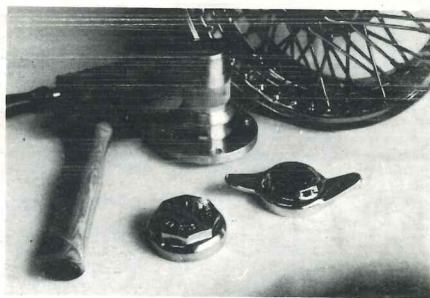
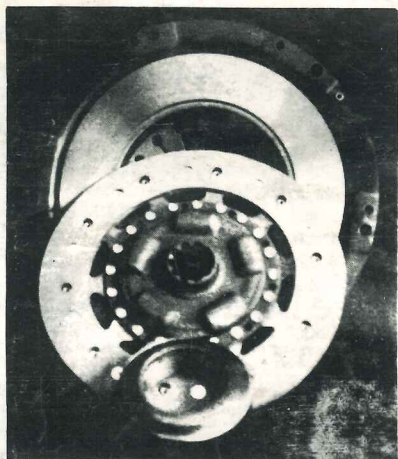


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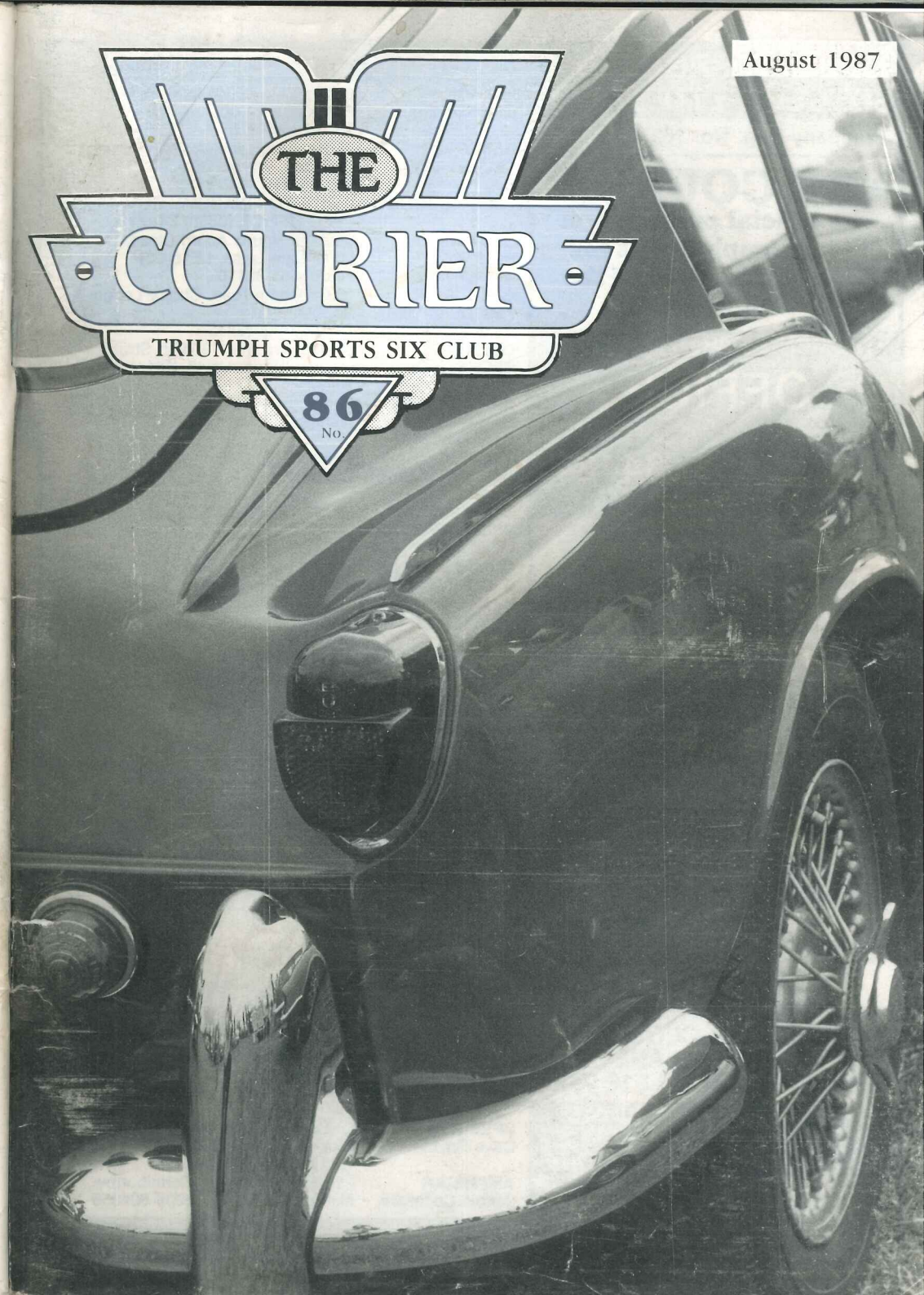
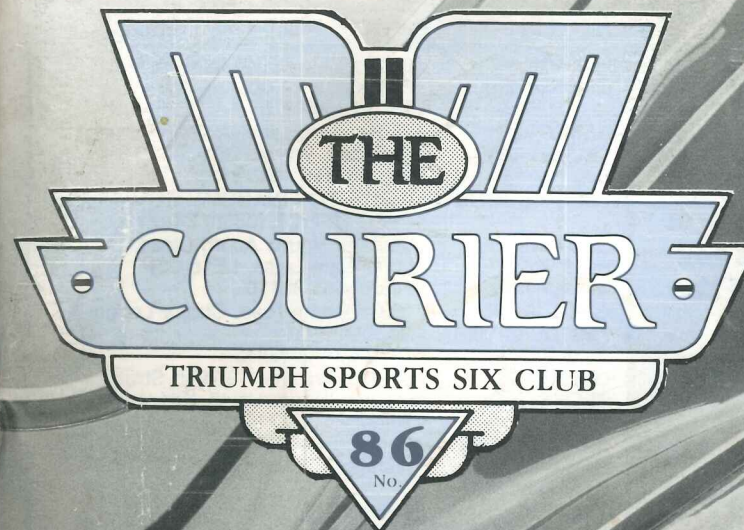
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EDITORIAL



A moving time!

