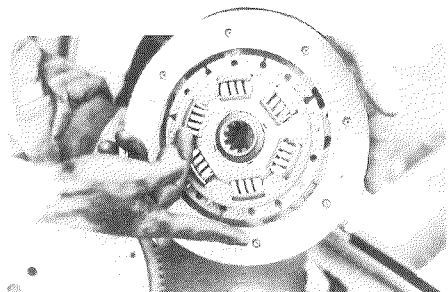


FIG. 19: The general test for a worn friction plate is looking for a good thickness of material above the rivets. On very worn units, as with overdrives, the rivet heads themselves may end up in direct contact with metal. Once weakened, the plate usually starts to fall apart inside the bellhousing.

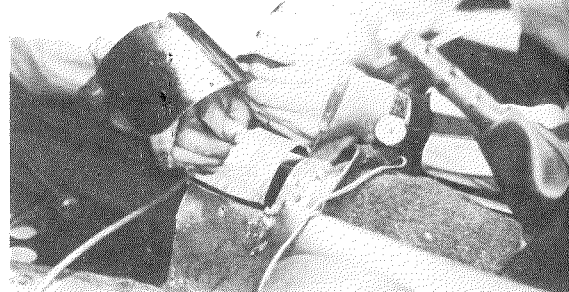


FIG. 22: As the overdrive box is longer than the standard one, you'll need to cut out a section from the front of the propshaft tunnel. In hindsight we should have cut the section a couple of inches further back. After fitting the gearbox, fit a plate to cover over the propshaft bolt area for safety and to enable proper sealing against exhaust fumes.

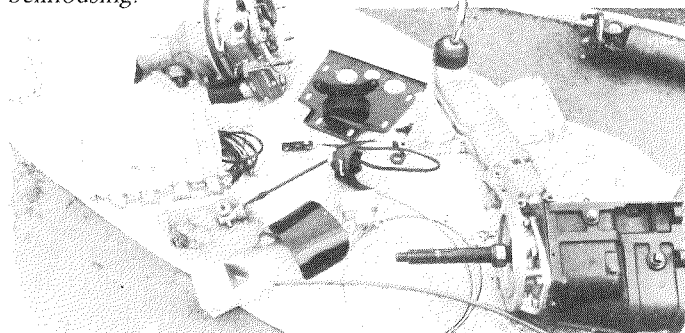


FIG. 20: The selection of bits to be fitted: gearbox, overdrive, new chassis plate and rubber mounting, angled speedo drive plus longer cable, electrical bits and pieces and a revised gearlever extension due to the fitting of an inhibitor switch, the end shaft on the extension is longer than standard and has a transverse hole to take the inhibitor cam securing pin. Of course, I fitted the cam the wrong way round and then spent another 20 minutes taking it off and refitting it.

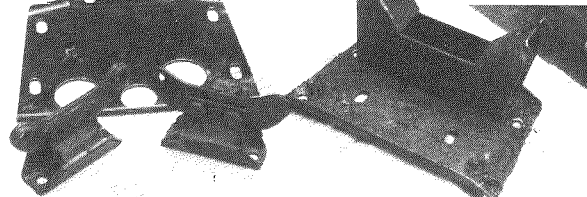


FIG. 21: Shot showing the standard (right) and overdrive chassis mounting plates. When fixing into the chassis, leave finally tightening the four bolts until the gearbox has been lowered into place. Also shown are the older bolted together two-piece and more modern single-piece welded together gearbox rubber mountings. The newer version also has welded-on thick washers to strengthen the mounting bolt holes. These 'washers' go next to the bolt heads when being fixed to the overdrive. Fit overdrive rubber mounting prior to refitting the gearbox to the car.

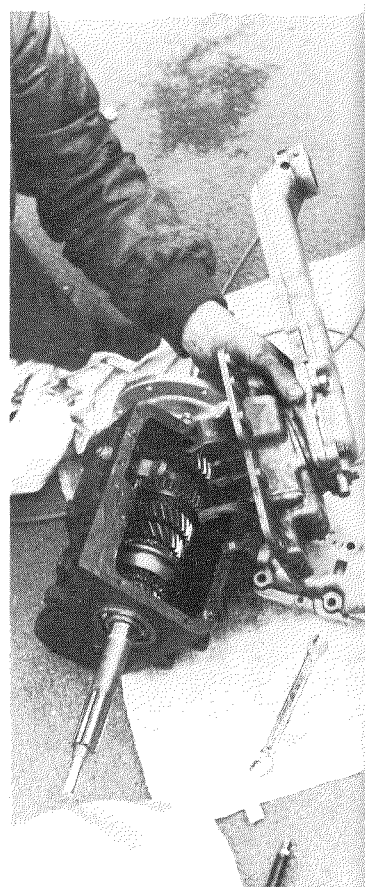


FIG. 23: The gear selection on my standard box had been sloppy for some while, so the selectors were removed.

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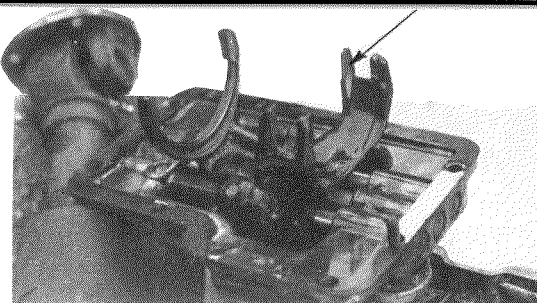


FIG. 24: As expected, one of the selector forks was very worn as shown by the arrow. The selectors from the donor box were OK so those were used after retrieving the reversing light switch shown underneath. (Once in the car, the reversing lamps wouldn't work at first - cured by removing the switch paper gasket and using gasket cement instead).

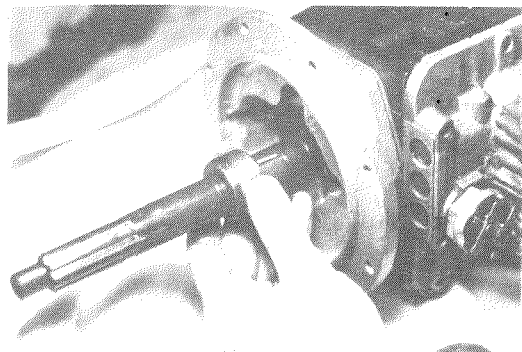


FIG. 25: Digressing a bit to work concluded at the time of the overdrive servicing, tap in a Woodruff key (make sure you tap it in square) and fit the necessary gasket and alloy extension plate. Slide on the cam.

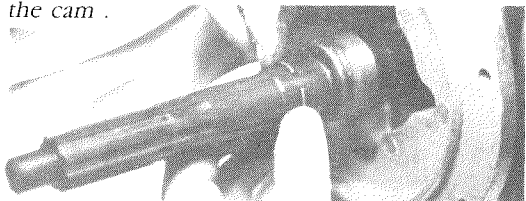


FIG. 26: and secure with a new spring clip

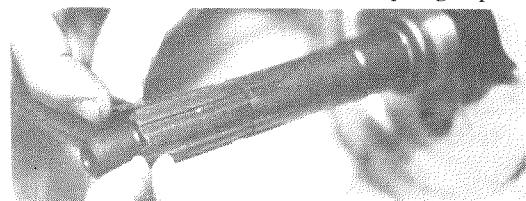


FIG. 27: followed by the final output shaft spring collar.



FIG. 28: After fitting a gasket plus a thin smear of jointing compound, the gearbox was lowered into the overdrive unit. Beforehand, check that the two sets of splines within the overdrive are lined up. Mine certainly were (it was a new unit). However, due to hamfistedness and an excitable disposition (you mean plain bad temper don't you? - ED) which, suitably embarrassed, I'll not go into, I ended with opposed splines. This was corrected by splitting the unit at the breakring, readjusting and then resealing and bolting back up. Even though it didn't take long, the job was totally unnecessary. If it happens to you, just remember don't force things (- unidirectional clutch). There's always a correct and a wrong way of doing something. Maybe it's better to fit the gearbox to the overdrive horizontally.

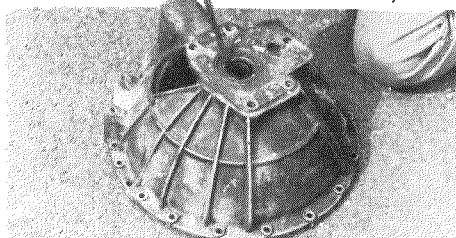
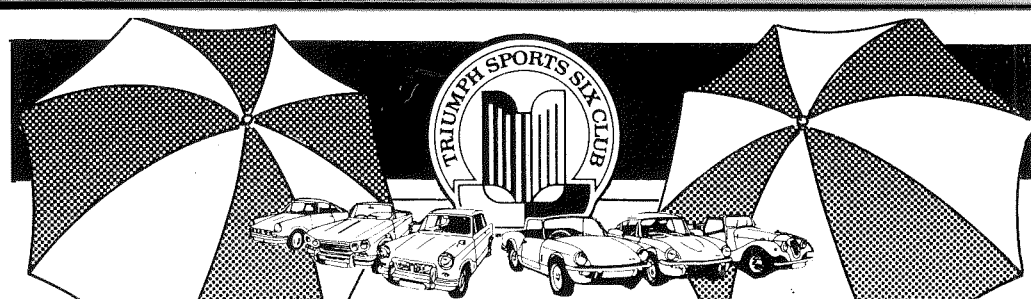


FIG. 29: Fitting a new bellhousing oil seal at this stage is also a good and cheap idea. Prise out the old one and squarely drift in a replacement, making sure it's not damaged. The back of a large socket is an ideal tool for this. So as not to damage the new oil seal on the input shaft splines, wrap some tape around the splines prior to sliding over and bolting down the bellhousing - copper washer at the bottom. Don't forget to refit the three layshaft loading springs!



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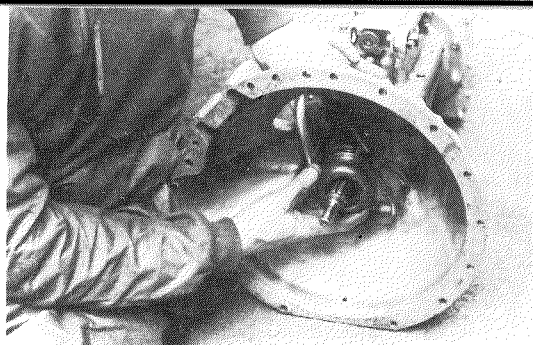


FIG. 30: Clip on the clutch operating arm and the thrust bearing unit. Note the late type inhibitor switch arrangement supplied with the kit. Earlier models have a more spindly looking slider arrangement and the bracket and switch are mounted on the driver's side of the box.

The gearbox can now be replaced in the opposite manner to its removal. Though I have replaced a Spitfire overdrive box on my own, I really wouldn't fancy doing a solo job on a 2-litre unit due to its' weight so try and have two or four more hands available to help out.

Again, don't force things and try to keep the box in line with the engine - not askew. Slight readjustment of the engine jack often works wonders. Fill the box with fresh EP90 - it takes about 1.3 litres.



FIG. 31: The sound deadening 'parcel' on my gearbox cover was absolutely ripped to bits, so we reparcelled it up with fresh polythene - as good as new. Here Bernard's tacking the restored lining back on.

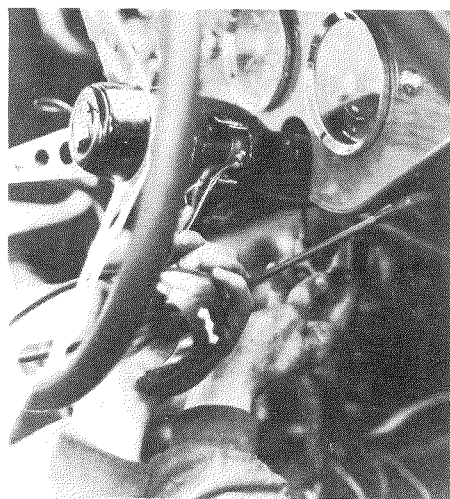


FIG. 32: To complete the conversion, the shorter propshaft was fitted and then the wring harness (supplied with the kit), followed by the column cowl and switch - the photo shows the wiring being threaded through the steering column top after gently moving the indicator switch out of the way. Comparing the wiring colour codes, the Leyland manual has obviously transposed the column and inhibitor switches - not that it matters.

And, as they say, "That's just about That"

Prior to replacing all the trim, the tunnel cover was replaced and the car taken up the road for a test drive. What a disappointment. Couldn't get fourth gear! On the bench it had been fine.

In a dismal cloud the tunnel cover was slipped off. Keeping myself out of the way, Bernard soon found the trouble (about 10 seconds) which was simply that the bolt holding the gear lever in the extension had been put in the wrong way around (by me), causing the threaded end to fowl against the alloy extension. Look carefully at Figure 12 and you'll see what I mean. This shows the correct position. Notice the cut-away in the alloy. On the other side it isn't cut away at all, hence the observed result.

Back went the tunnel cover and GREAT!!!!!! everything was working

perfectly. The overdrive was perhaps a bit slow to disengage on the first few operations which wasn't surprising but soon settled down and is now working A TREAT.

FOOTNOTE:

Well, that's another rebuild saga out of the way. I hope that you'll have found it informative and in some way amusing. I certainly seem to have provoked some interest which to my mind is all to the good.

Constructive criticism and comment is always very welcome - please write but with respect to the comments in 'Pen to Paper' last month, I can only say that if the writer would care to read the articles properly, he would have found the question of worn gearbox parts certainly has occurred to me only that I appear more keen that parts should be made available so at least members might have the choice to go their own way or alternatively, and this is more often the case, to choose to buy in a complete reconditioned box. Personally, I'd rather do the job myself as at least I'll know what parts have been replaced, feeling sure that if I was in any doubt I'd replace rather than re use.

On the question of overdrive spares, exchange D-Type clutches and other specialist parts will shortly be available from firms such as O/D Spares of Wolston (Tel: 0203 543686) who I recently spoke to at the NEC show and who many of you might have met at Cranfield.

Finally, did any member twig that we were actually rebuilding two overdrive conversions - one a D-Type and the other a J-Type (Just visible - issues 1 and 2),

Autobahns here we come. And that after all is where I came in.



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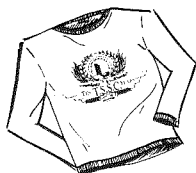
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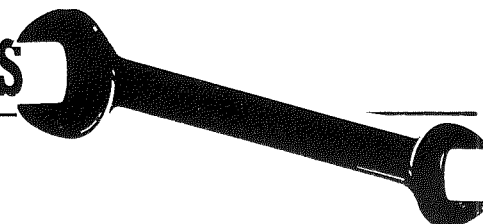
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TECHNICAL TIPS



ELECTRIC WASHERS

Further to Rob Martin's Technical Tip on fitting electric washers (May edition), I have a further suggestion:

Instead of using a light switch, use the combined washer/wiper switch from a Toledo or bottom range Dolomite 1300/1500. I've also used the Dolomite washer bottle and pump on my 13/60 - mounting it between the clutch master cylinder and the heater unit.

John Townsend - Bracknell, Berks

THROTTLE CABLES

Just a quick tips for any GT6 owner needing a new inner throttle cable:

If you are finding an original one of these hard to locate, try fitting one designed for a Mini (NOT Metro). These are more readily available from D.I.Y. stores and are much cheaper too. Of course, the Mini outer cover is too short but the inner cable, combined with the GT6 outer cover (which presumably is still useable), makes an ideal replacement which fits without further ado. Probably it will fit the Spitfire too.

Steve Fletcher - Doncaster

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COMPETITION NEWS...COMF

ROUND 5 AND 6 — WISCOMBE PARK — MAY 16TH/17TH

Just three of us went to this picturesque Devon hillclimb, all sporting 2.5 PI power units. David was on his first outing in the just rebuilt Spitfire MKI modified to take the 2.5 engine he used last year in his Bond Equipe. Chris was in his GT6 MKII - also a new mount this year and Hugh in his highly modified GT6 MKI/II with yet another rebuilt engine.

The Saturday event saw us mixed into classes with both Porsche 911 Carreras and Ferrai 308 GTB's, as well as Sierra Cosworths and TR8's, with the result that none of us covered ourselves in glory, although Hugh just kept ahead of the TR8, despite going slower throughout the day. David meanwhile was having problems with both engine and suspension, whilst Chris managed to get rid of his misfire during the lunch break.

RESULTS ROUND 5

	Class	Car	1st Run	2nd Run	Points
Hugh Davies	B6	GT6 MKI/II	51.44	51.55	10
Chris Haywood	B6	GT6 MKII	54.25	53.44	8
David White	B6	Spitfire MKI	59.42	60.04	6

ROUND 7 - GOODWOOD - JUNE 6TH

	Class	Points
Steven Hollingsworth	A6	5
Roger Bryant	B4	10
Andy Lacey	B4	8
David Rix	B4	6
Tony Dean	B6	10
Hugh Davies	B6	8
David White	B6	6

Full report next month
HUGH DAVIES



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Full details contact J. Kipping Triumph Spares



A GT6 TALE

By J A Smith - Nottingham

My escapades with Triumphs started back in 1980, when my father went from one slightly dilapidated Fiat 124 estate to one Triumph 2000 MKII and ever since, it's been Triumphs all the way!

Next on the list came the Herald 13/60 convertible, bought for a mere £375 which would probably sell for more than twice that price now, especially on a sunny day. I started taking driving lessons in 1983 and passed first time in late 1983. I wanted a Spitfire, but due to high insurance, had to settle for a white Triumph Herald 13/60 convertible, reg. DGX 285H, which I had some pleasant motoring in, especially on sunny days. Next to come along was the Vitesse, which was a total rebuild by the 'old man' and won't be properly on the road until summer this year. Anyway, I'll get to the main subject, the GT.