It is wonderful to have finally got our house move out of the way (pew, never again!). Sorry to those who missed the copy-date for the July issue - although we put the magazine 'to bed' *slightly* early last month (it's not every month we move house), you must have sent your material pretty close to a normal deadline as it was. Jo and I are now settling back into the chaotic life-style of the TSSC and with yet another magazine bulging at the seams, I am going to use this page to plug events for August 1987:

Firstly, come along to The Sunshine Rally which is the Leicester Area's 5th annual get-together at Stanford Hall. This is on Sunday, 2nd August and is the TSSC's second largest event. Don't miss this friendly event in a smashing location.

After Stanford Hall comes another popular event on 8th/9th August - The Yeovil Festival of Transport and on 29th/31st August is the First North East Camping Weekend.

On the same weekend (29th/31st August) is the Northern Classic Car Show at Manchester, which is now being held at the new and improved location of G-MEX in Manchester. We will have a full TSSC stand there and are offering special entry rates for advance orders:

Adults £3.00 - normally £3.50

O.A.Ps £1.50 - normally £2.00

Children £1.50 - normally £2.00

Send a first class S.A.E. and payment to Jonty Wild, 13 Common Rise, Hitchin, Herts. SG4 0HN. Let's have plenty of TSSC support for this National Show.

Once again we come to the time when the bulk of us have to renew our membership. Please help our Membership Team by filling in your Renewal Form clearly and quickly, and be prepared for another record-breaking year in 1988. Incidentally, we now have 10,000 current members.

Contents

Page No.

President's Intro	4
Let Us Spray	9
Cop Shop	12
Bond Register	15
Spitfire Register I/II/III	16
Spitfire Register IV/1500	18
Herald Register	20
GWK 884 Survives	23
Kew Hobby - Dirt Test	26
T.S.S.C. Offers (KEW Hobby)	28
Pen to Paper	29
Spitfire 1500 Profile	32
The Hard Way for Herald Angel (Part 2) ..	34
In Praise of the Spitfire 6	42
Dairy of a Memorable Weekend	44
Jemima 1 the 1200 Herald	47
Fitting a GT6/Vitesse Remote Oil Filter	52
Classified	
Cars	55
Wanted	58
Parts	59
Wanted	62

Incorporating the AREA NEWS REVIEW

Front Cover: GT6 Mkl

Presidents Intro

John Griffiths

INSURANCE NEWS



PREMIUMS:

With insurance premiums in the general market continuing to increase unabated and with more large rises due later this year, it is very gratifying to hear of members who have secured large savings through the Club scheme. Occasionally, however, we do receive telephone calls or letters saying our prices can be beaten, but in nearly every case this is because they have not compared like with like.

We don't actually set out to be the cheapest, but we guarantee a first class claims service and no quibble Agreed Value. It is on this last point, Agreed Value, that most of the misunderstanding arises. Even to this day, it is very difficult to find insurance cover which promises to pay you an agreed sum in the event of your car being stolen or written off. Naturally you have to pay a little extra for this peace of mind, but if the unthinkable ever happens to you, it could save you hundreds, if not thousands of pounds, being insured through the TSSC scheme.

IMPROVED COVER : THEFT AND MALICIOUS DAMAGE

Up until recently, along with many other major Insurance Companies, our scheme has not been able to provide overnight cover for cars left ungaraged in high-risk inner city areas like London, Birmingham, Manchester etc. As a Club we didn't think this was acceptable and have pressed for a change to protect those of you affected. *Have a look at your policy to see if you are covered.* I am pleased to confirm that the Federation General have now confirmed that full overnight theft and malicious damage cover will be provided to members where cars are ungaraged overnight: subject to the following additional premiums -

Unlimited Mileage Cover

Area 3★ - 15% premium load

Area 4★ - 20% premium load

★ See proposal for details of Areas

Limited Mileage Cover

Flat Additional Premium of £15

CHANGE TO LIMITED MILEAGE COVER

You will recall that we also recently pressed for an increase in the Limited Mileage options. The insurance company agreed to introduce two new bands of 4,000 and 4,500 miles for cars over 15 years of age.

This has proved very popular, but to maintain this as a viable option, the FGI now

require the cars using those two bands to be secondary vehicles (i.e. members must have and use another vehicle as his/her main means of transport).

The lower mileage options, namely 1,500 and 3,000 miles remain available for both main and secondary vehicles. I don't think this will cause much inconvenience as most people already use Limited Mileage for a secondary vehicle which they use at weekends, attending Club events, holidays, etc.

TECHNICAL POINT

Some members have asked if their car remains Agreed Value covered even if it is written off following an accident caused by another driver. In other words, they are asking, if the accident is caused by someone else, will it prejudice their

Agreed Value cover.

The simplest answer to this is NO; you will receive the full Agreed Value, although in reality it often takes a little time for all the red tape to be completed, (e.g. recovery of excess, etc.).

All TSSC members are also protected by DAS Legal Expenses Insurance. This provides cover up to £25,000 which enables members to fight effectively their case through the courts. It is very unlikely that you will ever need to resort to these lengths, but for example, should you need to seek compensation for injuries, it is nice to know you have this added protection behind you.

RECRUITMENT DRIVE 1987 - Jonty Wild

The prize for this month of a Club Rally Jacket, a Club Sweatshirt and a Club T-Shirt goes to: 85/12567 Maxine Watts. Thank you for your efforts.

Next months prize will be one of the TSSC's latest excellent special offers, i.e. the 111 Piece Tool Set. The prize is worth at least £165.00 and, I think you will agree, it is a very worthwhile prize - so get recruiting.

Lastly, the 'end of season prizes' will be given out from those who have recruited new members by 31st of August, so now is the time to put your last efforts in for these. Good luck.

CAN YOU ANSWER "YES" TO ALL THESE QUESTIONS? IF YOU CAN, YOU ARE PROBABLY ALREADY INSURED THROUGH THE TSSC.

1. My policy is truly Agreed Value.
2. My brokers, the Insurance Company and their assessors, understand what a "classic" car is.
3. My policy provides overnight cover in high risk areas even if my car is ungaraged.
4. My policy includes a "Salvage" and "Betterment" clause (see Insurance Guide available free from Club Office for explanation of these terms).
5. A Limited Mileage option is available to me.
6. My Insurance Company is highly reputable and offers a first-class claims service.

W.A.C. '87

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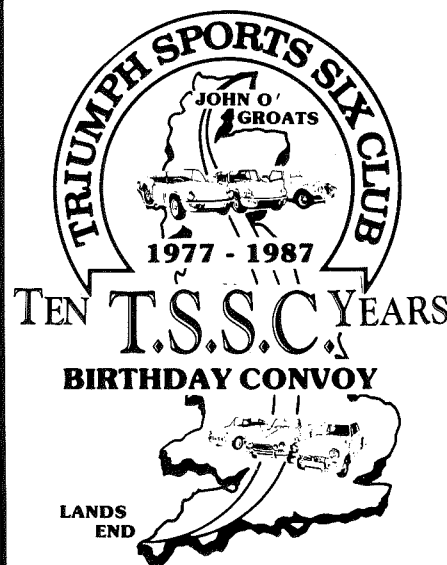
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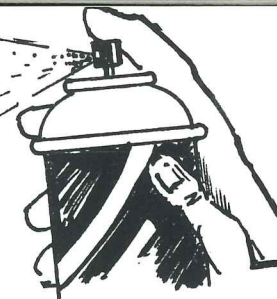
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LET US SPRAY!



By Bernard Robinson

The main use for aerosols is probably for touching up repairs and finishing off small components etc. Although I have seen amazing results on respraying of whole cars (Roger Rowley's MKIII Spitfire was originally done this way). To achieve the best results, the following criteria applies:

- 1. The Weather:** If it is cold or damp, then forget it as the paint will 'bloom'. This is where the finish goes milky'. Two ways to correct this is to (A) heat the panel until touch-dry (I use the wife's hair drier applied directly). If the bloom is slight, a good compounding, T-cut and wax should restore it. If not, flat off with 600 paper, wet and repaint.
- 2. Cleanliness:** Before attempting any spraying, sweep out the workshop and dampen down well before spraying, if any dirt is trapped on the surface, wait until the paint has hardened. Wet flat with 1200 paper and soap, compound, T-cut and wax. This will not work if dirt is sprayed over, so clean off the workpiece *thoroughly*, i.e. use a tack-rag.
- 3. Spraying Technique:** the main problem here is that inexperience can cause runs, dribbles and sags, which happen in awkward corners and on flat vertical surfaces (i.e. doors etc). So remember not to hold the can too close; try to move it at a uniform speed and make sure of good ventilation and warmth. Most importantly, *don't load it all on at once* - plenty of thin coats with the correct flash-off time is the way. Any faults can be rectified later by flattening with 1200 and soap, compound and wax but not if they're too bad.

A few tips next which may prove useful. Don't worry too much about overspray; this can be rectified by flattening with 1200 paper, soap compound and wax. Clogging nozzles are best cleared by dripping in thinners and keep a pin by you to save time at a vital moment. A member's tip which I used and found to work excellently, was to stand the can in hot water after shaking it for the full time stated (be sure to do this). I think the heat helps to increase the spray pressure as well as preventing spitting of thick blobs of paint. Always buy the biggest can you can get, mainly because I have found that small cans 'spit' when very low. New paint won't match your old, faded paint, so T-cut first to find the right colour. The best results I have achieved have always been by stripping the complete panel back to metal and repairing it. Here proper use of fillers etc. is essential; I use spray-on filler primer which fills any pit or pin-holes. This finish is then wet flatted and a final top-coat applied. The secret is to take your time i.e., wait a full week before compounding, T-cutting and waxing - remember, the finished result always depends on prior preparation.

For engine components I've found I can achieve a stove-enamelled appearance by spraying on first smooth Hammerite and then two or three top coats of black gloss acrylic. The Hammerite provides anti-rust and body, and the acrylic provides hardness and shine. Test this method on a piece first as the paint will react with an old surface if it is not cleaned to bare metal and Hammerite is prone to reacting to itself so apply the acrylic as soon as the Hammerite is touch-dry. I've found this method ideal for sump pan, brackets, timing cover and so on.