It was a part exchange with the Herald with an agreed price of £800 and £750 cash, which wasn't bad as the GT was advertised for £1895. The car was obtained from a man living in Cromford, the first odd

thing I noticed about the car was its reg. being XDN 254R. Obviously it had been re-registered in its life, that being in 1976 when it apparently returned to this country from Jersey and if anyone reading this knows anything about its previous reg. and owners in Jersey, I would be very grateful if they could contact me.

The colour of the car is that horrible Triumph Magenta, which you either love or loathe. I personally loathed it when I first saw it, but it seems to grow on you and I think the colour actually suits the car now. The first thing I found peculiar about the car after getting used to its handling characteristics, like chronic understeer in the wet and oversteer when dry (which was improved after new 175/70 radial Michelin tyres were fitted) was that the performance: flat out, was just

90 mph. There was also a smell of burning oil whilst accelerating, which was all made worse when I dabbled with the carbon in the wrong places after taking the cylinder head off.

The engine was obviously tired but had only done 84,000 miles according to the clock, although that didn't mean anything as it has had 7 owners since it was re-registered so has obviously been driven in different ways.

The cylinder head was removed, de-carbonised and replaced twice but I just could not get it to run on all six cylinders. I rang up John Kipping for advice and he said it could be carb. problems so I checked those. I checked the electrics, and in fact almost everything you can imagine. Eventually I was defeated and ended up taking it to a garage to let them sort it out, which

they did well almost. The crypton tune indicated that the piston rings were either broken or stuck, the plugs were oil and fuel soaked, plus later the oil light started to flicker whilst driving so the bearings were pretty worn. A new (well almost new) ex-Gold Seal engine was bought at £100, which had just been nicely run in. This was from a Triumph 2000 MKII which had been written-off. It now goes magnificently.

I hit some black ice one day last winter and promptly hit the curb with the passenger side front wheel. The impact buckled the wheel considerably, plus the brake discs slightly and bent the king pin - well actually, it had fractured across the top of the thread and would have been rather dangerous if I'd carried on driving the car, so a new king pin was bought from John Kipping, plus overhauling the front brakes and having the discs skimmed. The next things to go were the rubbers in the slave cylinder, which happened just after fitting the king pin (vertical link) so there was no fluid in the system as it had all drained over the gearbox.

Anyway, since then I have had no trouble at all apart from the rear wheel bearing which was changed soon after I got the car but that was no hassle as it's a rotoflex lower wishbone suspension. But apart from the usual niggly little problems, like the rear quarterlight filling with water, the tailgate leaking - oh yes - and a couple of electrical problems like the courtesy light refusing to go off and every time you use the switch for the rear heated tailgate window, it blows a fuse



that's it.

I'm afraid it's a love/hate relationship; it's always playing up on me, but when I stand back and look at it, I like it again due to it's having no visible rust apart from slight bubbling on the wheelarches.

I could go on writing about

problems I've had. I wonder if other people have the same problems a I know someone down the road who has had similar problems but what do you expect with a 15 year old car that is used almost every day?

★



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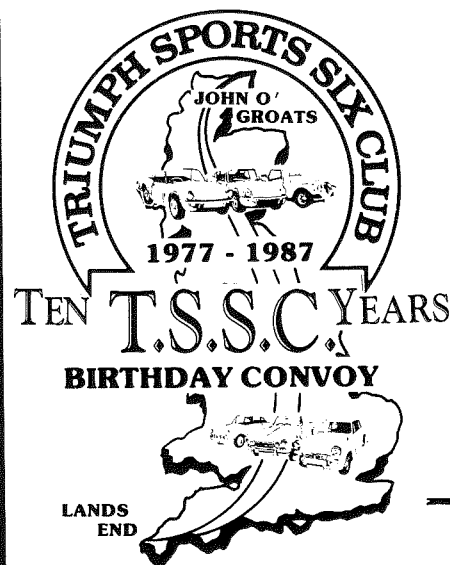
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C.A.R.T.

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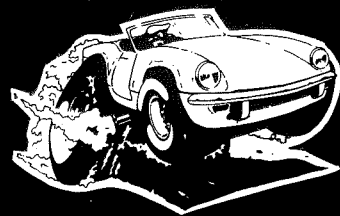
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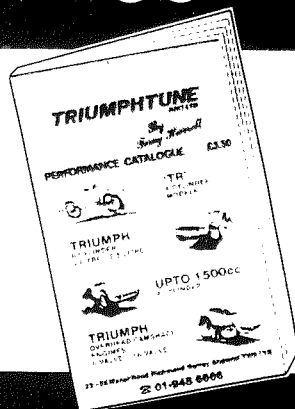
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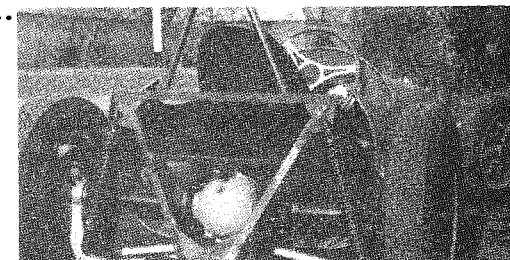
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CONDOR

..... OR, HOW EYYORE WENT DIGGING IN THE GARDEN, AND FOUND MORE THAN TOBACCO SMOKE

The driver accelerates hard out of Woodcote, the exhaust note hardening as the 948 Herald engine screams up to 7000 revs, the rear wheels spin momentarily as top gear is snatched, the car snaking on the slippery track...

"Oh yes," I hear you cry, "what have you been drinking!" But no, gently reader, this is for real! The year is 1960, Spring is in the air, and this is one of the latest Formula Juniors being tested at Silverstone. And the engine.....? Yes, folks, a 948 Herald engine out to do battle with the other 1000cc Junior engines - BMC 'A'-series. Ford and DKW 2-stroke - and supertuned to produce 76 bhp at the flywheel!



Bored out to 40 thou oversize, 10 to 1 compression ratio, oversize inlet and exhaust valves, special camshaft, highly polished ports and fully-balanced bottom end - this was state-of-the-art tuning in March 1960.

This unit was fitted into a square steel tube space frame produced by the Condor Car Company of Worplesdon, near Guildford. The front suspension mountings were fabricated box-sections which also acted as frame cross-members. The front wishbones were fabricated from steel tube, fully adjustable for camber and caster angles, steering by the standard Herald rack and pinion set-up.

The magnesium wheels were independently sprung by Armstrong coil spring damper units, interchangeable front to rear. The rear suspension consisted of a purpose-built magnesium hub carrier, from the base of which two steel tubular arms were attached to the main frame. The drive shafts acted as the top suspension link, and a single radius arm each side extending well forward. The wheelbase was 7'6", with 4'0" track front and rear.

Front and rear brakes were twin leading shoe, Ferodo-lined, Girling units, with magnesium brake drums.

The engine was connected via a standard Herald gearbox casing containing ultra-close

ratio gears, and open propeller shaft to a twin-spur 'drop-box' in front of the differential unit, which provided a low drive line, and hence a low seating position. A BMC crown-wheel and pinion were used in a steel-lined magnesium differential housing. The rear brakes were mounted inboard direct onto this unit.

An aluminium body made up in three main sections was attached to the space-frame with Zus fasteners, and could be supplied with an 'open' cockpit and small perspex screen, or with a high-sided cockpit and full wrap-round screen. A roll-over bar to meet the regulations was built into the head fairing.

Instruments included a revolution counter, driven from the rear end of the camshaft, oil pressure, oil temperature and water temperature gauges, ignition switch and push-button starter. The complete car, including engine, was priced at £1,250.

Alas, 1960 saw the introduction of the rear-engined Cooper and Lotus Formula Juniors, and the days of the traditionally-styled single-seaters such as the Condor were over. The Triumph engine, incidentally, proved too fragile in this state of tune, and the more popular Ford 997 engine was soon offered as an alternative. I wonder whether any have survived.....

Mike Costigan



Happy Birthday Triumph Sports

AREA NEWS REVIEW

NORTH EAST AREA



29th 30th 31st AUGUST 1987

Over the course of the weekend there will be a six class Concc urs, Motor Gymkahana, Treasure Hunt, Childrens Treasure Hunt, Bar-B-Q, Disco, Convoy Run, Pie & Pea Supper.

On site there is plenty for all the family with, shops, Café, Take out Meals mains water showers etc. Private and Public Bar 's, Games and TV rooms, Adventure Playground, Mini Fun Fair, Swimming Pools and Fishing. Daily Fees: £4.00 per Tent or Caravan. If you wish to stay the 4 nights you get one free of charge. This offer is open to club members only. Those wishing to participate should complete the entry form and foward to me at the address given.

NAME ADDRESS

CAR Reg. No. Tel No.

Arrival Time & Date No of People

Signed

I wish to attend the N/E Camping Weekend and enclose £1.50 Registration Fee. Please enclose SAE for a speedy reply.

EVERY ENTRANT WILL RECEIVE A BRASS PLAQUE.

Entry forms to reach me by 1st August 1987.

Judith Atkinson, 14 Riding Lea, Hanover Est, Winlaton, Blaydon, Tyne & Wear, NE21 6BP Tel 091 - 4142870

AREA NEWS REVIEW

'Avon...Aylesbury Vale...Canterbury...Cleveland...Cornwall...Derby

Avon

The club videos which we saw in June were very successful and we hope to have more in the future. Meanwhile we have John's 'tune-up lessons' to look forward to. The date for this is yet to be arranged, so you'll have to come to the meetings to find out more. Don't forget the Somerset Area event at Bream on 24th-26th July. I'm sure a lot of work has gone into arranging this and as it's so close to us, let's give it all the support we can.

If anyone is interested there is a white metal kit of a GT6 MKIII and Spitfire 1500 made by K&R Replicas and available by post for £15.50 from Model Supply Co., Unit 9, Beechwood Centre, Woodlesford, Leeds. I can personally recommend these kits as I have both models and have been very pleased with them.

Finally, congratulations to John and Sue on the safe arrival of Murray Lippiat. Keep working on the car John!

MEETING DATES: Monday 6th July, The Travellers Rest, Filton; Wednesday 15th July, The Talbot, Keynsham; Monday 3rd August, The Travellers Rest, Filton.

June Wrighton

Canterbury

As the new Area Organiser, this scribe represents my first tender footsteps into the world of journalism. Hopefully a certain style and appeal will develop, reflecting the enthusiasm of more and more members turning up to our meetings (hint, hint. We know you are out there somewhere!). So, thanks to Gerald and Jim for keeping the wheels rolling and on with the show.

No doubt by now everyone will have managed to get back from Gerald's Rally Extravaganza and thanks too to Mr Rickards Snr. allowing us to trample around his fruit and hop farm. Incidentally, on the subject of hops, it could be possible to arrange a brewery visit if we can find enough bodies to come along. Give me a buzz if interested.

Don't forget the forthcoming event for this month: on the 12th we have the infamous barbecue at Gerald's; our monthly meeting on the 14th; and as promised in this column last month, 'The Return of the Scalextric' on the 26th. Phone me on Chesterfield 2462 for further information. See you there.

Andrew Mason

Cleveland

Summer has well and truly started! Our North Yorkshire Triumph Weekend was a great success. There was an overwhelming attendance of all types of Triumph cars. A written report with results will appear in The Courier later!

Important dates for your July diary are as follows:-

Saturday 11th and Sunday 12th - Preston Park NECPWA Rally, Stockton. This event includes a road run, driving test and museum visit on Saturday afternoon. On Saturday evening there's a barbecue. The concours is on Sunday along with autojumble. There is an age limit for concours entries - 1966 being the most recent eligible for entry.

Tuesday 21st - Blue Bell, Ingelby Arncliffe. TR vs TSSC Darts and

Dominos. Come on, let's slay 'em!

Saturday 25th and Sunday 26th - North of England Motor Show, Newcastle. Phone Judith Atkinson for details (091) 4142870.

Thursday 30th - Cleveland pub meeting, The Ladle, Middlesbrough.

If any of the above events interest you, 'phone Bill on Redcar 470860 or David on Middlesbrough 700107.

Kathy

Cornwall

Flush with success following their 'Triumph' in our 1987 treasure hunt, Jack and Jean Hart turn their minds to organising this year's barbecue, once again at their home, 3 Maymar Terrace, Whiterock Road, Wadebridge at 4.00 pm on Saturday July 18th. The charge this year is £2.50 per head; this will include two of the club's new videos of old films but as usual, please supply your own alcoholic beverages. Also, of course, ring them on Wadebridge 2373 to let them know you will be attending - give them plenty of notice please.

July's monthly meeting will again be at the London Inn, Summercourt. September and CART are not far away. Please let me know if you can help in any way.

David Buxton

Derby Junction 29

The meeting this month covered many topics for discussion but the main one for some reason was the pros and cons of double glazing and, as always with this sort of topic, the 'cons' more than the 'pros'. Funny really isn't it, most people think that conversation at Area meetings centers around cars alone - not the case.

We have just arrived back from the National Concours where we had a great day. Credit must go to all the organisers for producing probably the best one to-date. Also, well done to Dave Beardsley, who came away with two trophies for his Herald. Hope to see everyone next month; remember

AREA NEWS REVIEW

Essex...Hants & Surrey...North Herts & South Beds

it's The Elm Tree pub, Heath Village, nr. Chesterfield on the first Wednesday of the month.

Geoff Fletcher

Essex

As predicted in last months bit, the Treasure Hunt was a complete success with a variety of club cars taking part along with one or two others, the most notable being Steve's Gilburn Invader! However, everyone had a really enjoyable time. The results are as follows:- a tie for first place between Jeff and friends - Vitesse convertible with 39 points; Kevin, Jackie and Lois - Spitfire MKIII also with 39 points. Second place David (not A.O.) - Spitfire MK4 with 38 points, and third place to Andrew and Adrian - Spitfire MK4, 37 points.

We did have a joint third, Pat and Adrian, but since they had David's (A.O.) daughter with them who helped to set some of the clues, they sportingly relinquished their placing.

Lois deserves a special mention since she travelled the entire course behind the front seats of the Spitfire - very uncomfortable!

Another Treasure Hunt is planned for October and whoever has gained the highest number of points from both events will be presented with a small trophy at our Christmas Do.

And now - Cranfield: apart from the blustery wind and rain which seems to follow us about whenever we plan anything, there were at least 15 vehicles at our Brentwood meeting place! The drive wasn't completely without strange events as a sill dropped off one of the Heralds - not mine I hasten to add!! After parking, it was a case of hunt the pitching point for our Game Stall. This involved wandering aimlessly round (so it seemed at the time) with a table. Eventually the stall was set up with the help of some loyal members (a special thanks to David Pethen for providing some of the props!). We did make some money, not a lot, but every little helps - £12.90 - and this will go towards Christmas. **Next meeting July 5th - White Bear.**

Crystal Harvey & David Bird

Hants & Surrey

Congratulations to Tim and Danna for winning the Treasure Hunt, even if they did have an unfair advantage in the tie-breaker!! Great to see so many new faces there as well - thanks very much to Martin for arranging it. I understand great fun was had by all and we have at least one new recruit. It was good at the Cantache to join our convoy to Box Hill afterwards Tim and Danna have agreed to arrange another one.

Well done to the TSSC for organising the 10th International at Cranfield. Pity about the weather. Yes, Martin and Mark, I have it on good authority that there was a thunderstorm on Saturday night, so the beer must have been good! Commiserations to John & Julie who had their concours hopes dashed by an unfortunate incident on the way there; still they didn't do too badly.

Surrey Area Jaguar Drivers Club have invited us to their Midsummer Evening meeting and barbecue on July 10th at the London Irish Rugby Club, Sunbury-on-Thames. Admission is free and there will be a bar, not to mention the cars. Please ring me for details.

Apologies to those who are wondering what happened to the Skid Pan visit. Prior to my exams, when I turned recluse, there was insufficient support. However, I only require a few more names, so don't hesitate to contact me if you're interested. If Richard Daking is reading this, I tried to ring you on several occasions but got no reply. Please ring me again.

Local events occurring in the not too distant future include:-

July 10th - Midsummer Evening Barbecue. London Irish Rugby Club, Sunbury-on-Thames.

August 8/9th - National Component Car Show, Sandown Park, Esher.

August 31st - 18th Merton Concours D'elegance, Morden Park.

September 6th - Feltham Round Table Classic & Vintage Car Show, Kempton Park, Sunbury-on-Thames.

We have been asked if we would like to participate and/or man a stand at the latter three events, so if anyone would be prepared to lend a hand, please let me know.

Next Area meeting - Wednesday July 8th, Royal Oak, Acorn Bar, Aldershot Road, Pirbright.

Maxine Watts

Nth Herts/Sth Beds

Apologies for missing the last report but I missed the deadline for The Courier. To re-cap on some of our events, we had a good evening with the Triumph 2000 Register for the Trivial Pursuit evening and the result was a draw (after some discussion!). We won the Rounders with the Alfa Romeo Owners Club and thanks to Steve Piggott for organising this event. The turnout for our Sunday lunchtime drink at Stevenage was disappointing with only 12 members attending but it was good to finalise matters before Cranfield.

Our June Whitewell meeting saw nearly 40 members attending and our room was a little packed. Turning to Cranfield, I would like to thank Steve Antolic for helping to set up the Driving Test and providing the equipment. All the committee helped during the Sunday with manning the event, which meant that we were all able to enjoy the other attractions. My thanks to you all. The High Speed Driving Test was organised by Dave and Val Young and they did a superb job throughout the day. I had the benefit of accompanying Steve Antolic around this course in his modified GT6 when he came second overall. His car is certainly very fast!