Finally, I have found that cans are useless for minor touch-ups or paint-chips, so I spray a little into the lid and apply it to the chips with a modelling paintbrush. Take care to confine the paint to the damaged section and then build up the depth after each dab is totally dry. Finish with 1200 paper, soap and polish. Hopefully, you will neither spot the difference nor have overspray everywhere.

Lastly, colour matching: this is virtually impossible to achieve 100%, as the only way to match the existing colour coat is to spray over the same primer as that used originally by the factory. This is the reason why I spray complete panels since this is on the whole less noticeable than a patch of paint over a repair. I have also found that some local paint factors can now mix a batch of paint to original spec. and insert this into aerosols for you. Remember in this case to take either the car or a painted panel for them to match to and be sure to T-cut this first to show the original colour. The company I use for this is *Nu-Agane Car Paints, Kingsthorpe, Northampton*, but check locally first as you may have a supplier in your own area who is equally good.

That's about all the tips and hints that I have found useful in the past, but no doubt some of you have learnt of more, so let's hear from you.



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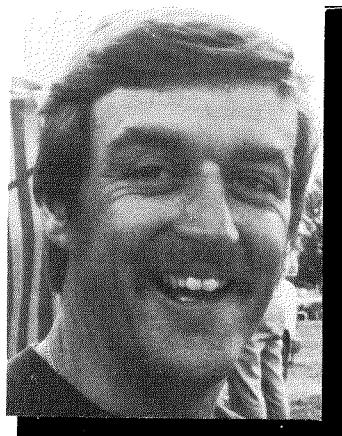
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COP SHOP

Mike Crewes



I would like to draw your attention to a recent law change in the form of the Public Order Act 1986, which affects convoys. I suggest that anyone considering a convoy of any type read this Cop Shop very carefully. The legislation is not intended to stop events such as convoys but to keep a check on them, particularly if disorder is likely. I have never known a convoy end in disorder so as you can see, the legislation is looking at disruptive processions rather than fun runs, such as convoys.

Section 11

(1) Written notice shall be given in accordance with this section of any proposal to hold a public procession intended:

- b. to publicise a cause or campaign, or
- c. to mark or commemorate an event.

unless it is not reasonably practicable to give any advance notice of the procession. (Note: I suggest that it is ALWAYS practicable to give advance notice - Mike).

(3) The notice must specify the date when it is intended to hold the procession, the time when it is intended to start it, its proposed route, and the name and address of the person (or one of the persons) proposing to organise it.

(4) Notice must be delivered to a police station -

- a. in the police area in which it is proposed the procession will start, or
- b. where it is proposed the procession will start in Scotland and cross into England, in the first police area in England on the proposed route.

(5) If delivered not less than 6 clear days

before the date when the procession is intended to be held, the notice may be delivered by post by the recorded delivery service; but section 7 of the Interpretation Act 1978 (under which a document sent by post if deemed to have been served when posted and to have been delivered in the ordinary course of post) does not apply.

(6) If not delivered in accordance with subsection (5), the notice must be delivered by hand not less than 6 clear days before the date when the procession is intended to be held or, if that is not reasonably practicable, as soon as delivery is reasonably practicable.

(7) Where a public procession is held, each of the persons organising it is guilty of an offence if:

- a. the requirements of this section as to notice have not been satisfied, or
- b. the date when it is held, the time when it starts, or its route, differs from the date, time or route specified in the notice.

- (8) It is a defence for the accused to prove that he did not know of, and neither suspected nor had reason to suspect, the failure to satisfy the requirements or (as the case may be) the difference of date, time or route.
- (9) To the extent that an alleged offence turns on a difference of date, time or route, it is a defence for the accused to prove that the difference arose from circumstances beyond his control or from something done with the agreement of a police officer or by his direction.

Section 12

(1) If the senior police officer, having regard to the time or the place at which and the circumstances in which any public procession is being held or is intended to be held and to its route or proposed route, reasonably believes that:

- a. it may result in serious public disorder, serious damage to property or *serious disruption to the life of the community*, or
- b. the purpose of the persons organising it is the intimidation of others with a view to compelling them not to do an act they have a right not to do,

he may give directions imposing on the persons organising or taking part in the procession such conditions as appear to him necessary to prevent such disorder, damage, disruption or intimidation, including conditions as to the route of the procession or prohibiting it from entering any public place specified in the directions.

(2) In subsection (1) "the senior police officer" means:

- a. in relation to a procession being held, or to a procession intended to be held, or to a procession intended to be held in a case where persons are assembling with a view to taking part in it, the most senior in rank or the police officers present at the scene, and
- b. in relation to a procession intended to be held in a case where paragraph (a) does not apply, the chief officer of police.

(3) A direction given by a chief officer of police by virtue of subsection (2)b shall be given in writing.

(4) A person who organises a public procession and knowingly fails to comply with a condition imposed under this section is guilty of an offence, but it is a defence for him to prove that the failure arose from circumstances beyond his control.

(5) A person who takes part in a public procession and knowingly fails to comply with a condition imposed under this section is guilty of an offence, but it is a defence for him to prove that the failure arose from circumstances beyond his control.

(6) A person who incites another to commit an offence under subsection (5) is guilty of an offence.

Section 13

(7) A person who organises a public procession the holding of which he knows is prohibited by virtue of an order under this section is guilty of an offence.

(8) A person who takes part in a public procession the holding of which he knows is prohibited by virtue of an order under this section is guilty of an offence.

(9) A person who incites another to commit an offence under subsection (8) is guilty of an offence.

Well, there you have it. I can't see too many problems, if proper notification is given. The convoy organiser is now responsible in law for the convoy. If you have any queries regarding this or other Road Traffic Law write to Mike Crewes, 24 Otterburn Gardens, Isleworth, Middx. TW7 5JJ enclosing S.A.E. Remember, help is only 26p away.

MIKE CREWES

BODY PANELS



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Herald g/box tunnel cover	15.40	Rear lower corner MkIV	8.16
Herald boot lid	19.80	Front footwell	12.42
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Spitfire & GT6 g/box tunnel	15.40	Rear valance MkI/II/III	25.76
Spitfire MkI/II/III f/valance	14.00	Front wing MkIV	51.0
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repair Panels (Pair)	12.50	HARDTOPS - Brush nylon lined	
GT6 power bulge		Herald/Vitesse	185.00
(state Model)	16.00	Spitfire MkIV	175.00

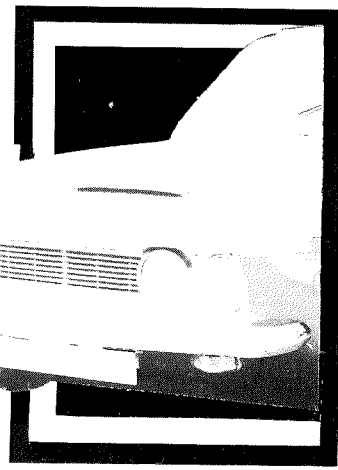
(illustrated details available for Hardtops on request)

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BOND REGISTER

DENNIS WATSON



As I write this, I have just returned from a most enjoyable day at Cranfield with a good turnout of Bond Equipes. I feel I must give a big "pat on the back" to the organisers and workers of the National for a well organised event. How gratifying for them to have such a huge turnout of club members and cars.

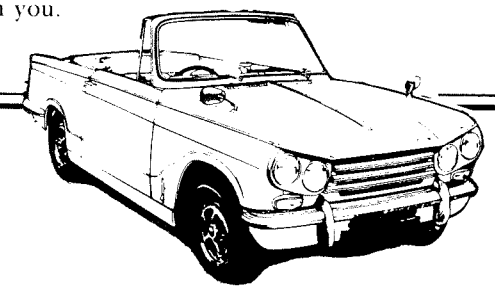
Recent feedback: nine enquires regarding the Bond Equipe weekend, no letters regarding body and paintwork, and one letter from a man wishing to advertise his Bond Equipe for sale - that wasn't very encouraging.

Conclusion: I have ten readers - nine quite happy and with no problems and the other is fed up with his car! So I was right, almost everyone has gone into the woodwork. Well at least I shall not get many complaints about my page. Seriously though, I know that there are lots of you out there, so come one, pen to paper and let's be hearing from you.

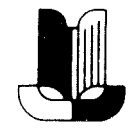
Clive's letter in the June Courier was very informative and just the sort of information that is required. I know there are many of you who are better informed about Bond Equipes than I am, especially about the 2-litre models.

Last month I mentioned re-sale prices. Practical Classics' price guide for Bond Equipes has remained unchanged with our cars greatly undervalued, so with your help I would like to review prices. Give me your views please.

I have now received some more IVR forms and am delighted to say that we have Bond Equipe owners in Ontario, Canada - Richard Dittman; Jersey, C.I. - Sheila Tyler-Jepson; Cookstown, Northern Ireland - Sinclair Allen; Wehrheim, West Germany - Robin Bye and Unst, Shetland - Wayn Morris. It would be nice to hear from you.



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Spitfire

4, II, III REGISTER

Nick Lord

Hi Folks!

Welcome to the early Spitfire Register, or, to give them their correct names, the Spitfire 4, Spitfire 4 MKII, and the Spitfire MKIII. This is your very own column, separate from those funny shaped MKIVs and 1500s!

As this is the first report, it is probably a good idea to introduce myself. I'm a P.E. teacher, living in Market Harborough in Leicestershire and until August 1986, was Area Organiser of the Thames Area. Before you say it, this year's South of England Meet (or lack of), was nothing to do with me! I own a white 1966 Spitfire 4 MKII, which I've so far fully restored mechanically and tweaked. This year it's having a total body restoration so, for the first time ever, I won't be able to appear at all the shows this year. However, I should see you all the Birthday Barbecue.

What do you want to see every month in The Courier? It depends on you. I can reel off production figures and various other statistics, but I would prefer to write things that are going to interest you, that means you've got to send me those articles, job descriptions/short cuts, anecdotes, photographs, etc., for me to sift and get printed. Get writing!

For those of you who try to contact me by telephone, the times when I can usually be got hold of are:-

Weekdays:

7.45 to 8.30 a.m.

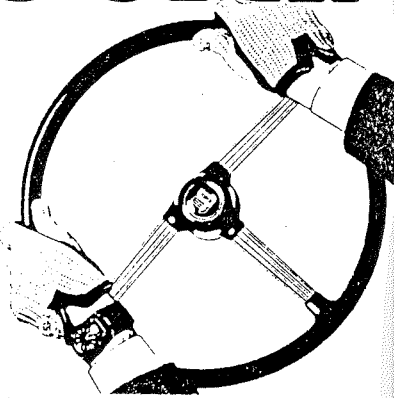
3.40 to 5.30 p.m.

Weekends:

Pot Luck!



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Minutes from Spaghetti Junction

SPITFIRE IV, 1500, REGISTER

Sheridan Earl-Russell

Hi, to all out there in Spitfire land, especially MkIV and 1500 owners, for which, as you can see, I'm now the Register Secretary. I am currently in the middle of completely rebuilding my 1500, (it has taken 2 3/4 years so far), on which everything except the paint, welding up and new diff. have been done by me, without formal training. So anything and everything is possible with the correct tools and know-how.