A last note to thank Jonty Wild for all his work in running the Cranfield event so smoothly. A very successful day of which he should be proud. Congratulations to the winners in the Auto Gymkhana that our Area ran: Neil Sheward (1st), Andrew Crowther (2nd) and to Victoria Pemberton for her most entertaining drive.

FUTURE EVENTS:

Wednesday 1 July - meeting at The

AREA NEWS REVIEW

South Herts...East Kent...West Kent...Norfolk...North East

Eagle & Child, Whitwell.

Sunday 5th July - Area Barbecue from 7.00 pm at The Eagle & Child, Whitwell. Tickets are £4 a head (no increases for past 3 years!).

Saturday 11th July - Cambridge Birthday Barbecue. We are running our Driving Test again and your support is needed.

Tuesday July - Meeting at The Bird in Hand, Henlow.

Friday 24th July - Joint meeting with TR Register at The Angels Reply at Hitchin from 8.00 pm onwards. Please clean your car and bring it along. We all know that there is only one TR on the road at a time and they have promised to bring it along for the night!

Steve Bedford

South Herts

There's a lot going on in South Herts. Hopefully, the 27 people who came to last months Club Night, plus their assorted Triumphs, will agree with me. Mark Beer won the Gents. section of the 'Triumph Topics' quiz, amidst strong opposition, and Anne Toomey won the Ladies, both winning bottles of wine. Steve Elston contributed more free stuff (thanks Steve - where do you get it?) and, in return, I must mention that he has 2 x 185/70 Firestone Cavallino tyres for sale at £15 each. Can't be bad! For further details, contact me and I'll put you in touch. On the following Sunday, we had our Sunday Drive and Picnic. Not well attended (7), but very enjoyable. The weather kept fine, the route was amazing (and well thought out) and the picnic was great. Thanks Richard. You'll never know what you missed! For future club nights, please bring along any new parts you have to sell *plus* we are going to start a 'What's your problem?' (car-wise), question and answer session. P.S. I also know of a '71 GT6 MKIII for sale nearby.

DIARY DATES:

Saturday 4th July - British Aerospace Open Day, Hatfield.
Come along, see the air displays,

workshops and car displays, including our own Area stand. Entrance FREE but come early, you won't believe the crowds.

Saturday 11th July - Anglia Area Barbecue. Please phone for convoy information.

Saturday 9th August - The South Herts Treasure Hunt. GET LOST - in style!!?

Sheridan Earl Russell

East Kent

The meeting on 3rd of June was probably our most successful meeting this year, even though our normal room was unavailable. Although one bad point did emerge; that Phil, it was rumoured, had bought an MG Metro! Still, we will let him off, so long as he keeps his Spitfire.

Several of us trekked up to Cranfield for the National event which was enjoyed by all, even though we had appalling weather for the Saturday night camping. Anyway, see you all at Headcorn in July.

FUTURE EVENTS:

National Event - MID-KENT TRIUMPH WEEKEND, at Headcorn Airfield 4th and 5th July. Opening times 1 to 6 on the Saturday and 10 to 4 on the Sunday. The cost will be £2.00 per car for the weekend with camping available at £1.00 per tent. There will be the usual disco and barbecue on the Saturday evening - cost will be £4.00 per head.

5/6th September - International Spitfire Weekend in Holland. The East Kent Area are going this year via Dover Zeebrugge. The cost for a club car and two people on the ferry will be approx. £60 for a 5 day return. If anyone is interested please see me and we will arrange the best dates and times to travel.

Martin Morrison

West Kent

Here is an important date for your diaries: **Wednesday 15th July, West Kent Area's Boot Sale and Barbecue** (weather permitting) will be

held at The White Horse, Sundridge. Please arrive early if you want a place in the car park as space is a little limited. It would also be helpful if those intending to come could let me know to give us an idea of the catering requirements. See you there!

Richard Francis

Norfolk

Norfolk Area would like to welcome Trevor and his wife (an ex MG owner!) Mary from Easton (I think), David from Norwich and Jimmy from Beeston, nr. Yarmouth.

The Stropshaw Steam Rally went well as it was a trial event; the general feeling being that it should continue. I would like to thank all the 'behind the scenes' members who helped with all the 'funny little jobs' such as marquee erection and dismantling, bollard arrangements, barbecue etc., and for turning out. I hope you all enjoyed yourselves and will support your Area again next year when the organisation will be on top form. Special thanks must go to the other Triumph Clubs: TR's, 2000's and Stage for coming along and meeting us. Congratulations to all prize winners.

Finally, we have a couple of gentlemen in North Walsham who have just started up their own Triumph supply business. Unlike some other local traders, they really sound as though they have the cars at heart and if this is the case, then I would like to wish them every success with the venture, both as a hobby and as a going concern.

Steve Battye

North East

Well, there was a good turnout of Club cars for the Motor Extravaganza at Whitworth Hall last month. The weather couldn't have been better; we all came away from the event with a nice sun-tan. Cleveland Radio were at the event going around all of the cars, so the club got a mention; mind you when he went up to Steve Boyne and called his Vitesse a Herald, if looks could kill, he would be dead. All who

AREA NEWS REVIEW

Nottingham...Oxford...Peterborough

Nottingham

displayed their cars got a fantastic brass plaque and the range of cars there was amazing. Needless to say, I'll be there again next year. Thanks to Roz and Geoff who let us know about the event, even though they were upset when the organisers called their Moss a custom car!

On to the bowling night. Everyone was enthusiastic about this event when we mentioned it. So, what happened to all that enthusiasm on the night? Jane and Peter, John and I were there and I know I didn't get the night wrong this time! Anyway, we will try this event again at a later date - hopefully, we will get a better turnout then!

Runswick Bay was another very good day out, with more and more cars every year. I hope our camping weekend goes as well. My thanks to Steve Boyne who put my car down to win the Wooden Spoon. Still, it was out-voted. Don't worry, Steve, I'll think of some way of getting you back!

Dates For Your Diary:-

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

July 19th - Summer Meeting and Barbecue, Whitley Bay. Tel me or one of the committee members for further details.

24/25/26th - North of England Motor Show, Whitley Bay.

Aug 3rd - TSSC meeting - Rose & Crown, Winlaton.

Aug 9th - Run to Derwent Reservoir and Barbecue. Meet Rose & Crown, Winlaton 1.30.

Aug 29/30/31st - North East Camping Weekend, Witton Castle. I expect to see all N/E members at this event - no excuses! Guaranteed to be the greatest event ever.

We now have our Area Newsletter well organised. This is given free to every member at our club meetings. However, if you cannot manage to get along to the meetings and would like to receive the newsletters, please send £2.40 to cover cost of postage and your address to me. If you wish to advertise in the newsletter, give me a ring or write giving all the details.

Judith Atkinson

At the May meeting, the quiz went very well. It was over three rounds, the first being 'Give Us A Clue', the second 'General Knowledge' and the third 'Trivial Pursuits'.

There was much barracking and prompting from the spectators, some getting rather carried away; by the end David, who organised it, was a nervous wreck, needing a packet of cigarettes to get him through the ordeal of trying to keep the riotous lot in order. At the end the result didn't matter, it was the fun that counted but for the record: Round 1 - TSSC, Round 2 - A Draw and Round 3 - SAAB. Result: A Draw.

The SAAB owners promptly challenged us to a return match. This we have accepted and it will be arranged in due course. Thanks go to David Manning for organising the quiz and - being a glutton for punishment - has offered to do the August barbecue again. So: Barbecue - August 12th, at Sutton Bonington School of Agriculture. Food £2.25, Driving Test and Games. Entries to: David Manning, 50 College Road, Sutton Bonington, Leics. LE12 5RD, tel: Kegworth 4450 or myself: 255 Fairway Road South, Shepshed, Leics. LE12 9HA, tel: Shepshed 503112.

Also in August there will be a convoy to the Leicester Sunshine Rally at Stanford Hall. All interested to meet at Junction 23, M1 at 9.45.

Footnote: There does (at last) seem to be an increase of interest in Bonds, so just to remind people, we don't treat Bond owners as leapers in Nottingham. We get a regular four and are always pleased to see more.

Clive

Oxford

Our Aunt Sally match against East Berks Area at The Fishes, North Hinksey, Oxford on 16th May, was a very successful and well attended evening, though weather could have been warmer! Thanks to Isabel Shawcross for keeping scores to arrive

at the ideal result - a draw. Best individual scores for Oxford: Andy Jones and Jan Brown and for East Berks: Pete Folley and Carol Jardine.

Anyone wanting to convoy to Anglia Area Barbecue at Cambridge (11th July)? I also hope we can take a team to Somerset's Beach Party on 24th/26th July - these will be discussed at our next meeting.

Another date for your calendar - Sat. 8th August. We are going to RAF Wroughton, near Swindon for the Science Museum Open Day to finish with a barbecue at Barbury Castle in the Berkshire Downs. Geoff Timms and Jan Brown are leading this day out and I'm the first to follow! Would Swindon Area and East Berks like to join us?

John Cudmore

Peterborough

26 people and 18 Triumphs filled the Three Horseshoes car park, despite heavy rain and well done to John Redding for venturing out in his roofless Midge - I should think he was extremely wet by the time he reached home!

I would like to welcome new members Tony and Eleanor Nurse who own a MKIV Spitfire, Peter Barwell with a MKIII GT6, Vincent Armstrong with a Bond GT4S and David Hunt and his wife who are nearing completion of a Gentry, based on a MKI Vitesse running gear, which we look forward to seeing at the next meeting.

The long awaited chassis up rebuild of my GT6 is now complete and should make its debut at the July meeting, so you can all have a look and tell Paul 'what he's got wrong'!! I cannot describe the feeling of driving it for the first time, it seems to be such a sense of achievement and I would advise anyone doing a chassis up rebuild to persevere with it because the end result is so rewarding - or it should be!

The visit to Evante Cars has been unfortunately set back to some time after August due to their heavy workload, but I will let you know as soon as I get a firm date.

A visit is being arranged to Burdett

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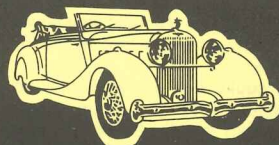
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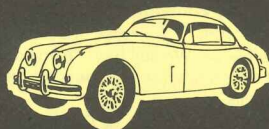
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AREA NEWS

REVIEW

Scotland West...Swindon...South East Wales

Engineering (reconditioning engine specialists), Peterborough - numbers to be taken at the July meeting.

Do not forget to come and say hello if you are visiting the Springfields Vintage and Classic Car Show (Sunday 26th July 10 am onwards). We shall be displaying 10 club cars and it is a most enjoyable day out.

Forthcoming Events:

Sat 11th July - Anglia Area Barbecue. An event not to be missed. A superb barbecue and it is worth going just to get a glimpse of Barry's legs!

Mon 14th July - Monthly meeting, The Plough, Deeping St. Nicholas. Hopefully, Gordon will be bringing some slides taken at Cranfield for us to look at.

Sun 26th July - Springfields Vintage and Classic Car Rally, Spalding.

Sun 2nd August - Leicester Area Meet. Not to be missed. Plenty of trade stands for those sought after spares.

Mon 10th August - Monthly meeting, Three Horseshoes, Yaxley. We shall be having our annual barbecue so bring your own food along.

Sharon Espin

definitely the biggest event in Scotland. Come for a sail for have a go in a canoe at the barbecue; a superb day out for all the family. Test your skill in manoeuvring in the autotest; great fun for nerves, or come to the sunny Ayrshire Coast to spend a day exploring Scotland's most popular castle and gardens. I'm not going to miss any of these - are you?

John Malcolm

Swindon

What a hectic month with something on every weekend; the International, West Midlands Fun Day, Sunday lunchtime barbecue and the Wales Meet.

A much better turnout at the meet this month with a nice array of cars, including Forbes' Vitesse estate - yes a genuine one and what a beauty.

What has happened to all the Spitfire owners? We have a car park of Heralds, Vitesse and GT6's but no Spitfires, so come on out!

The BIG EVENT of the year occurs on the 11th July. Yes, it is the Barbecue at Woodlands Farm, Mildenhall, Nr. Marlborough. Cost £2.00 a head. The best barbecue you will ever get (venison last year). So come along at 7.00 pm for a good night of food/drink/games and an incomplete concours. ALL AREAS INVITED.

If everyone who has turned up over the past year turned up at a meet, the Hotel couldn't cope so let's try it!

FUTURE PROGRAMME:

6th July - Meet at Blunsdon House Hotel, 7.00 pm for a local convoy run for those who want to.

11th July - Area Barbecue at Woodlands Farm, Mildenhall, Nr. Marlborough. NOT TO BE MISSED.

19th July - Sunday Lunchtime Run, meet at Coate Water Country Park, 11.00 am.

24th-26th July - Somerset Beach Party. Convoy leaves Barfield Road at 6.00 pm Friday.

The next Area Newsletter will be published in mid-July. If you want

yours, please let me know.

Ivan Kirk

South East Wales

Our June meeting saw a superb line-up of Club cars in the Wentloog car park, with Spitfires outnumbering the other marques. No quiz or competition at this meeting to tax anyone's brain, nor local newsletter this month as organisation of the Wales Meet completely took over. The event will have come and gone by the time this report goes to print but I should like to thank all those who offered their assistance in the administration of the Wales Meet.

The South Wales Area (South East Wales and Bridgend) have bought a caravan, from local Club funds, which will be used for promotional purposes at the various local classic car shows and motoring events and for the use of members wishing to refer to the extensive library of literature and archives all relating to Club cars and all contained within the caravan. The caravan, re-sprayed in Club colours and appropriately named, was taken to the Gwent Classic Car Show at Caldicot where it proved to be extremely successful as a focal point to our Club stand. We were able to give hospitality to prospective members and found that the display of photographs of local Club cars attracted a good deal of interest and instigated conversation with the general public. It was very pleasing to be able to welcome Nigel and his Spitfire, from Bournemouth, to our stand and trust that we shall meet up again at Tredegar Park in September.

Although we always have a healthy attendance at our meetings, we should still like to see more of you, especially if you've been a member for some years and haven't come along for some time. It is always very pleasing to see old faces turn up again and new members can usually obtain a wealth of information from 'old members' experience and knowledge. We should also like to welcome any new members who haven't yet 'tried' one of our meetings - a friendly welcome is assured you and we are

Scotland West

It seems that most of you are still in winter hibernation, which doesn't surprise me after the wet introduction to June. The following events are:

Sunday 12th July - Glamis Castle Motor Extravaganza. Convoy from Garfield Hotel, Stepps, 10 am.

Monday 13th July - meeting at Glasgow Flying Club.

Sunday 19th July - Barbecue, Balmaha, Loch Lomond. Convoy from Burnbrae Hotel, Milngavie, 11 am.

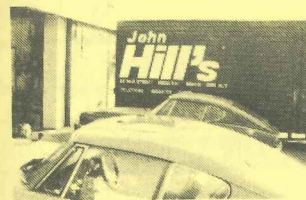
Tuesday 22nd July - Autotest, Bishopton Hotel. Meet at Glasgow Flying Club, 8 pm.

Sunday 2nd August - Culzean Classic Vehicle Show. Convoy from Mallettsheugh Inn, A77, 10 am.

Plenty to do. Glamis is most



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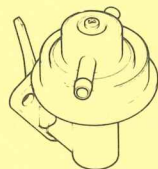


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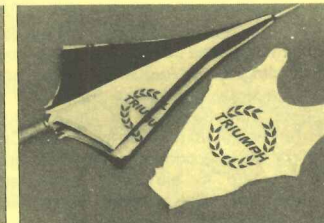
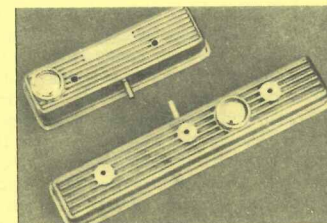
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AREA NEWS REVIEW

Wessex...W. Midlands... W. Middlesex...W. Sussex Wolverhampton

confident that you will benefit from mixing with fellow enthusiasts.

We are off for a week-end's camping at Brean Sands in July and are attempting our hand in canoeing in the Wye Valley in August. It is anticipated that the costs of canoeing and camping, for the August weekend, will be met by local Club funds - numbers may have to be limited, however, and in an attempt to be fair, 'regulars' will take priority. If you'd like to participate in either of these activities, please let me know at the July meeting.

Marion Firman

Wessex

The Bonnets Up Competition during May was well supported (by both the willing and the unwilling!). Congratulations must go to Ken and Tony Ockwell with their Herald/Vitesse, but the 'wooden spoon' went to Neil with his GT6. Everyone can now breathe a sight of relief until next year.

The Wessex Vehicle Preservation Society Motorcade at Braemere House on 7th June was a great success. The rain held off and representatives of many makes of car were present. The TSSC had a great day, winning the prize for the Best Club Stand (thanks to Martin, Tim, Helen, Jeremy, Neil, John, Bridgett etc., etc.) AND coming first, second and third in the Men's Driving Test (well done to Chris Hayward who won) and also first in the Ladies (well done Janis).

Coming up soon is our cricket match - full details at the next Tuesday meeting.

Jonathan Longhurst

West Midlands

Our congratulations must go to Mike Fothergill, one of our long-standing members, upon winning the Elite Prize at the National Concours. Well done. Full Cranfield Concours results will appear in the next Courier.

The croquet match with the Stag Owners Club will be on Sunday

afternoon, 5th July at Moxhull Hall. The game will start about 3 o'clock, so please give us your support.

The convoy for the Somerset Beach Party will start from Strenham Services on the M5 at 8 o'clock, Friday night 24th July. This also means Janis and I will miss our Sunday meeting but it will be on as usual.

Cliff Quin, who had an accident after Cranfield, should be back with us soon. He has had an operation on his leg but is OK. We all send him our best regards.

Next meeting: Tuesday 14th July and Sunday lunchtime, 26th July.

Tony Spicer

West Middlesex

Hi folks. It's me again. Things have been happening down in West Middlesex this June but first I'd like to thank the North Yorkshire Area for their very good Triumph Weekend, apart from Sunday when Leon's car went on strike (don't ask!). Anyway, I just hope I have better luck at the Moors Run. Apart from all that, now for the good news: West Middlesex are holding their first Area Stand at the Uxbridge Auto Show on 19th July, so come on all you Middlesex members, give your Area Stand some support for once and let's see if we can get this Area off the ground. By the way, if any of you out there can supply me with a ridge tent, it would be most welcome so that it can be used for the stand. If you can, please let me know as soon as possible.

See you all at the next meetings, which are on the 2nd Tuesday and the last Sunday of the month.

Bob Rowland

West Sussex

The West Sussex Section is back on its feet (or wheels?) again after quite a break from the pages of The Courier. As I drew the short straw, I was volunteered for the position of Area Organiser with Steve Rea from Worthing coming a close second! Many thanks to all the people who helped get the club going, especially

Geoff Gill and his photocopier!

Our first meeting had a very good turnout, which was promptly followed by a very bad turnout for our first Sunday lunchtime treat. Where are all the West Sussex Triumphs when you need them?

If you want to write them in your diary, our meetings are held on the first Thursday evening of each month at The White Hart at Stopham Bridge nr. Pulborough (ring me for map/directions). Our Sunday jaunts are held on the third Sunday of the month at various places. Please ring me for the latest news on Midhurst 2953 after 6.30pm any evenings.

Ideas for the future include a Quiz, BBQ, Picnic, Skittle Evening and if enough people agree, a Disco.

Peter Reed

Wolverhampton

Not many there to start with, but more turned up at half time. Hayley, Dave, Merrick, and Nick were new members.

For Sale and Wanted made history this meeting: Steve actually wanted something (as opposed to trying to sell his Granny!). Does anyone have a rubber seal for a Spitfire MKIV windscreen? cos Steve wants one.

After gallantly offering to be Treasurer, Keith has had to decline due to a shift change at work, so Steve's taken over. We have £168 at present.

Craig (from the Shelley Stable) won the quiz, so he gets to set July's. Mick Neville is printing sweatshirts. He originally designed (gave birth to) 'Terry The Triumph' - our logo. Those who ordered them please collect and pay for your lime green and purple sweatshirts!

Dates:

Next meeting 13th July, Merry Hill pub.

24-26th July - We're cordially invited to Brean Sands for Worcester's Fun Weekend. Numbers on 13th July please. Hayley Cox is to organise our Fun Weekend early in September.

Sarah and Chris Whitley

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AREA NEWS

REVIEW

Worcester West...North Yorkshire...South Yorkshire

Worcester West

I thought that there were a lot of single women at our meeting this month until we realised that the men were holding their own meeting out on the car park!! Mind you, I could see the attraction as there were a total of 12 Triumphs out there; it's a sure sign that 'summer' has arrived and all the Triumphs are coming out of winter hibernation.

The quiz this month was set by Malcom and Vicki, 'mastermind' eat your heart out - it was a stinker. It was won by Bill (must be a fix!) with the booby prize won by Richard.

On July 4th is the Worcester Carnival and we have entered a float, the theme of which is '101 Dalmations'. Come on Worcester Area members - we need some offers of help with dressing the float etc. You don't have to dress up if you don't want to but we need other help.

Ben Dixon

starting that evening! Looking at the forthcoming diary entries, the TSSC display at the Eastern International Air Fair is on Sunday 5th July - only one entry from this Area so far - i.e. mine.

Sunday 12th July - our annual excursion to the Yorkshire Dales - destination Swaledale! Leave King's Staith car park, York at 10 am prompt and stopping at Masham Market square at approx. 11 am for the benefit of local members and members from Cleveland Area. Lunch stop probably at Tan Hill Inn, return via Buttertubs Pass and Wensleydale to Masham (approx. 3.30 pm) and then home. All that's needed is a sunny day and your support! Please get in touch if interested.

July's meeting on the 1st clashes with my birthday and The White Swan is sure to be packed to the door with TSSC members claiming their free drink! Any presents bearing the name STANPART will be gratefully received! See you there!

Stephen Boyne

Autojumble profits. Ya! Keith (I must mention Marc Kuhlman of Holland who might have come close but what is a versnellingspook bus???). Back down to earth.

Questionnaire:

I have received a grand total of 22 from the 100+ which were issued. 13 from 'attenders' and 9 from 'non-attenders'. I am grateful to those of you who took the trouble to complete and return it but all in all the response is disappointing. A full analysis will be presented at the next meeting.

DIARY DATES:

4th July - Hull Spectacular. Anyone interested PLEASE contact me so I can arrange tickets.

5th July - Kirmington Air Show. Even more important you contact me as places are at a premium.

12th July - Barnsley Rally. Have a nice day and say hello to the Stag Owners for me as it has proved impossible to contact Steve Haslam about.

19th July - Proposed Joint Meeting with the Stag Owners/TR Drivers. Your guess is as good as mine!

26th July - Fun Sunday. You will note the none too subtle changes for reasons which will become apparent in the fullness of time. Nonetheless, we will be starting in the afternoon of the 26th with all of the planned events continuing into the evening with the Pig Roast and Disco. Barbecues will be available for those who wish to DIY and there is plenty of overnight camping. I still need your old pots!!! All are welcome.

6th September - North Yorks Concours. Please give them your support.

At the last meeting we were pleased to welcome first timers Ian Loy and Andrew Corless with a very tidy Spitfire MKIII. I hope you come again. The raffles have been such a success that we will keep them going for another three months. And finally (phew!), quiet, unassuming, mild mannered John Simmons has been made master of the petrol coupons so expect to find him behind you the next time you fill up!

Chris Stabler

North Yorkshire

My verdict on the North Yorkshire Triumph Weekend: absolutely marvellous!! BUT - where were all the North Yorkshire Area members? An event organised on your own doorstep and you could count the total number of local members on one hand! My thanks to Dave and Kathy for all the organisation: the convoy, lunch stop, barbecue, concours and sunshine were just the tonic for a weekend break away from work!

Please let's have more local members for the Concours and Moors Run on September 5th (entry form in The Courier) - it is organised for your benefit.

Unfortunately, a severe brake failure on my Vitesse scuppered my planned visit to Cranfield and I didn't fancy a 300 mile round trip in a rattle-prone 1200 estate!! Third time lucky next year - touch wood.

Many thanks to Judy for bringing the Castrol 'Freebies' to June's meeting which was appreciated by all present. Nobody had an excuse for cars not

South Yorkshire

What at weekend! Those of you who attended Cranfield on 6th/7th June will know exactly what I mean, but it was a great event and well worth the effort. Harry and Anne, Peter, Lynda, Mark and Anna and the one and only Keith.

Competition Results: Guess the Number of Balloons in the Herald: Answer 80. Winner: Wendy Woollard (honest!!). Well done Wendy. **Guess the Weight/Mileage of the Herald:** Answers - weight 19831 lbs, mileage 91193 miles. Closest to both was Nick East of Watford who wins an electric Ariel. **Name the Part:** did this cause some scratching of heads and very lively debate! There were some very speculative answers as well as some very humorous ones but the laurel leaf (well, battery charger actually) goes to Lawrence Kohler of Hemel Hempstead who beat Patrick Kells of Berlin by a very short head indeed, scoring 22. Congratulations Lawrence and thanks to all who entered. South Yorkshire funds are indebted to all who donated prizes, particularly Keith, who is also donating 10% of his

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ALL T.S.S.C. MEMBERS AND FRIENDS WELCOME

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

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5TH INTERNATIONAL SPITFIRE WEEKEND

5th International Spitfire Weekend 1987 - Booking Form (Please Print all details)

Name Tel No.

(Please supply names of all those booking on an additional sheet)

Address

Car(s) Car(s) Reg.

Costs Brackets show discounted prices if booked before 15th July and 50% deposit paid. (Chalet costs include Friday, Saturday and Sunday nights - no reduction for less nights).

Event Entrance Number of persons £4.00/person Total &

Costs when booking whole chalet

whole chalet: £100.00 (£90.00)/weekend Total &

(i.e. £16.67 (£15.00)/person - 6 sharing; or £25.00 (£22.50)/person - 4 sharing

Costs when booking one room in chalet

(Couple or single occupancy: £33.30 (£30.00) Total &

(you will be asked to share the chalet with other members)

Costs of booking one bed in chalet £16.65 (£15.00) Total &

(you will be asked to share the room with another member of the same sex - sorry!)

Camping costs

No. of units No. of night £4.20 (£3.75) per unit per night Total &

No. of campers No. of nights £2.20 (£1.95) per unit per night Total &

I/We enclose a 50% deposit as requested Total cost &

(cheques made payable to: TSSC EVENTS &(50%)

I/We will be arriving on (day date and approx time) NO ADMISSIONS AFTER 2300 HRS FRIDAY

****Please supply the following information****

1. Names of all people relevant to this booking. 2. If shared accommodation is required with people booking separately - their names. Write to Irene Fussell, 55 Heathfield Rd, Hitchin, Herts SG5 1TA, enclosing this form, payment (deposit or amount in full) and two stamped/addressed envelopes.

HELP! WANTED: Spare seat to Arcen. Willing to share costs, petrol, ferry etc. Please contact Ray Kelly: 82 Holly Road, Northampton. Tel: (0604) 30344.

RECRUITMENT DRIVE '87 - Jonty Wild

The prize for this month is a copper brake pipe set, plus brake hoses and the winner is: Tony Whitby - 81/1767. Well done.

Next months prize comes from the Club's own selection of Club Regalia and consists of:- A Club Rally Jacket, Club Sweatshirt Club T-Shirt plus a further £10 to spend on regalia of your choice.

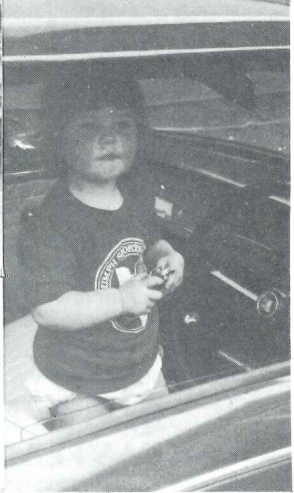
I would just like to remind our Overseas members that they are also eligible for all the Recruitment prizes as well as their own, special prize, of £100. The latter is given with the other 'end of season' prizes and the winner is drawn from all those gaining new members, i.e. one new member, one chance of winning; two new members, two chances and so on.

EVENTS 1987 - Jonty Wild

A very brief news this month as I am recovering from Cranfield. One correction to all previous information supplied: WAC '87 is a ONE DAY EVENT, taking place on Sunday 13th September.

Special News The Northern Classic Car Show is on the 29th, 30th and 31st of August at the G-Mex Exhibition Centre, Manchester. Normal price £3.50 adults, £2.00 for OAP's and children.

SPECIAL DISCOUNT PRICES: Adults: £3.00, OAP's and children: £1.50. Send a stamped, addressed envelope and a cheque (or Postal Order) made out to TSSC Events to me: Jonty Wild, 13 Common Rise, Hitchin, Herts SG4 OHN.



MEETING DAY

1	ANGLIA	Jonathan Bail	0223-248203	The Coach & Horses	TRUMPINGTON, CAMBS.	1st Thursday
2	AVON	John Uppatt	0227-857594	Travellers Rest/The Talbot	FLITON / KENSHAM	1st Mon/3rd Wed
3	AYLESBURY VALE	Bill Gregory	0296-561909	The Cow Roast	BERKHAMPTSTEAD (A41)	4th Tuesday
4	BRIDGEND	Teresa Chard	TBA	The Model Inn	TBA	3rd Mon 8pm
5	CANTERBURY	Andrew Mason	02427-792462	Abbots Barton Hotel	CANTERBURY	2nd Tuesday - 8pm
6	CLEVELAND	William Hall	0642-470860	The Ladle	LUDGATE LANE, MBOBO	Last Thursday
7	CORNWALL	David Buxton	0726-924083	Contact Area Organiser		Last Thurs 7.45pm
8	COTSWOLD			King's Head Hotel		3rd Tuesday
9	CUMBRIA			Ye Old Queens Head	CIRENCESTER	1st Wednesday
10	DERBY JUNCTION 29	G. Fletcher	0602-726147	The Elm Tree	HEATH VILLAGE	1st Wednesday
11	DEVON	Julian Clutierbuck	0392-860520	The Stable Club / Dart Bridge Inn	CLYST ST MARY, BUCKFASTLEIGH	2nd Sun / Last Sun 8pm
12	DORSET			The Antelope	SHERBORNE	Last Wednesday
13	EAST BERKS	Andrew Elliot	0734-412666	Old Devil Inn	KNOWLE HILL, NR. READING	2nd Tuesday 8pm
14	ESSEX	David Bird/Crystal Harvey	0245-441819	The White Bear	STANFORD RIVERS	1st Sun, Lunch
15	GATWICK	Chris Childs	01-330-1389	The Fox Revived	GATWICK	1st & 3rd Mon 8pm
16	GLoucester / Hereford	Mark South	0873-77048	The Loughpud	SELWICK, NR. ROSS	2nd Tuesday 8pm
17	GLoucester / Hereford	Mark South	0256-464428	The Round Oak	PRIENES COMMON	1st Tues & 3rd Thurs 8pm
18	HANTS & BERKS	Dave Headenden	0483-224350	The Royal Oak	WHITELLY, HENLOW CAMP	2nd & 4th Monday
19	HANTS & SURREY	Maxine Warrs		The Wheatsheaf	MEMGATE ST., VILLAGE	1st Wed / 3rd Tues 8.30pm
20	HASTINGS			Eagle & Child / Bird in Hand	HESSE	2nd Wed & 8.30pm
21	HERTS NORTH & SOUTH BEDS	Steve Bedford	09232-23549	The Coach & Horses	GRAVESEND A227	2nd Tuesday 8pm
22	SOUTH HERTS	Sheridan Earl Russell	01-205 6397	Darleys Hotel (front lounge)	SUNBURGE	1st Wednesday
23	HULL	G Curtis / D Birmingham	0469-73074	The Claydon Crown	EAST KESWICK	2nd Wed 7.30pm
24	IPSWICH	B.Brownlee-Pinkerton	0473-75923	The Woodwards	SPENCER	1st & 3rd Wed 8pm
25	EAST KENT	Clive Coddwell	0474-358974	The White Horse	GRAVESEND A227	4th Thursday
26	LEEDS	Richard Francis	0732-460039	The Duke of Wellington	SHEARSKY / SYSTON	Last Thurs 8pm/ 2nd Sun lun
27	LEICESTER	John Thorpe	0533-26374	The Barn Hotel / Gate Hangs Well	GLENGALL GROVE E14	1st & 3rd Thursday
28	CITY & EAST LONDON	Malvern Alabaster	0151-54699	The George	FARNWORTH VILLAGE, WIDNES	2nd Mon 8pm
29	MANCHESTER	Tony Whitty	051-425-2287	Ring O' Bells	BOWDEN	3rd Thursday
30	MANCHESTER	Kevin Atkinson	061-437-5776	The Wag	HEELANDS, M. KEYNES	3rd Wednesday
31	MILTON KENNES	K.Allen/Coombes	0909-318779	The Suffolk Punch	NORWICH	1st Mon 8.30pm
32	NORFOLK	Steve Balye	02637/ 612	The Firs	MAIDWELL	3rd Wednesday
33	NORTHANTS			The Stag's Head	WILNATON	1st Monday 7.30pm
34	NORTH HAMPS	John Atkinson	091-4142870	The Rose & Crown	CHINGFORD / ARKLEY	2nd Mon / Last Mon 8.30pm
35	NORTH LONDON	Graham Mountford	01-952 1755	Old Hall Tavern / Rialing Sun	STONE	3rd Thursday 8pm
36	NORTH MIDLANDS	Alan Mosedale	0782-394301	The Three Crowns	NEWTONABBEY	1st Sunday 2pm
37	NORTHERN IRELAND			Glenavua Hotel	SHARDLOW	2nd Wednesday
38	NOTTINGHAM	Clive Rouison	0509-503112	The Dog & Duck	YARLTON	2nd Wednesday 7.30pm
39	OXFORD	John Cudmore	099-389555	The Grapes	KAXLEY / DING ST NICH.	Alternate months 2nd Mon
40	PETERBOROUGH	Sharon Espin	0775-88335	Three Horsehoes / The Plough	KIRKHAM/MITHNELL	2nd Mon / 4th Sun lunch.
41	RIBBLE	Bill Coulished	0772-32371	Black Horse/Hoghton Arms	CLAY COTTON/BUBBENHALL	2nd Mon 8pm/last Sun lun
42	RUGBY	Clive Humphreys	0203-542059	The Fox & Hounds/Three Horsehoes	WADDON	1st Thursday 8.30pm
43	SALISBURY	Bill Mondard	0772-26649	Three Crowns	NEWPORT	2nd Sunday 12.30 pm
44	SCOTLAND TAYSIDE	Ian Wheeler	0334-54796	Newport Hotel	EDINBURGH	2nd Monday, 8pm
45	SCOTLAND FORTH	David Bouchard	031-668-2747	Fairlie Inn	SEAFORTH RD, ABERDEEN	3rd Sun 12.30pm
46	SCOTLAND GRAMPAN	Ian Watt	0224-699551	Palm Court Hotel	ABBOTSINCH ROAD, PAULSLEY	2nd Monday
47	SCOTLAND WEST	John Malcolm	0292-56624	The Glasgow Flying Club	PAWLETT / BATHPOOL	2nd Wed/Last Thurs 8pm
48	SOMERSET	Rod Warren	0278-424234	Manor Hotel / Creech Castle Hotel	DENNEAD	1st Tues / 3rd Thurs 8.30pm
49	SOUTHERN	Ian Ward	0705-262049	White Hart	CHALEY / VARIOUS	1st Wed / 3rd Sunday lunch
50	SUSSEX	Nigel Wilce	0273-674248	The Five Belis/Various	BLUNSDON	1st Monday 7.30pm
51	SWINDON	Ivan Kirk	0793-29948	Blunsdon House Hotel	HAM COMMON	Alternate Thursdays
52	WEST SUSSEX	Peter Reed	073081-2953	White Hart Inn	Pulborough	1st Thursday
53	THAMES	Tracey Ludman	0753-684212	The New Inn	FARINDON RD, NEWARK	2nd Tuesday 8pm
54	WALEES NORTH	Patrick Faleur	08242-4136	The Travellers Rest	ROSSETT, NR. WREKHAM	1st Wed 7.30pm/3rd Mon
55	WALEES SOUTH EAST	Marion Firman	0222-593230	The Golden Lion	CASLETON/BRIDGEND	2nd Tuesday/4th Sunday
56	WESSEX	Jeremy Woodward	0202-602651	Wentlog Castle Hotel/Model T	BROADSTONE/FERNDOWN	2nd Tues 8pm/last Sun

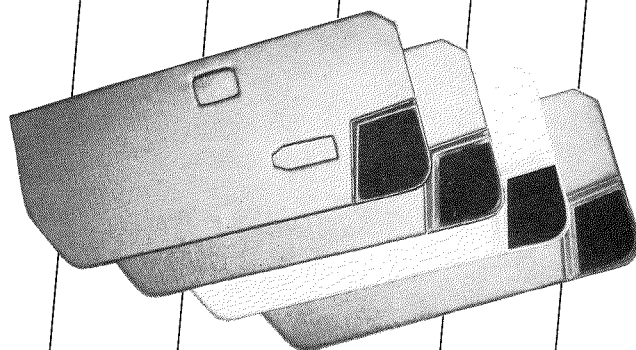


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STOPPING POWER

By Kevin Atkinson

Much has been written over the years about making your Herald etc. go but there doesn't seem to have been much on the more important features of making it stop.