I'm here to provide the know-how, so come on, call on my knowledge. If you have a Spitfire problem, please don't hesitate to call or write to me. I prefer you to call, as I can deal with you better. And I shall apologise in advance for not always being around! Please call again. One final thing, before we get down to cases, I'm certainly not infallible, so if there's anything I write on which you know, please call me so I can pass it on.

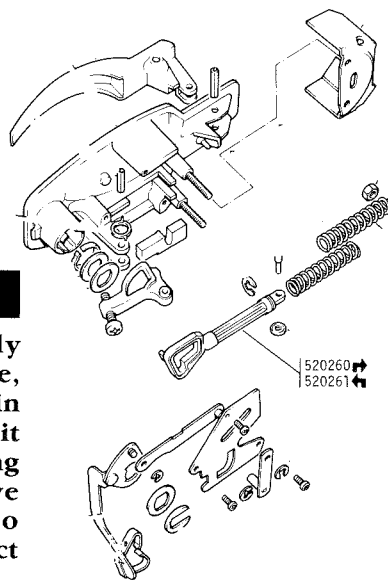
It's now that time of the year when 1500's falter on acceleration away from the lights, or anywhere else for that matter. This is to do with the heatsoak from the engine and exhaust affecting the waxstat, (wax thermostat jets), carbs. used on these cars. The only solution is to either swap carbs to non-standard, non-waxstat type, (very difficult, as so many parts have to be swapped or obtained) or design and build a different, much larger, heat shield from the standard asbestos one, mounted between the carbs. and the inlet manifold. The standard one is Part No. UKC 8372, which is still available at £6.90. Unfortunately, if not, you have to live with the problems which should only occur on very warm days.

Another old favourite is the exhaust manifold to downpipe gasket on 1500's, which blow through a design fault, and leave your car sounding like a chopped off racer. There is NO known cure to this one. However, you can prolong the life of this gasket by using, before you fit the gasket, Holts Firegum, or similar exhaust assembly paste, spread in a figure 8 round the exhaust bore holes on both sides of the aforementioned gasket. Be careful not to get this sealant on the three studs attached to the manifold. What to you mean, some bodger has replaced the studs with nuts and bolts? My gasket used to go about every 5,000 miles. The only other way round the fault, is to fit a non-standard tubular extractor manifold, such as SAH's, or Triumphtune's, which does away with this joint completely.

On MkIV and 1500 outer door handle assemblies, when you pull the outer handle and nothing happens, i.e. no movement is transferred to the workings of the catch mechanism, after taking the assembly out of the door, and then to pieces, you will usually find the fault is with the nylon pushrod (520260 RH drivers side, 520261 LS passengers side), which breaks at a weak spot. There are repairs for this but they usually break again eventually. Far easier to buy the offending part NEW. Yes, I know they have been deleted by BL but Greenwich Parts, 18/19 Stockwell Street, Greenwich, London SE10 tel: 01-858 1438 or 01-858 5278/9 can supply you with them for just 35p for 261, and 87p for the drivers side, 260. Note the BL policy of pricing the more usually broken one higher. All part numbers quoted are BL and all prices are plus VAT and postage.

Bye for now and keep those Spits. where they belong

- ON THE ROAD!



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Spitfire IV/1500 Dutch	£18.00	£20.00
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Vitesse 2 Litre MkII	£12.00	£13.00
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(Would also suit MKI)

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HERALD REGISTER

Chris Longhurst



REGISTER UP—DATE

(TABLE 1)

The Herald Register has shown an increase of 303 vehicles since the last up-date in January. The 13/60 convertibles make up 31% of the Register; a percentage they have maintained since I took over the Register in 1980. Considering their low production (5,319) between 1961 - 1964, the 1200 Coupes are "doing well". Register entries are 1% of production compared with 0.3% of saloons, 0.9% of convertibles (always a popular marque!) and 0.2% of estates.

ENGINE "PINKING"

With the reduction in lead content of petrol and associated reduction in octane rating, 4 Star petrol is now at the lower end of its octane range. I've suffered pinking in the engines of my three Herals (1147cc 8.0:1 CR; 1147 8.5:1 CR; 1296cc 8.5:1 CR) and have spoken to a number of people with similar problems. I cured the problem by retarding the ignition by 10 to 15 "clicks" on the distributor vernier.

The exact amount of retardation required will depend on the current timing setting of your engine. The various workshop manuals do recommend setting up the engine on the road after setting the timing (15° BTDC on 1147cc engines, 9° BTDC on 1296cc engines). To quote the Haynes Manual (chapter 4, 10.10 p.92): "to obtain the best setting under running conditions, first start (the) engine and allow to warm to normal temperature then accelerate in top gear from 30 to 50 mph listening for heavy pinking. If this occurs the ignition needs to be retarded slightly until just the faintest trace of pinking can be heard under these operating conditions".

PIN-UP!