I would guess that probably 50% of club cars are still fitted with at least one original brake hose - a practice which is not only against manufacturers instructions (they should be changed every three years!) but is potentially. All club cars are now beyond the age at which they should have a complete brake overhaul. This can be divided into four main areas: hydraulic cylinders, hydraulic pipes, linings and linkages.

1. Hydraulic Cylinders

These should be very carefully stripped and cleaned using firstly water and finished off with a cleaning solvent. Examine all bores and pistons for pitting, scratching or any other marking. If any of these are present, the cylinders and/or pistons should be replaced. Although it is possible to have the cylinders honed to remove slight marking, it is not recommended on 'our cars' due to the very reasonable prices of replacements. If you do buy replacements, it is still advisable to strip and check these units as I have seen 'new-old stock' cylinders with rubber seals which have rotted or split with age from being on the shelf for 20 years.

When re-assembling cylinders, ensure that all parts are spotlessly clean and the parts are all fitted in the correct positions - see Workshop Manual for

pictures. Make sure you do not turn the lip of the seal over as you insert it into the cylinder and most of all, make sure that the seal is new; never re-use an old one, even if it looks perfect. Front calipers are dealt with in the same way but the problem with these is removing the pistons. The best solution is as follows: remove one of the brake hoses (which you will, of course, be replacing anyway) and run an 1/8 BSP die down one of the ends (if you don't have any taps and dies a local engineering firm will do this for only a few pence). You will then find that this will screw into a footpump. Connect the other end up to the caliper and place a small G clamp over one of the pistons. On pumping the pump, the other piston will come out, it can then be cleaned, checked, re-sealed and re-fitted. Repeat this with each piston in turn to complete the calipers. Again any parts which are suspect should be replaced.

One final point is that all seals should be lubricated using either special brake rubber grease or

whichever fluid you are using, either conventional or silicone. I have used the latter in my 13/60 convertible and am now thoroughly converted to it. Not only does it last indefinitely, not rot your rubber seals and hoses but it is much harder to boil.

2. Hydraulic Pipes

All four flexible hoses should be replaced every three years. Make sure the front hoses have an armoured outer (a large spring to protect the pipe) and that the rears do not. Replace all original steel brake piping! This may sound excessive but I have seen on more than one occasion pipes which cleaned up to look perfect - with nice, shiny metal on the outside but were in fact rusting from inside. Conventional brake fluid is hygroscopic i.e. it absorbs water. This water then rots your steel brake pipes from the place where you can't see it. If this is occurring on your car, you will find the pipes

are very brittle and will snap easily. You can fit new steel pipes but this will give the same problem in the future, so it is best to fit copper pipes. Several firms market a kit tailor-made to suit your car or you can purchase a flaring tool and a coil of piping and make your own. With your new pipes, always fit new securing clips.

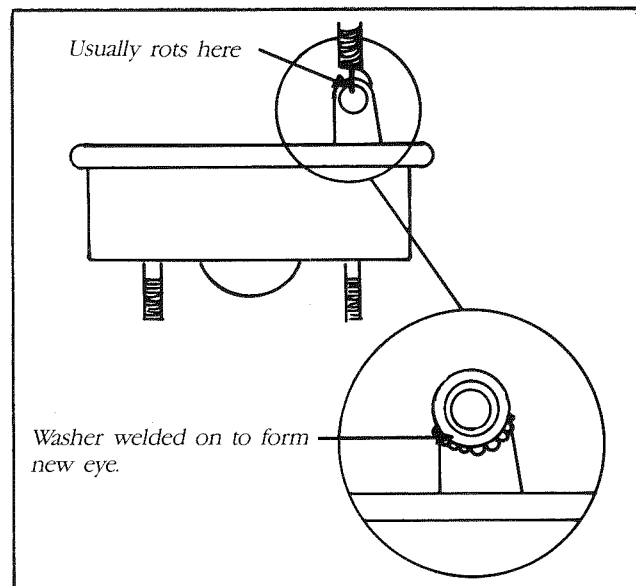
3. Linings

Do not be fooled by cheap prices with brake linings, you only get what you pay for. I fitted a set of cheap linings to my Herald some years ago; the front pads lasted 3,000 miles and the rear shoes 5,000 miles. At the time of writing the Ferodo shoes and Mintex pads have both lasted 20,000 miles, have a lot of life left in them and, most importantly, stop extremely well. I would always recommend Mintex, Ferodo, Dom etc. Do not use cheap imports. When you fit the new shoes, use new pull off springs and securing pins and similarly new pins and anti-squeal shims with the pads. Check that the discs and drums are not scored or distorted - replace them or have them skimmed if they are.

4. Linkages

I am including in this very 'loose' heading anything I couldn't fit into the rest. The adjusters on the rear (and the front on drum-braked Heralds) should be stripped, cleaned and greased to stop them seizing up. Grease the outside of the rear wheel cylinders to allow them to slide on the backplate. If this seizes up, the handbrake will never operate properly. It is usually worth replacing both

handbrake cables and to ensure that pull off springs are fitted between the rear cable adjuster and the backplate. Usually the eye in the backplate rots until the spring falls off. To fix this, weld a small washer to the remains of the eye (see dia below).



If all these items are attended to, you should have a braking system which will stop you extremely well and safely and that's the important thing!

A few other facts relating to braking:

A servo will not increase brake performance but will just make it easier to push the pedal. Even fitting bigger brakes will not increase braking force. Frictional force is independent of surface area but the extra area will dissipate heat better, thus making it harder to boil the fluid or crack the disc.

Brakes never work well if they are out of adjustment, so see to them regularly.

This article is not meant to be comprehensive, as I have not mentioned bleeding the brakes, assembly etc. This is covered in all Workshop Manuals. I have instead tried to highlight some of the problems encountered on our cars and the solutions.

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Namrick (Brighton) - Silicone brake fluid.

SPITFIRE ON A SHOESTRING

By Claire Conway-Crapp - Carmarthen

You don't have to be rich to own, love and maintain a classic car, I have discovered. I am the very proud owner of a 1965, MKII Spitfire, who answers to the name of Madelaine. I bought her in October 1986, at the grand old age of 16. I am now 17 and able to be in the TSSC, but I am still at school and not rich by any standards.

I had wanted a car for years and was advised by my Dad to get a Ford Escort or something like that, as I used to work in a Ford garage! But, I argued, for the same price I could have a REAL car a sports car a convertible, even!

"Don't buy one in Wales, then", said Dad and Mum in unison (cars have a tendency to be rather rusty in my part of the world). "Get Trevor to look for one in the Midlands". Trevor is my fiancé and was duly approached. "Of course", was the answer and the search was on.

The E&M was scoured with little luck. During half-term, however, in October, I discovered a useful little publication - the Midlands Auto Mart. It was full of what I was looking for but, unfortunately, the prices were a bit out of my reach. However, I was not to be defeated and the day before I was due home, I bought the latest copy and there she was: TRIUMPH SPITFIRE MKII, 1965 - MOT, taxed, new clutch, soft/hard tops, recently serviced, collectors item, suitable for young enthusiast.

We rang up immediately but there was no reply. So we kept trying until at last there was an answer. Many people were

already interested but we could view the car the next day if we wished. Problem: we were due back in Wales that day and the car was about 40 miles in the other direction. Still, where there's a will I solved the problem by persuading a reluctant rev out of bed at an unearthly hour the next morning, so we would arrive at the seller's house before anybody else did. And it worked!

It wasn't exactly love at first sight, as I saw the tiny, white car parked on the grass verge. There was (and still is, due to the lack of two overriders and bracket) a rear bumper missing and a chunk of rusted metal conspicuous by its absence on the front wheelarch, as well as a missing door mirror and a network of black cracks in the white paint on her rear end due to a too hasty paint job over still wet filler.

We were both taken out for a drive in her and Trev took a look beneath her. "Well?", he asked. "I want her", I said. We drove into Coventry to relieve my Building Society account of every last penny and when we returned, I counted out the notes in a daze. Then the relative documents were handed over and the ex owner

drove MY Spitfire back to Trev's house and a nice, warm garage.

Later that day, back in Wales I dangled MY car keys in front of Mum and Dad and announced I'd bought a car. "What kind?" asked Dad and I told him it was a Triumph Spitfire.

In February I joined the TSSC. We had already started work on Madelaine; scraping away loose paint and applying rust-eating stuff and there was quite a lot of this to be done, especially on one of the rear wings, around the welds along the top seam. Also, the rust around the missing chunk was cut away and the surrounding area taken down to bare metal and sealed with rust inhibitor (just in case!).

We decided to work towards a goal - this was the A.G.M. on March 8th. Luckily my half-term came up around this time and as I usually am, I was at Trev's. Despite getting the flu, I managed to begin work on another problem: the boot lid. The previous owner had obviously found it was getting rusty holes in and had filled them but hadn't done a very good job. There was no fibreglass or any kind of support for the filler, which

had been heaped up in hills and painted over and no form of rust-proofing was evident. So the drill was loaded up with a sanding disk and I set to work.

We had bought wet-and-dry paper, paint, filler, fibreglass and resin and as I sanded away, Trev fibreglassed the front wheelarch. He is quite an expert with fibreglass and when he had finished it and filled it and sanded it down, my fingers couldn't tell the difference between it and the metal!

I, meanwhile, using wet-and-dry paper wrapped round a wood block, finished the boot lid. Shortly after this it was painted and it looked just perfect. A 'new' radio was fitted (second-hand from a Humber Sceptre!) that was superior to the one already fitted.

The day before the A.G.M. was a frantic rush as it was the next occasion I was able to be there to work on my car. She not only had to be undercoated and sprayed in half a dozen places but needed carpets, speakers, her boot lid fitting and a good wash! In the early hours of the morning, fortified by cups of tea and the determination that my car could not be shown up by better specimens the next day, we roused her from her slumbers and set to work. It bucketed down with snow, which didn't help, as this meant we had to work in the garage, which was rather cramped. Madelaine's battery (which is bad at the best of times) was set on charge and armed with a can of primer in one hand and a can of Triumph White in the other, I attacked her bodywork. I only got the two cans mixed up once and sprayed Triumph White on

instead of white primer but avoided this happening again by delegating the top coat spraying to friend Damian.

Trev was fitting twin speakers (from Adrienne, a Capri we used to have) to the radio. These went in the wells on each side of the dash. Damian and I took a break from spraying and went over the bootlid with cutting compound. Then we fitted it and replaced the T.R.I.U.M.P.H. letters and boot handle. Incidentally, did all Spitfires have their name and MK on their backs? Looking at some photographs of various

Spitfire 4's, I am still not sure as I can't see the name on some of them and there is no sign of any place on my bootlid where one could have been affixed.

As night and snow fell, we finally finished the paintwork. The newspaper and masking tape was deposited on the floor, along with the remains of something we found indispensable - rolls of kitchen towels. We used them for everything: feathering paint that had run; drying off the bodywork we'd used the (wet) wet-and-dry on; as protective covering for fiddly bits of the car we couldn't take off before

painting around, such as the doorlocks and handles; and for more ordinary tasks like blowing noses. At some time like 11.30 pm we decided to call it a day and tucked Madelaine up for the night, intending to get up early the next morning to finish everything else.

The snow had stopped by morning, so we were able to bring her outside. I found some of her carpets in the back of the garage and decided to wash them, as they seemed to be otherwise OK. When I joined the T.S.S.C., I had put grey down as the trim colour - believing the carpets to be grey with dirty brown patches on. Six hand washes and one machine rinse and spin later, I discovered the carpet to be a lovely, rich brown - the grey had been the dirt! The rejuvenated carpet dried on the radiator as I cut footwell carpets out of scraps of lounge

carpet (a legacy from the previous owners of the house - I'd never have patterned carpet by choice!).

With those put in place, we fitted the hard top (it had been removed while we were painting) and gave her a wash. It was at this point I flattened the battery, using the wipers and forgetting to switch off the ignition. So we borrowed the battery from Trev's car, and put that in. We were ready to go! Armed with an A.A. map book (which we re-wrote as we went, due to non-existent junctions that got us lost) we pointed my now gleaming Spitfire in a Studley direction and maintained a nicely sedate pace of about 55 mph down the M42. After getting lost and arriving a little late, we found about 10 people there, and I recalled that Bob Notely had said these meetings not always well-attended. However, a few moments later, the doors

opened and a steady stream of people poured in, until the room seemed packed and the A.G.M. began. I found it very interesting, though I heard a few yawns somewhere behind me! The coffee and delicious biscuits served afterwards were most welcome and the Castle was very impressive. Unfortunately, as I had to catch a train back to Wales that evening, we couldn't take advantage of seeing the Heritage Museum.

So we had to leave early, after spending a little time chatting to Bob Notely, whom I must thank for chasing my address up and down the country to send me all the details of the event, and for answering my queries; and after looing at other Triumphs in the car parks.

On the way down the drive, somebody took photographs of us, which was nice. All the frantic work we'd done had paid off and it didn't break the bank either. The whole job cost about seventeen pounds and was a lot of fun to do. On the way home along the M42, we let her go, and spent most of our time in the outside lane, overtaking everybody else! I don't beleive the needle sank below 70 mph all the way - a tribute to the excellent condition of her engine, which is original and has covered about 85,000 miles so far. All in all, I have had an awful lot of pleasure out of my Spitfire, restoring her slowly, yet being able to use her in the practical sense too and at 30 mpg, she is not expensive to run. So you don't have to have riches to run a classic (though it helps!) - mine is happy with a lot of love and the determination to keep yet another classic on the road - in Triumph. ★

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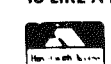
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A JOURNEY TO PROVENCE IN OUR HERALD 13/60

Thomas Muhs - Germany

We have always been attracted by British automobiles and decided recently to search for a suitable convertible for my wife, Gudrun. Since we have always liked Triumphs, a Herald was chosen. These little cars could accommodate our family, which consists of three children and a big dog (a bearded collie).



we were lucky enough to find a superb 13/60, 1971, (chassis no. GE77982CV) just 5 miles from our home. It had a guaranteed 19,000 miles on the clock and was imported to this country in 1985. Up until then it had been owned by a Mrs Watson in North Benfleet (the first owner) and registered under HMM 471K. So we are now the third owners and the car is registered here under PF-TM 95. Incidentally, our 1962 Jaguar MKII 3.8 litres is registered PF-TM 79 and Gudrun's winter car, a Clubman Estate (converted to full 1275 GT spec.) is PF-TM 47.



We bought PF-TM 95 on 16.3.87 and it is a super, excellent, rust free, untampered with, completely original car. This being the case, we were confident that she would be able to ferry us all, "topless", to the south of France with no problem. It has been our habit in the past to use our "classics" for touring, such as our MKII and once with a Bentley MKIV etc. - we like "adventurous" travelling.

It was decided that we should spend some days over in the eastern Provence and take advantage of visiting the first French historic race meeting of the season: the Grand Prix Historique on the Circuit Paul Richard near Toulon. Some of our fellow Jaguar enthusiasts joined us, but only one couple in their

1961 Jaguar MKII - the others decided to leave their limosine at home and used instead their 1959 TR3. As we were travelling with our three children, we were happy to have a MKII travelling with us in which one child in turn could travel, leaving us enough space for the remaining two in the rear seat of our 13/60 convertible.

We left home (Stuttgart area) on the Wednesday before Easter. The weather was still cold but at least there was no rain. Our first stop-over was at Lyon and we rose the next morning to bright sunshine and from here on both the Herald and the TR3 had their hoods down. The morning was still a little chilly at 8°C but as we were heading south, we were confident that the temperature would improve - it did. Arriving in the little village we intended to stay, our cars

had already covered some 600 miles of trouble-free motoring. On the trip down to the Provence PF-TM 95 did about 30 mpg but one has to remember that the car was loaded with luggage for a family of five, four passengers and having to keep to an average speed of 60 mph on country roads (these are quite good in France) and 70-75 mph on the Autoroutes. Here at home, when the car is in everyday use, Gudrun gets about 42 mpg.

During our stay in Southern France we had fun motoring around the small country roads in the Provence mountains, enjoying the bendy roads and the sunshine. The race meeting at Paul Richard was beautiful. The warm sun gave the real ambiance and we remembered a recent visit to the British Jaguar Drivers Club race meeting at Silverstone, were it

was still cold, windy and rainy. In contrast, the beautiful weather in Provence was warmer than an August back home in Germany. Places like the Provence or Italy's Toscana are perfect surroundings for roadsters and convertibles! If only there was a way to earn money there

On the Tuesday we returned home and covered the 600 miles in 12 hours - this was with stops for petrol, getting stuck in a traffic jam in Lyon and a picnic! By the time we reached home, the clock showed 1,600 more miles than on the day we had left, meaning we'd spent 400 miles just enjoying motoring around in the warm sun of Cote d'Azur. And what about the adventure? All the cars proved reliable and with an overall fuel-consumption of 38 mpg and 1½ litres of engine oil, our did quite well. ★

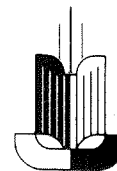
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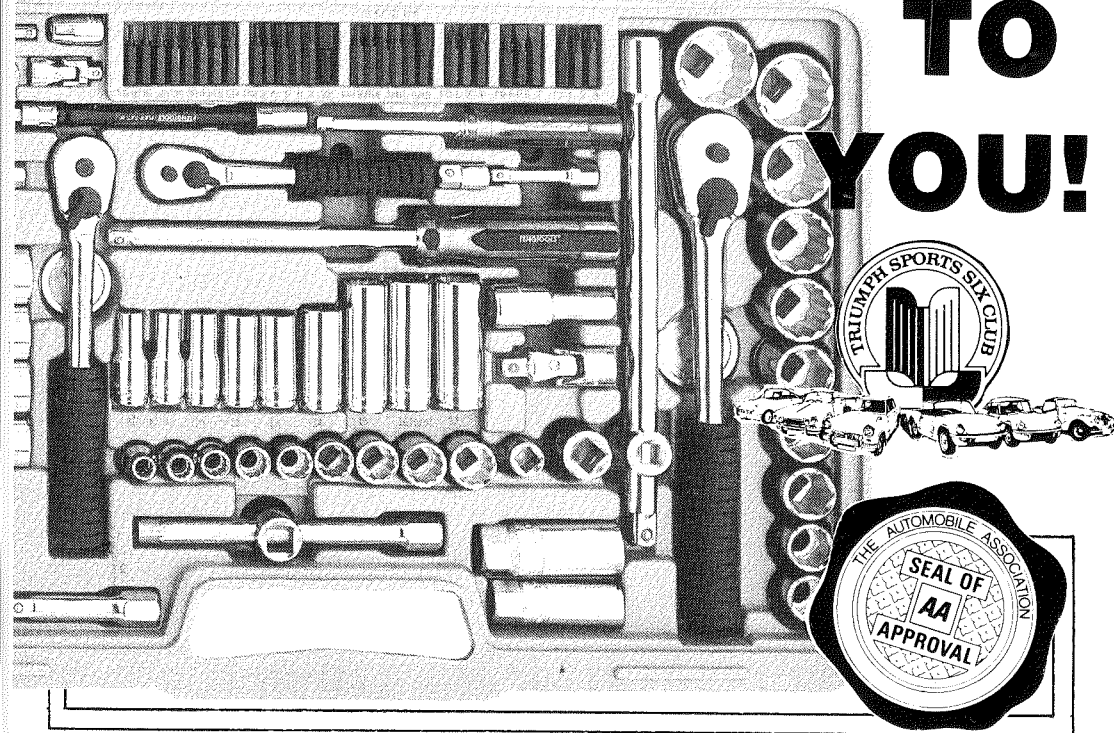
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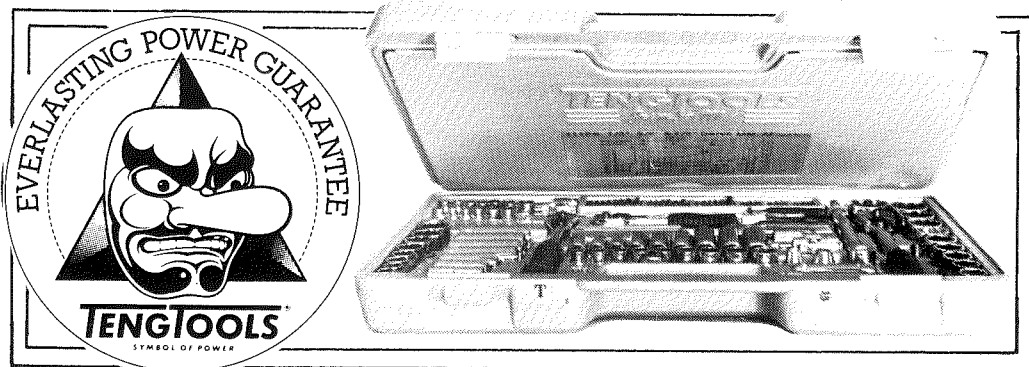
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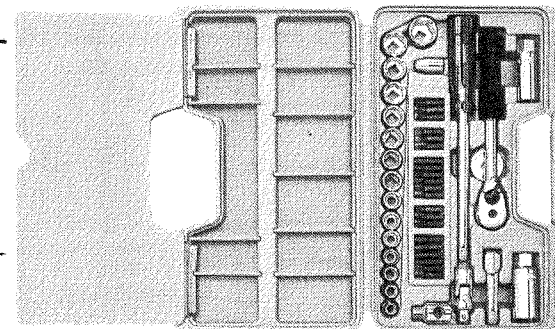


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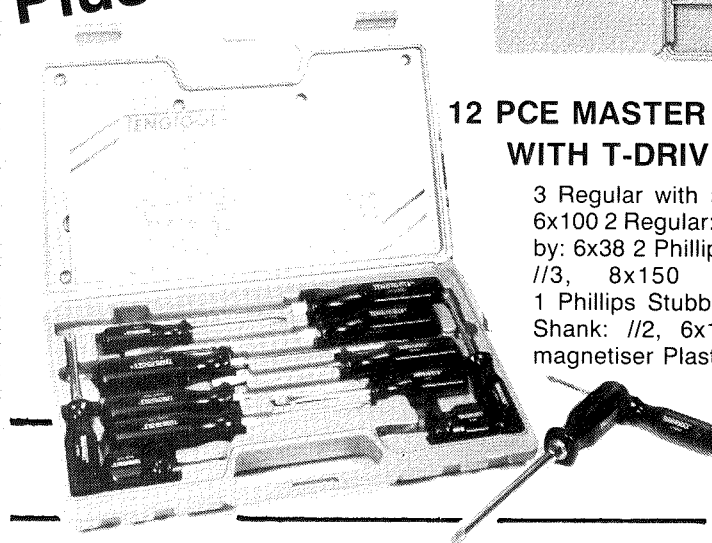
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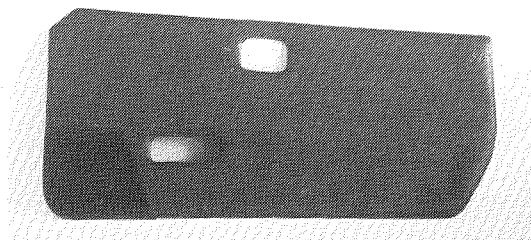
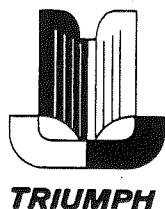
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HERALD REGISTER

CHRIS LONGHURST



AUSTRALIAN HERALDS

Michael King from Australia has kindly supplied me with figures for Heralds originating from the Australian Motor Industries (AMI) factory at Port Melbourne. The figures for AMI 'production' are summarized by marque for each year from 1959 until 1966. 948 cars were supplied in saloon, twin carb. saloon, coupe and convertible forms. It was this engine size that was the most successful in Australia. The later 1147cc "1200" and "12/50" cars were relatively unsuccessful, considering that their specification was perhaps more suited to Australian motoring conditions. Possibly the lack of a 1200 convertible version was a "bad decision" as it was this marque which was most successful in the USA, selling 11,654 units compared to 2,822 948 convertibles.

The AMI records show that 8961 948 saloons were converted to "Roadsters"; presumably some sort of convertible. The 1147 (1200) saloons were offered in two versions, the De Luxe and the 'A' model; I do not yet have the specifications of these models. The 12/50 cars had Vitesse 1600 type bonnets as featured in Courier 76.

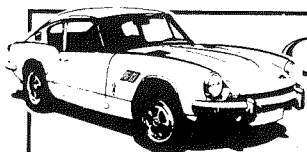
RADIATOR CAPS:

If you are suffering from water loss now that summer is here, before changing head gaskets, radiators etc., try changing the radiator cap. It's surprising the difference the new one makes, especially if the old one is twenty odd years old!!!

TABLE 1
AUSTRALIAN HERALDS 1959 - 1966

YEAR	SAL.	948 TC SAL	COUPE	CONV.	SAL.	1200 DELUXE SAL.	COUPE	12/50 SAL	12/50 COUPE
1959	1758		406						2164
1960	3920	1174	2439	747					8280
1961	1065*	196	777	205	7				2250
1962				8	85	953	5		1051
1963					55	501	130		713
1964						112		202	93
1965								80	24
1966								6	6
TOTALS	6743	1370	3622	960	147	1566	135	288	144
									14,975

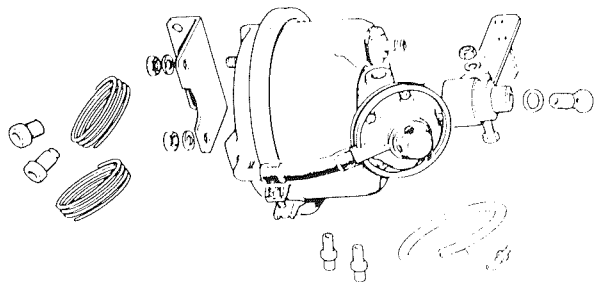
* includes 1 1147 cc engined car and 8 "Roadsters"



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This unit will also replace any old type Girling Remote Servo*

*Two sizes of servo available. The 5" dia. version has a 2 to 1 boost ratio and is suitable for all small to medium saloon and sports cars, examples: Mini range including Cooper/1275, Escort range including Mexico, early Scimitars, Lotus Elan Sprint, Lotus Europa, Lotus Seven, Triumph Herald, Vitesse, Spitfire, GT6, Ford Cortina, most small kit cars, etc.

The 7" dia. version has a 3 to 1 boost ratio and is suitable for the larger vehicle, examples: Austin Healey 3000, MGC, Lotus Elan Plus 2, Landrovers, Rover cars, most large kit cars, etc.

For more details of fitment, please enquire.

Price for the 5" Servo Full Kit: £85 plus VAT

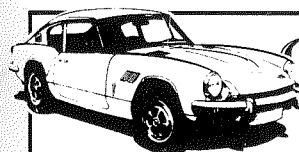
Price for the 7" Servo Full Kit: £110 plus VAT.

Please note the above Servo Units are suitable for most single line braking systems.

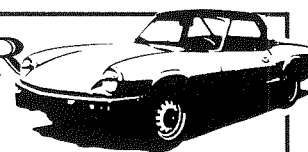
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Part One

On reading about other TSSC members' holidays in their Triumphs, I was prompted to write a piece about the holiday that I spent with KGF 21A, my signal red Herald 1200 (tuned) Convertible, along with fellow TSSC member and Herald enthusiast, Bill Swan.

On Tuesday 19th August 1986, we set off from Harwich on DFDS TOR Lines' giant 45,600 BHP (438 Vitesses), car ferry 'Tor Scandanavia', a service which we can highly recommend, as the Danish crew are highly 'car sympathetic', and, if you should have an unusually high, low, long, short or other non-clone type car, they take special care of you, which is probably why KGF ended up sharing pole position at the pointy end, along with champion dragster Dennis Boyles' 462 CI (Big Block), Pontiac engined Black and Flamed Ford Popular, which had recently excelled at the Pennine Raceway in Yorkshire on 22nd June, with a 12.25 second best Elapsed Time on the standing start 1/4 mile and a Terminal speed of 119 MPH. Dennis said that he was only going to watch some action at a drag meet in Sweden without actually taking part! What do

you think? - however, that Pop was one very mean machine and quite some feat of engineering.

Obviously, our two cars created no little interest/noise when trundling through the belly of the gigantic ferry and we were shortly surrounded by a horde of Vikings astride Honda Goldwing motorbikes, travelling home from a meet somewhere foreign in North-East England, these friendly 'Bikings'?, parked all around us like so many protective worker bees around their Queen, they chained their trusty steeds to any immovable object and there they stayed for the duration of the 28 hour crossing - one of these bikers even told us the best route across Sweden to Stockholm. After the 28 hour, 22 knot cruise, remarkable only for the sea-skimming Grumman F-15 Eagle of the United States Air Force seen flying directly toward the ship at around 200

feet or so, before vanishing toward Britain, apparently following the Ships wake!

On arrival at Gothenburg, Sweden, we headed directly for the Norwegian border, north up the E6 coastal road, but, due to rather inclement weather, (heavy rain and mist), we did not get to the border town of Svinesund until 10.30 pm, Sweden is one hour ahead of Britain in summer, so we telephoned our friend and the TSSC member who we had previously met and recruited at the Chatham event on 5th July, Tormod Schau in Sandefjord, we told him that we would now look for a camp site and try to arrive at his home at 4pm on the following day, when he was due to finish work as an MOT tester/driving examiner.

We motored on, and eventually arrived at a small municipal camp site on the outskirts of Oslo at around 12.45 am. Until we fell asleep, which was quite soon, we

could hear two voices etc. from a few hundred yards distant, which seemed to consist mainly of "Oh Hans!", "Hans!" and "Oh Helga!", "Helga!", the same noises woke us up the next day and when we arose to wash etc. Bill looked across the field at the girl standing beside the nearest tent and said "Good morning Helga", I missed her response, as I was in hysterics behind our tent!

At around 1pm, we set off for Sandefjord, a rather small harbour town with a bright orange oil exploration platform in the harbour, aren't they big when close-up?

That evening Tormod's mother cooked us a very welcome Norwegian meal and also gave us an interesting substance called G35, thinly sliced on hard black rye bread, G35 was, apparently a brown coloured variety of goat cheese and was most appetising.

After some discussion about the pros and cons of Triumph motoring and Tormods well used 13/60 Saloon, he took us to Sandefjord Motor Club, of which Tormod is Treasurer, this Club can best be described as a local co-op of motoring enthusiasts, helping each other with restoration etc. problems to their mutual advantage. On their own initiative, they have bought some land, re-surfaced it, from a muddy hole and built a sizeable building which houses around eight vehicles in various states of repair, whilst on an upper level they have a clubroom and small kitchen, which is also rented out to local schools, clubs and colleges for motoring lectures, films etc.

The well equipped workshop below contains the



means to weld, as well as other work that it may be found necessary to carry out on vehicles. I regard this as a fantastic effort on the part of less than 100 local enthusiasts and wonder if and when the TSSC will get a similar scheme under way? Tormod himself, also has another Herald 13/60, which is a saloon converted into a Convertible and he has started restoring this very high mileage car himself.

Next day, Friday 22nd August, we set off bright and early for Stockholm in South East Sweden, the scenery from Sandefjord to Oslo, was, well, scenic! We stopped many times for photos of both the beautiful countryside and of KGF with the Oslofjorden in the background. We arrived in Oslo at around 11am and found this a most interesting old City, with fishermen selling fresh Prawns at the quayside



to the rather more affluent German tourists in their 700 series BMW's, then we saw a Mk.3 Spitfire in the traffic, so we leapt back into KGF and gave chase, I think the driver was just a little upset when we caught him up, passed him and then, at the traffic lights, handed him a TSSC leaflet etc. but he did seem interested., (Are you reading this? VD54662), luckily, we were still, somehow, pointing in the right direction and headed off towards Stockholm on the E18/E3, some 436 miles from Sandefjord via Karlstad, Kristinehamn, Karlskoga, Orebro, Eskilstuna and Sodertalje, evocative stuff! Whilst the countryside was fascinating to see, we were, by now, rather in a hurry, also it was raining for most of the day, and, unlike dear old blighty, the rain lay on the road surface, because of little or no camber, excepting those of the adverse variety, caused, apparently, from the previous winters frost damage.

Much resurfacing was evident, indeed, some whilst we were using the actual road, now that's what I call 'sticky conditions'.

We found Swedish drivers to be both courteous and polite and the rule of driving on dipped headlights at ALL times, day or night, quite useful, especially when overtaking, due to our restricted visibility, caused by driving a RHD car in a LHD country, although door mirrors on both doors were invaluable, also all the main roads have a permanent 'hard shoulder' and when you come up behind a slower vehicle, either car or truck, they immediately pull over to the right, and what's more, when it's safe for you to overtake,

they signal to the right, (nearside), and if it is dark, they put their main beams on, to make it easier for you to pass, then, they put them back down again, so as not to blind you! I've also discovered, at last, where all the 'slow' Volvo Estates are.