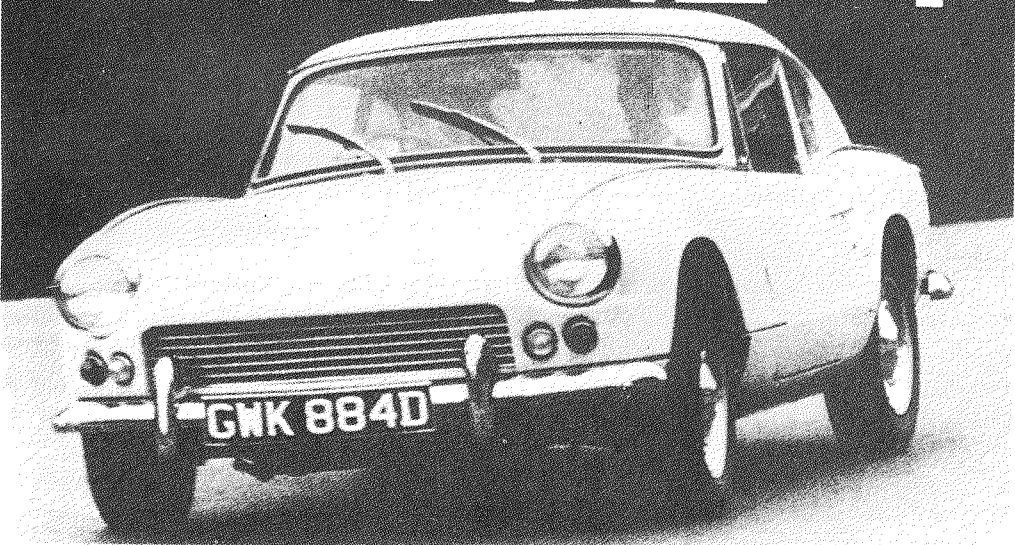
Finally, apologies for the mug-shot at the top of the page in July's (and future?) Courier. I hold Pete Williams responsible!!! - I'm not really that ugly!

TABLE 1
HERALD REGISTER (1 AUGUST, 1987)

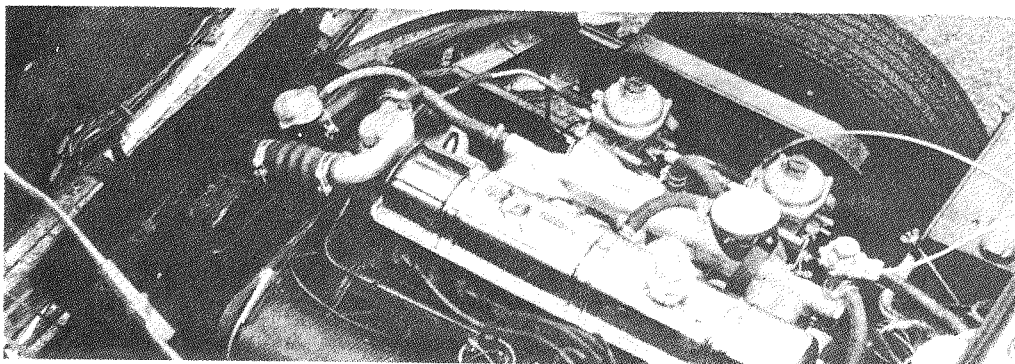
	U.K.	O.S.	TOTAL	GROUP TOTAL	COMMISSION SEQUENCE
948					
Saloon	56	8	64	159	G-
TC Saloon	17	-	17		GY-
'S' Saloon	14	-	14		G-SP
Convertible	16	4	20		Y-CV
Coupe	31	13	44		Y-
1200 MKI					(GA1-80000)
Saloon	64	8	72	147	GA-DL
Convertible	19	6	25		GA-CV
Coupe	24	2	26		GA-CP
Estate	5	-	5		GA-SC
Van	13	6	19		GA-V
1200 MKII					(GA800001+)
Saloon	522	6	528	1022	GA-DL
Convertible	345	6	351		GA-CV
Coupe	22	3	25		GA-CP
Estate	86	-	86		GA-SC
Van	25	7	32		GA-V
1200 Export					
Saloon	8	33	41	67	GB-DL
Convertible	10	14	24		GB-CV
Coupe	-	1	1		GB-CP
Estate	-	1	1		GB-CP
12/50					
Saloon	237	6	243	246	GD-RS
Coupe (Aus)	-	1	1		(GB-CP)
Sedan (Aus)	-	2	2		(GB-DL)
13/60					
Saloon	709	23	732	2188	GE-DL
Convertible	1182	14	1196		GE-CV
Estate	257	3	260		GE-SC
TOTALS	3662	167		3829	



SPITFIRE +



Triumph's new GT6 has a character all its own



GWK 884 SURVIVES!

PART 1

By Dennis Benson

For those who have run a TSSC stand, you will know that many of the visiting public come to the stand offering cars for sale. The Kit Car & Specials Show was no exception.

Late on the afternoon of Sunday 26th April the question was asked, "Do you know anyone who wants to buy a GT6?". Followed by a sales talk by myself, I tried to convince him to keep the car and join the Club, to which his reply was, "It's a wreck!". He informed me that it was a MKI which by now semi-interested me and he went on to say that it was a D reg., very early model.

Addresses were exchanged and I reluctantly agreed to look at the car on the way home from the show. Several hours later, I was looking at a totally rusted-out piece of junk and said that it's only worth a few pounds for spares. The doors were rotten, literally from top to bottom - even the door handle had dropped off under its own weight! The car had been laying at the bottom of the garden for some 10 years and was, as you can imagine, in an awful state, in fact probably one of the worst cars I have ever seen.

As we tried to lift the bonnet, it became clear that the wing was very loose and about to come off in my hand. So, with great care, the bonnet was eventually raised and a very rusty and dirty engine was revealed, together with a very rotten bulkhead. Then I looked at the commission number (something which is always

worth doing on any car that you inspect or remove spares from) which was KC0006. I quickly uncovered the body number to reveal. 0003 KC and just as quickly dived into muck, dust and cobwebs etc. to hunt for the engine number which was KC1E - the first GT6 MKI engine.