We arrived in Stockholm at 7pm and found a quite sizeable and very interesting looking City, which, unfortunately, we had to traverse quickly and find the Viking Line Ferry terminal in just one hour, to register for our pre-reserved place on the Stockholm-Turkey ferry.

We decided to go straight through the centre of the City and head as far east as possible, using Bills trusty compass, the theory being that we had to reach the Baltic coast quite soon, it took 30 minutes to do this, whereupon we stopped and had a chat to the first man we saw on the quayside. He was wearing a Crimson Corduroy Jacket and looked reasonably intelligent, if perhaps a little 'Arty' - sorry all you 'Arty' members.

He was indeed intelligent, he spoke perfect English and gave us perfect and complex directions via the one-way system and various underpasses - he actually managed to make us feel rather inferior, with the quip "Call yourselves tourists? - you don't even have a map of Stockholm!", to which we could only reply that we had only been in the City for 30 minutes, he then asked us where we wanted to go, and we replied 'Finland' much to his obvious bemusement.

We made it in good time to the Viking Ferry terminal and eventually boarded Tor Diana, total cost was £51. one way for

two persons (1 student reduction) and one vehicle, but inclusive of a cabin for the night, which we were very glad of. For most of the ten hour crossing we stayed in our cabin, partly due to tiredness and partly due to the almost continuous drunken party on the other decks - this we are given to understand is a feature of this particular crossing due to the relatively cheap duty free alcohol and some young Swedes and Finns who regard this crossing as more of a hobby travelling between the two countries, but not actually alighting at the other side! however, they did not bother us. On leaving Stockholm at night, we could not help but notice how our Viking Line Ferry was being followed at very close range by a Silja (Seal), Line Ferry silently gliding along behind us, like some giant floating fairy palace covered by a myriad of glittering lights (romantic slip).

The ferry docked at Turkey after negotiating the thousands of tiny islands and inlets that form part of the Aland Islands region. The first thing that greeted us as we drove out onto Finnish soil (concrete) for the very first time, apart that is from the noise from the totally unsilenced exhaust system that had just been pulled off by the ferry ramp, was the sight of a bright red Spitfire 1500 containing my good friend Ari Laitinen and his brother Hari.

We made our way through Finnish Customs thus:

"Passports please", said the man in the blue uniform "SORRY", we shouted above the noise of the exhaust, "PASSPORTS" he bellowed "Here we are", we said "WHAT" he shouted, "Oh yes, thankyou", next we had to get

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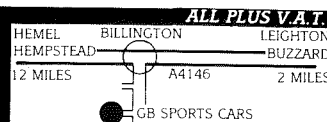
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past the grey uniformed police, an altogether daunting prospect, all six of them piled out of their little hut, just to see what could be making such a cacophony, KGF sounding for all the world like a Metro 6R4 Rally car on full heat "WHAT IS THE PURPOSE OF YOUR VISIT" demanded the grim-faced gun-toting policeman, examining us, our passports and the Herald with a foul and disapproving stare - "On holiday", we retorted in what we considered to be a quietly honest sort of way "Where are you staying?" he said "With friends" we replied, and he let us through, although I had thought for one moment he was going to refuse us entry due to the noise from the exhaust!

Ari and Hari had driven three hours or so from Lahti to meet us as we came off the ferry at 8 am, they then took us for some breakfast and to fix the exhaust in the adjacent garage using my trolley jack, which I happened to have with me, (never without it), from there, we proceeded at high

speed to Hameenlinna. Ari has a habit of driving at 85-90 MPH everywhere, a little risky in a country with a speed limit of 72MPH, radar traps, on the spot fines of £400-£500, the threat of immediately losing your licence, police carrying pistols they don't know how to use - just like home, and travelling in both marked and unmarked four door SAABS with twin radio antennae.

However, throughout our entire holiday, they did not bother us in the slightest. At Hameenlinna, we went to a sort of Formula 1 and Rallysport test day called 'Battle of the Stars' for drivers/cars at a race circuit, there must have been around 20,000 people there, which showed just how popular motor sport is in a country with a population of less than 5 million - Nigel Mansell was there and he had at least 2 supporters out of 20,000!

The BMW 318's racing around the part Tarmac, part Gravel Circuit made an impressive sight, especially when they bounced off one

another.

Even more impressive was the pace car which was a new red Mercedes Benz 190 with the F1 developed engine, it did some spectacular Pirelli P700 burning handbrake turns.

A brace of Honda Aerodecks were also hurled around with gusto in various 'driving tests'. After all this entertainment, and our private game of spot the non-blond spectator, we went on to Lahti, the small modern town in which Ari lives.

The Finns immediately impressed us as utterly and completely sensible, but not in the least bit boring, a combination hard to achieve, they seem to be interested in having a good time and larking around, all without the aid of alcohol! which is prohibitively expensive and all state controlled. The local beer is not a lot to write home about, but there is a local drink called long-gin, which is a mixture of gin and pure lemon juice, sold at £1.50 - £2.00 per 33 ml. bottle, and most Finns seemed to get quite happy on 2-3 bottles of this, it is quite nice, but not very alcoholic. However, when going to night clubs, people usually jam into taxi's, hopefully Mercedes if lucky, Ladas if less so. However any alcohol taken whilst driving and you can kiss goodbye to your driving licence for a very long time to come.

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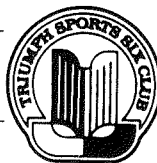
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MKII Spitfire 1968: years MOT, taxed, many new parts, tatty bonnet, some spares included, £350. Contact: Terry, tel: Wormshill, Kent 613 - 86/13499.

GT6 MKIII: Mimosa Yellow, immaculate condition, cloth seats, tints. New parts inc. rear wings, front wing and arch, sills (full), steel valances, 5 1/2J wheels, Dunlop HR175 tyres, front and rear suspension rebuilt, inc. Spax adj. shocks, trim and carpets, full clutch, engine rebuilt, reg g/box/OD. Receipts to prove. Long MOT. £2600 no offers. Contact: Stuart, tel: Chatham (0634) 683462 - 82/4937.

Grade II listed car! 1963 Vitesse 6 convertible: eggshell blue, new black hood. Genuine 84,000 miles. Sound chassis. Recent de-coke. Uses no oil. Extremely reliable. V.g.w.o. V. nearly original (including Handbook, service history). Years MOT. £975. Details, contact: Mr Topp, tel: Malmesbury 822566 - eves 85/12142.

Spitfire MKIV 1300 1974: only 1600 miles on recon. engine. V. reliable, regular service, new roof, rear bodywork needs attention. Hence price of £650. Contact: Jane, tel: SW15 (01) 870 9388 - 86/15443.

Spitfire 1500 V reg, 1980: new tyres, stereo, alarm, excellent cond., blue, urgent sale, owner returning to Australia. £2,500 o.n.o. Contact: Max, tel: Cheshire (061) 962 7597 - 86/15561.

Vitesse 1967 2L: reg. no. LMO 1E, valued at £460. O/D, sunroof, 12 months MOT, professionally rebuilt, resprayed. House purchase forces sale. Contact: Graham, tel: Swindon 23370 - 85/10209.

Vitesse 1600 1966/7 saloon: Wedgewood Blue, good body, chassis. Excellent engine. Full MOT, taxed Oct 87. One owner. Full history. Mileage. 86,600. New: Pirellis, exhaust, diff, battery. Inspection invited. Asking £1050 o.n.o. inc. extras. Contact: Frank, tel: Wickham (01) 776 1975 eves - 84/7908.

1962 Spitfire 4 - 64th one made: reg. no. 214 MOD. Good condition and runner. Needs sills for MOT. Offers. Contact: Grantham, tel: Teignmouth (06267) 79940 - 86/15938.

Triumph Vitesse 1966, MKI 1600cc convertible: totally rebuilt, excellent cond. One previous owner. White with red strip. Long MOT. Plus parts. £2,000 no offers. Contact: Peedell, tel: Slough 35628 - 87/17385.

Triumph GT6 MKIII 1973: Dark Blue, excellent order throughout. Less than ave. mileage Mile includes bills. Stereo, new carpets, electronic ignition, years MOT. Offers around £2,500. Contact: Ian, tel: Somerset (0963) 32493 - non-member.

Vitesse MKII saloon: red with tan interior. Bills kept for recon engine, servicing and many new parts. MOT and taxed. Maintained in v.g.c. Garaged. £1275 o.n.o. Contact: Anthony, tel: Upminster (04022) 25129 - 84/7981.

GT6 MKIII 1973: recent rebuild by S. W. Classics. New wings, 2 new sills, respray Carmine, engine rebuilt, new crankshaft, main and big end bearings, timing chain, alternator, alloy wheels, new tyres. V.g.c. £2,600. Contact: Gatland, tel: Kingsbridge 550570 - 85/12178.

1961 Triumph Herald 1200: on the road MOT and Tax, original blue and white exterior. 84,800 miles. Contact: Alcock, tel: Hoddesdon, Herts 467317 - non-member.

Triumph Herald 13/60: J reg., brown, beige interior. Generally good condition. Offers invited. Contact: D Townsend, tel: Nottingham (0602) 294187 eves or 783061 daytime - non-member.

Spitfire MKIV 1974: new home wanted. Very, very reliable but body needs some loving care. MOT Jan '88. £800. Contact: Diane, tel: Staines (0784) 61454 - 85/12290.

GT6 MKIII, 1973: excellent condition, 2nd lady owner. Family outgrown. New clutch and other parts. 12 months MOT. Low mileage. £2,500. Contact: T Crooks, tel: Truro 865485.

Vitesse 2L, 1968: Dark Blue, extensively reconditioned. Garaged since 1983. Sole owner since 1972, now requires space. Offers. Contact: Knox, tel: Beaconsfield (04946) 3861 - non-member.

Spartan Vitesse based 2 Litre with O/D: Taxed Aug 87, MOT May 88. Immaculate condition inside and out. £1550 o.n.o. Contact: Wright, tel: Camb. (0954) 51268 - 80/501154.

Spitfire 1500 V reg: full MOT, v.g.c., new hood, stereo, spotlights, Waxoyled and undersealed, 175/70 tyres. White. Reluctant sale. £1995 o.n.o. Contact: Barry, tel: (01) 274 7722 x2437 (work) or SE19 (01) 653 5802 eves - 85/11535.

Spitfire 1500, 1981 W reg: blue, 44,000 miles, hard top, excellent cond. Taxed and MOT. £2,450. Contact: Wendy, tel: Beds (0462) 815315.

Vitesse 6 1964: good restoration project, totally original and complete with Ekco period radio. Original colour Conifer Green with white flash. £250. Contact: Shepherd, tel: N. Yorks (034 77) 459 after 7pm - 87/18170.

Spitfire MKIV 1971: 6 months MOT, new rear spring and shocks, hard and new soft top, new exhaust, g/fibre bonnet plus many spares. Engine needs attention hence £400 o.n.o. Contact: Rose, tel: Ludlow 4732 after 5pm - 86/16582.

Spitfire 1500 W reg: O/D, yellow, stereo, long Tax, MOT, new hood, tonneau, low mileage, 12,000 mile service. £2750. Contact: Elizabeth, tel: (0276) 77222 ext 5215 weekdays - 86/16190.

13/60 convertible 1970 fully restored: rolling chassis, suspension, brakes. Rebuilt engine, gearbox restored, doors f/bulkhead, good tyres on wire wheels. 95% of parts to finish. Space needed. No sensible offer refused. Contact: Dewhurst, tel: Chorley, Lancs (02572) 78521 - non-member.

Bond Equipe GT4S, 1971: Dark Blue, good overall condition, but engine rattles. MOT until end Sept 87. £430 o.n.o. Contact: Carl, tel: Colchester (0206) 241071 - 86/15472.

1968 white Herald: £750. Ring for history and details. Contact: Mrs Marshall, tel: Sudbury, Suffolk (0787) 75323 - non-member.

Triumph Herald convertible 1964: Black, MOT 'til Jan '88. Good engine, body needs attention. Reg. no. 277 EOY.

£250 o.n.o. Contact: Mrs Johnson, tel: (073784) 4111 ext 2302 (day) or Dorking (0306) 887039 (eves) - non-member.

Triumph Herald J reg: 36,781 miles. New bonnet required due to crash. Offers invited. Contact: Mrs Bevan, tel: N14 (01) 440 0308 - non-member.

Triumph Vitesse MKII 1970: red, conv., O/D, hard top and tonneau cover, MOT. £900. Contact: Huskisson, tel: Ewell (01) 393 2913 - 81/3133.

Spitfire 1300 MKIV 1971: tax until Sept '87. Fair cond. £500 o.n.o. Contact: P J East, tel: (01) 573 3888 ext 2193 office hours - 86/14599.

Herald 13/60 white convertible, 1968: one caring owner. MOT June 88. Waxoiled. Nosty transmission. Some rattles. V. reliable. Tonneau cover. £1,000 o.n.o. Contact: Aylward, tel: Nottingham (0602) 293574 - 87/4038.

Spitfire 1500 1979: T reg, excellent cond. throughout. New soft top. Stereo. Taxed and MOT. £1800 o.n.o. Contact: Carey, tel: Prudhoe (0661) 32697 - 87/17440.

Triumph GT6 MKIII L reg: good condition, engine rebuilt, new gearbox, new clutch, nine months MOT, taxed, reluctant sale. £1500 o.n.o. Contact: Burston, tel: Warwick 495122 - 86/14293.

Bond Equipe 2L MKII, 1970: excellent cond. Bahama Yellow New gearbox. One owner for 15 years. Chassis oiled annually. £850. Contact: Birmingham (021) 472 2509 - 82/4716.

Vitesse 1600 saloon, 1966: 2 owners from new, long MOT, excellent condition. £700. Contact: Rob, tel: Kington, nr. Warwick (0926) 640869 - 81/2929.

GT6 MKIII 1971 (K), O/D: Ziebarted from new, v.g. overall condition, bonnet requires tidying. Owned for 5 years. Over £1,000 of bills. New rotoluxes, rear spring, exhaust and diff (3.68), MOT March '88. Taxed October '87. £1100. Contact: John, tel: Glasgow (041) 956 4100 - 82/5041.

Vitesse convertible 1970: non-runner for restoration. Chassis needs minor work. Abandoned project. £250 o.n.o. Contact: Priestley, tel: Watford (0923) 26295 (work) - 85/12408.

Spitfire MKIV 1971: hard top, 4 brand new tyres, door dismantled, bonnet removed. Garage space needed. £100 Contact: Bob, tel: Hunstanton (04853) 2428 - 86/16499.

GT6 MKIII 1974: Mimosa. Full MOT. Sliding sunroof. Overall good cond. All bills last 10 years. Body needs some attention, hence £1000 o.v.n.o. Contact: John Rowe, tel: E18 (01) 530 5701 - 84/9913.

Two Heralds: 1 - 1200 saloon 1967, maroon, 67,000, MOT, daily use. 2 - 1200 saloon, 1966, Blue, 90,000, running. Both good condition. Excellent prospects for 'our cars'. Offers around £240/£200. Contact: John, tel: Luton 599979

Baby forces reluctant sale of 1971 GT6 MKIII: MOT Nov 87, tax Jan 88, red, sunroof, O/D. Many new mechanical parts incl. stainless exhaust, diff. £1,200. Spares included. Contact: Glenn, tel: Kettering 525041 - 85/12987.

1970 Herald 13/60 estate: sound chassis, body reasonable, regularly maintained. Same owner with service history since 1975. Good carpets, cassette player, used daily. Good runner. Agreed insurance value. £600. MOT March 1988. Used spares: complete engine with carb etc., gearbox, radiators, dash, instruments, windows, front seat etc. New spares: brake cyls, hoses, set pipes, pads. Chassis, outriggers, rails etc. Mileage 173,000. Very good mechanically. £500. Contact: Roger, tel: Luton 592735 - 83/5546.

Triumph Spitfire 1964: 34,000 miles, 2 owners from new. Fitted Dolomite engine and box. 140 bhp GT6 rear suspension. £795 o.n.o. Contact: Annible, tel: Peterborough (0733) 210542

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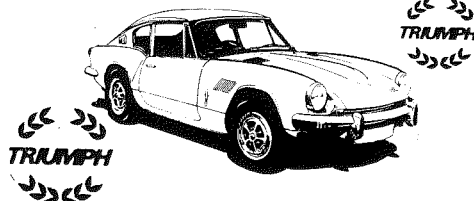
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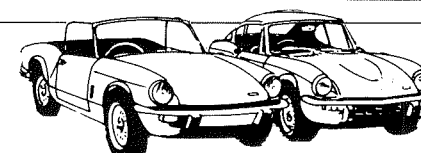
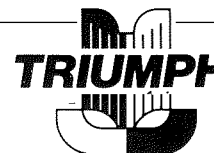
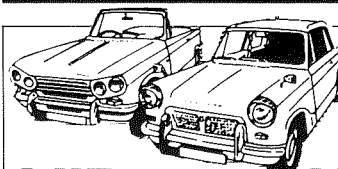
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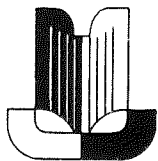
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Herald 13/60 Choke Cable £4.50 £0.65
Herald Windscreen Seals £10.00 £2.50
Vitesse Tacho Cable £6.50 £0.65

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Spitfire 1500 1976 P reg: O/D, MOT 1 yr., taxed. Bodywork needs a little loving attention. Canvas hood. Complete with tonneau and hood bag. £850 o.n.o. Contact: Denise, tel: Sandy (0767) 81528 eves - 85/11241.

Herald convertible 1971: good all round condition and running order. MOT, Taxed. Contact: David, Bishops Stortford (0279) 724744 - 85/12835.

GT6 MKI: Midnight Blue, bodywork excellent cond. New brakes, front suspension, all receipts available and copies of all registration documents since new. £1,250 o.n.o. Contact: Chris, tel: SW17 (01) 6754391 - 86/14732.

Vitesse 2L MKII 1970: excellent condition. Hardly used over last 4 years. Full set of spares available. New MOT. Bargain at £1250. Must be seen. Price includes spares, Workshop Manual and second set of tyres. Contact: Wilkinson, tel: Congleton, Cheshire (0260) 274975 - member.

GT6 MKIII 1973 (M): O/D, Mimosa, resprayed, Sundym, cloths, recon engine, electric fan, recent new spax, UJ, battery, radiator, s. column bushes, full service. Taxed. MOT Oct '87. £1,875. Serious enquiries to Rob, tel: Gloucester (0452) 619041 - **Herald 13/60 estate 1968:** Tax, MOT Oct '87. New tyres. Mechanically sound. Reliable runner. Bodywork fair. Many spare parts. £400. Contact: Mick, tel: Bishops Stortford (0279) 52995

1971 Vitesse MKII 2L convertible: Valencia Blue, black interior, hood and tonneau covers. Recon engine, g/box. New clutch, sills, valances, UJ's, doughnuts, door seals, trims. New paintwork and MOT. Some Tax. Beautiful car to look at and drive. Much money spent. £1950. Contact: Karl, tel: Barnstaple (0271) 77608 - non-member.

Spitfire MKIV 1972: hardtop, 14,500 miles, taxed, MOT 1988. This much loved car being sold because of new born baby. I can't legally sell the baby. Yours for £2,300 - the Spitfire that is. Contact: Copley, tel: Stafford 52745 - 85/10685.

1973 Spitfire MKIV - Restoration Project: mechanically sound, good runner, some attention needed to bodywork. Many new parts. £380 o.n.o. Contact: Tony, tel: Totton (0703) 865309

Vitesse MKI 1968: one owner last 14 years. Beautiful cond. New steel bonnet, doors. Professional respray. Reconditioned engine and O/D gearbox (3,000 miles). 3.63 diff. Years MOT. £1500. Contact: Chris, tel: Oxford (086735) 817 - 86/13266.

Spitfire MKIV L reg: almost complete rolling restoration. Used daily. New baby forces sale. Engine bottom end renewed. New hood and carpets. Resprayed. Also spares. Finishing off only needed. Contact: Ray, tel: South Shields (091) 4545 074 -

GT6 MKIII 1974: v.g.c. French Blue. Full sunroof. Tint windows, cloth seats. Tax. Tested. £1250 o.n.o. Contact: Jon, tel: Evesham (0386) 48038 - 87/16769.

Triumph Herald 13/60 convertible 1971: Valencia Blue. Steering lock model. New hood, doors. Excellent cond. £1300 o.n.o. Contact: Bob, tel: Southend 586006 - 80/01294.

Spitfire MKIII with GT6 engine conversion: 1971, red, MOT May '88. £495 o.n.o. Contact: Bob, tel: Southend (0702) 586006 - 80/01294.

Herald Saloon 1961: one owner. 22,994 miles. Original documents. STL 131. £1,150. Contact: Little, tel: SW20 (01) 542 3906.

CARS WANTED

Clive Manvers Triumph Spares will purchase your four or six cylinder Triumph. Good, bad or ugly surplus spares purchased. Telephone Suffolk (0284) 828674 - 24 hour answering service - 85/9707 (TRADE)

Left Hand Drive Spitfires wanted: any age or condition, complete or incomplete. Contact: Terry, tel: Chelmsford (0245) 257739 or 71883 - 86/13828 (T).

Vitesse MKII convertible or saloon with sunshine roof: in good condition, will pay up to £1500. Reasonable travelling distance. Will settle for immaculate 13/60 convertible. Contact: Sharon, tel: Cowfold, Sussex (0403) 864701 eves - 86/13500.

PARTS MART

Original Spitfire MKIII wheels: complete with v.g. 145 x 13 Michelin MX tyres and hub caps. £75. Also MKIII boot lid and hinges £10. Front lights £5. Contact: Andy, tel: Ripley 813120 - 86/14959.

Six cylinder engines, replacement copper pipe kit - water pump to inlet manifold (rear of) kit has full instructions and parts £8.99 + £2.00 pp, 2 litre, six cylinder engines etc. available from Homer Products, 23 New Street, Cheddington, Leighton Buzzard, Beds. LU7 0RL, tel: (0296) 661909 - eves - 81/2938 (T).

13/60 abandoned restoration: floor rebuilt. Sale includes new front bulkhead, rear and qtr. valances. Also hood and frame for sale. Engine and gearbox v.g. £250 or nearest. Wife wants garage emptied. Contact: Santoro, tel: SOT (0782) 320394 - 86/14964.

Breaking Herald 1200, 13/60 Vitesse, Spitfire MKIII, MKIV: large stock of removed and cleaned parts. Triumphs wanted for spares - any condition. Contact: Max, tel: Eastleigh (0703) 642117 anytime - 87/16852 (T).

Breaking Spitfires, GT6s, Vitesse, Herald, Dolomites, Sprints: all parts removed. Postal service arranged. Triumphs and spares purchased. Contact: Terry, tel: Chelmsford (0245) 257739 or 71883 - 86/13828 (T).

Triumph Special for spares or completion: 1930's style sports car based on MKII Vitesse. Rolling chassis and ancillaries. Alloy body needs completion. Alloy included. Best offer over £200. Contact: Gottesman, tel: Selsey 606631 (or try 505531!) eves - non-member.

Wolfrace 5½J wheels with low profile tyres: all in good condition. £140 for four. Vit/Her boot rack. £3. Contact: Frank, tel: N19 (01) 272 6907 - 82/03489.

Triumph GT6 MKIII: back drivers side damage, breaking. Good engine, gerbox, double wishbone and much more. Contact: Andy, tel: Burrowbridge 688 - 87/7906.

Herald interiors: 13/60 estate Jan £30. 1200 saloon, green £15. Both complete and good condition. Spit MKIII black passenger seat £10. Estate tailgate £15. MKIII and Herald bootlid £5. Saloon door £3. Contact: Stuart, tel: B'ham (021 561) 3498 - 84/7209.

13/60 saloon breaking: good engine £20, radiator, re-cored 6 months ago £15. All other parts available except g/box,

interior trim, doors and wheels. Contact: Briggs, tel: Cullompton, Devon (0884) 38253.

Spitfire IV seats £25, bootlid £10, bucket seats £35, engine, gearbox £45. Spit III bonnet, tatty £20. Contact: Chris, tel: Kidlington 85 5603 - 85/16252.

MKIV hardtop £30, engine believed good, prefix DH, complete single stromberg £30. Gearbox needs rebuild £5. Various other MKIV parts: lights, suspension etc. Cheap, list available. Contact: John, tel: Dunfermline (0383) 881917 - 87/17211.

MKIV Spitfire breaking for spares: lots of bits. Contact: Tony, tel: Monmouth (0600) 4133 - 86/14725.

GT6 MKIII new rear hatch £50. Plus few other bits v. cheap. Contact: Dave, tel: Skelmersdale (0695) 26212 - 85/10394.

Spitfire 1500 front end, £25: hard top shell £5; T/Tune chromed exhaust 'Y' piece. Contact: Dave, tel: Letchworth 673867 - 84/7393.

Spitfire MKI/II/III 'New' spares: rear deck (627572) £80, rear inner (903100) £16, R/H new rear bumper £19 (both types), MKI exhaust manifold £13.50. MKII rebuilt diff £65. MKIII rebuilt gearbox £46. Post available. Contact: Mike, tel: Plymouth 268130 - 85/9893.

Breaking for spares: accident damaged Spitfire MKIII. Many new parts incl. exhaust, hood with frame, hard top. Contact: Andrew, tel: Sheffield (0742) 461510 - 87/18094.

Vitesse and Herald body parts: bonnets, boots, doors, roofs, sills, dash. Contact: Ekertsen, tel: Bicester (0869) 244720 anytime - 86/16503.

Good home wanted for Ashley hardtop for Spitfire I/II and III. Further details. Contact: Maggie Fisher, tel: Towcester 50448 eves - 87/17852.

Herald parts: new complete set of copper brake pipes plus one litre of Silicon brake fluid. S/H tow bar, offers? Contact: Bell, tel: Newton Abbot, Devon (0626) 51303 - 86/14789.

Shed clearance: Result of 8 years Triumph ownership. Mainly Spitfire MKIII and MKIV parts, many reconditioned. Plus some accessories. Prices range from 'realistic' to 'giveaway'. Also good Spitfire chassis, possibly with registration. Everything must go! Contact: Roy, tel: E15 (01) 519 3378 - 84/8052.

13/60 servicable spares: hood frame £20. Saloon roof with glass £15. Windscreen, gearbox tunnel, leaf spring,

Stromberg, rear light lenses, black trim panels, 5 Vit wheels with trims £10. MKII dashboard £6, Vit bumpers £20. Contact: Richard, tel: Hertford (0992) 586195 - 87/13812.

New drivers door Spitfire MKIII, still in factory primer with original stock label, £95 o.n.o. Set 5 Spridget wire wheels 13in restored and resprayed and 4 winged spinners - mint cond., £100 o.n.o. Contact: W J Winstone, tel: Islington (01) 226 5224 - non-member.

Vitesse black front and rear seats, £5 each. Vitesse heater complete, £8. Vitesse headlights, set of four plus surrounds, £12. Contact: Peter, tel: Southampton (0703) 512752 - 85/10339.

Spitfire & Herald spares: early rear axle, MKIV axle, 3 synchro gearbox, 1147cc engine, rear springs, Spitfire tank, rot-free 1200 bonnet (needs new n/s wing), steering columns and racks, Spitfire chassis (FREE). All cheap. Contact: Chris, tel: Woodford Green (01) 504 6015 - 86/14248.

Hard top in blue for Spitfire MKIII. V.g.c. £85. Contact: Wilkinson, tel: Collingham Bridge, W. Yorks. (0937) 73728 - 87/16779.

Spitfire MKIV: bonnet £20, boot £5, 5½J Dunlop wheels. Offers? Contact: Wayne, tel: Kidderminster 755956 - 86/14235.

Gearbox from Dolomite 1850cc: 1972 model. Similar to late late GT6, should fit Vit etc. Noisy bearings and weak second gear synchromesh but could be rebuilt. Any reasonable offer accepted. Contact: Hounsham, tel: Portsmouth (0705) 382394 - 86/14290.

4 blasted/polished/stone enamelled Sprint wheels: one with 185/60. Spacers to fit GT6/Vit, wheel nuts £110. Two chrome 8-spoke wheels £15. 3 shot blasted MKII exhaust manifolds £10 each. 1 MKI boot lid £10. 1 MKI dash (g/con) £5. Steering column £5. Vit gearbox £20. Vit windscreen £20. Water pump body stone enamelled £15. 4 engine mount brackets stone enamelled £8 pair. Vit air filter box stone enamelled £10. Clutch pressure plate £10. 2 MKI Vit halfshafts £20. 2 Herald rear o/riggers £10. 2 Herald calipers and 1 disc £15. 1 Vit dynamo £5. Contact: Gary, tel: Rickmansworth 773081 - 85/11914.

Spitfire MKIV spares for sale: most parts available cheap to clear. Contact: Robert, tel: Essex (0279) 870350 - 86/1337.

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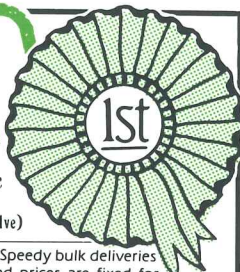
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Gearbox 62-81	75p

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1500 Spitfire	£2.06	£3.20
MKIV	£2.46	£3.20
MKIII	£3.07	£3.20

PISTON RINGS

FULL ENGINE SET

948cc Herald	£11.09
1596cc Vitesse	£16.19
1147cc Herald/Spitfire ..	£11.19
1296cc/1497cc Spitfire ..	£8.88
1998cc Vitesse/GT6	£16.91
2498cc TR5/6	£17.47
1991cc TR2/TR3	£16.29
2133cc TR4/TR4A	£15.60

TIMING CHAINS

GT6/Spitfire	
all models	£4.15

GASKETS

Headset

Spitfire 1500	£12.09
MkIV	£13.25
MkIII	£10.41
GT6 66-68	£15.39
68-71	£17.94
71-73	£20.44

Conversion

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

OIL PUMPS

Spitfire MKI/2/3	£21.18
MKIV/1500	£21.05

CAM FOLLOWERS

Spitfire - most models	
Exchange Price	£799.00
GT6 MKIII (each)	£1.50

BEARINGS

	B.Ends	Mains
1147cc engines	£7.15	£8.31
1296 to 71	£7.15	£7.31
1296 71 on	£6.28	£7.64
1493cc 70 on	£6.28	£7.64
GT6/Vit to 67	£23.22	£11.12
GT6/Vit 67 on	£9.41	£10.47

VALVE SPRINGS - per set

Spit 1/2/3/4	£4.58
Spit 1500	£6.58
GT6	£7.95

VALVE GUIDES

GT6 69-74 inlet	£1.00
Spit 67-80 inlet	£1.00

CAMSHAFTS

We stock Piper & Kent cams

	4-Cyl	6-cyl
Stage 1	£23.00	£38.00
Stage 2	£25.00	£40.00
Stage 3	£28.00	£42.00

Exchange Deposit

4 Cylinder	£5.00
6 Cylinder	£10.00
Cam lube 500M/L	£1.34

Performance Cylinder

Heads, Precision Engineering with reworked chambers & Ports, Fitted New Guides & Springs to Stage II.

Exch. price Spit ...	£115.00
Exch. price GT6 ...	£175.00
Exch. deposit	£40.00

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1500 73-74	£13.94
75-80	£14.58
75-80	£14.32
GT6 MKI 65-67	£14.58
MKII 68-74	£14.64

CARB SERVICE KITS

Spitfire MkI-IV 62-73	£6.20
1300 73-74	£6.20
1500 73-74	£6.57
Stromberg 1500 73-74	£7.70
1500 75-80	£6.57
GT6 MkII 68-70	£6.93
MkIII 70-74	£7.63
Float Chamber Flow Jet Improved design Ulton Tipped	£1.60
Steel Fuel Tee Piece	£1.80

STARTER MOTORS

Spitfire	7.36
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Add Securicor Delivery	

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76 on	£24.00
GT6 69-74	£16.50
70-72	£24.00
Exch. Deposit on Alternator's	£11.50

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1 rear No. plate light comp brand new, £20. 1 rear light unit, less bulbs and holders, brand new £20. 1 pair propshaft universals, £10. 1 serviceable petrol cap unit £5. Contact: Stephenson, tel: W. Mids (0562) 710193 - non-member.

Spitfire Bits MKII and MKIII: loads to clear from clocks to windscreens, to engines. No panels. MKIV/1500 tonneau and hood bags. Also GT6 MKI in bits. Contact: Nick Lord, tel: Market Harborough 66416 7.45 to 8.30 pm or Kibworth 2810 - 83/6018.

PARTS WANTED

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

Hood frame for Spitfire MKII. Contact: John, tel: Northants (08012) 2339.

Two good Spitfire MKIII doors. Must be rot free but finish unimportant. Also reasonably priced O/D gearbox to fit same model. Please ring Drew Taylor, tel: Fife (0334) 76288 office hours - 86/16386.

"1300" numbers from bonnet of Bond Equipe GT4S. Contact: Carole, tel: Manchester (061) 872 0155 work, Leigh (0942) 609214 home - 83/5577.

New parts for club cars purchased: we will pay you cash or give credit against new parts you need for your car. Free spares list sent to all members on request. Contact: Cambridge Triumph Spares, tel: (0480) 301671 (T).

GT6 MKII drivers seat (black), windscreen surround, GT6 MKII badges, tailgate plastic latch mounted on body for lock. Contact: Marsh, tel: SOT (0782) 643577 after 6pm - 86/16411.

Someone please help! Don't spoil a careful, loving rebuild. I need a steel front valance for my Vitesse MKII. New preferred or rustless second hand. Go on, make my day. Contact: Stephen, tel: Swansea 874722 - 87/17510.

Help, wanted. Posting to Plymouth has left Herald needing work stranded in Barrhead. Interested? Payment negotiable. Contact: Nevill, tel: (041) 881 1316 - 85/10682.

GT6 MKIII overriders, door locks, n/s and o/s, locking petrol cap, all with keys. Blue trim, cloth seats, gearbox tunnel, chrome rocker, front bumper and spoiler, front door, window

rubbers, door rubbers. Please write as no phone. Martyn Cook, 146 St Andrew Street, Galashiels, TD1 1DY Scotland - 86/15993.

Exchange hardbound BL Workshop Manual for Herald, Vitesse 6, Spitfire, for similar manual for Vitesse 2 Litre MKII. Must be in good condition. Would consider outright purchase. Contact: Steve, tel: Swansea 874722 - 87/17510.

Alley bar padded rollbar for Herald/Vitesse. Also roof for Herald Estate. Contact: Dave, tel: Coventry (0203) 682966 - 81/2406.



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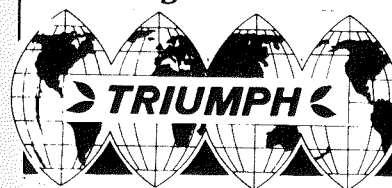
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