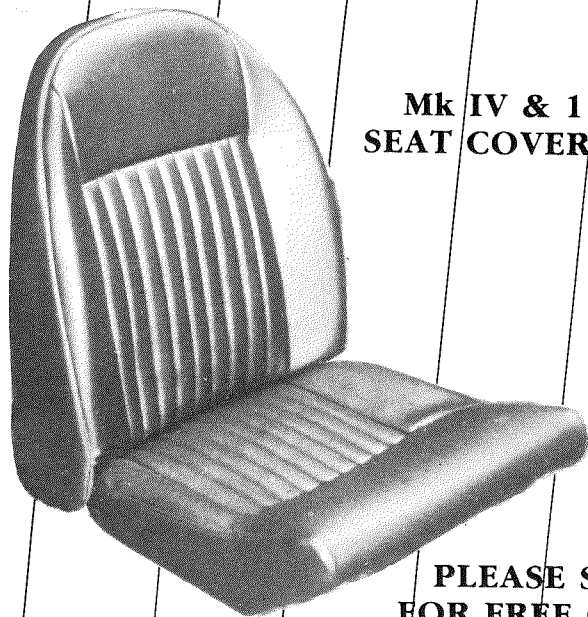
The registration number was GWK 884 D which rang a bell in the back of my mind but I could not recall where I had come across it before. My first thoughts were that this must be the first production GT6 as at that time I was led to believe that two pre-production models were built. It then became apparent that this car had to be saved - an almost impossible task which made the 'Mary Rose' look like a weekends work and then back to sea!

The car itself had several drawbacks:-

1. Extremely rotten.
2. GWK was very heavily butchered with every conceivable light or goodie bolted on: heated rear screen, rear wash/wipe, fog lamps etc., etc.
3. The brakes were all solid.
4. How do you move a pile of rust held together with paint and more rust, without it falling apart? A possible task for International Rescue headed by the one and only Pete (Prof.) Williams!!

My main thought was to ensure that the car's future is secured and put into storage until someone will take on the job - a museum or similar.

The next few days were spent researching the history of the car. The British Motor Heritage Trust was one of the

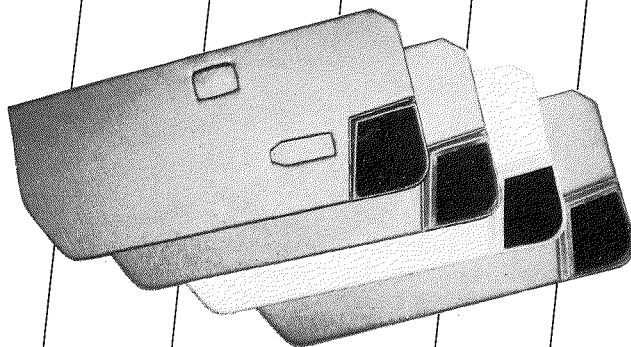


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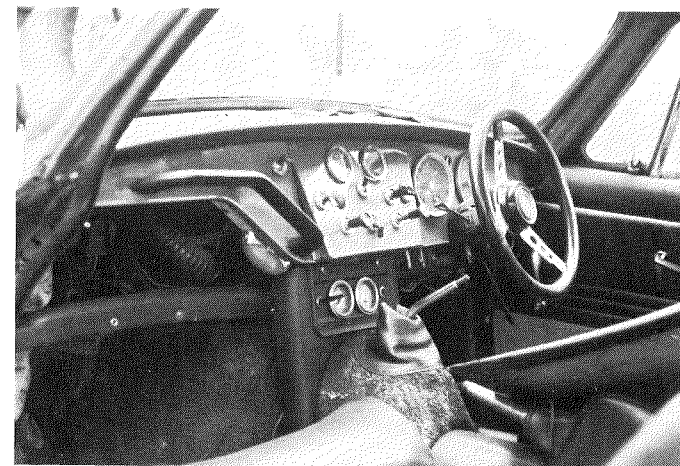
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first port of calls but, unfortunately, they informed me that they have no records of commission numbers KC0001 - KC0009 inc. (KC0010 - KC0179) were exported to Belgium in CKD - complete knock down - form for assembly in the Belgium Triumph factory). Further investigation informed that the first nine were all hand built together behind closed doors, away from the production line. Here, nine chassis' were laid out and several technical staff at Triumph assembled the first nine from a pile of body shells, engines, trim etc., which were dumped the other side of the room.

GWK 884D was used as the UK pre-production press model and was featured in 'Car' magazine in October 1966 (this article is pre-printed into the Brookland book on the GT6 under the heading "Spitfire + "). Although a sister



car with commission number KC0004, body number 0002KC exists, this car was used to model the GT6 MKII, converted to right hand drive and runs on a MKII engine under an experimental engine number - this in itself was unique - leaving GWK 884 D as the sole survivor of the "first 9" still in its original form,

which we know of. I am now going to try and find out if any of the exported models still exist in America, Sweden and France, in addition to the 'missing presumed dead', although I have been informed that some on them were cut up at Triumph due to Tax and Excise duty requirements.

**Next month - the
removal and start of
GWK's dismantle**



"Several hours later, I was looking at a totally rusted out piece of junk..."

KEW-HOBBY HIGH PRESSURE CLEANER

TSSC Report No.KH1-002
by Peter and Michael 'TC' Williams
(Guess who's not getting wet!)

Test conditions

Dry(??)

Surface under test: Muck laden Herald Coupe and concrete

Humidity: 100%

Wind speed: 5 knots -east north east

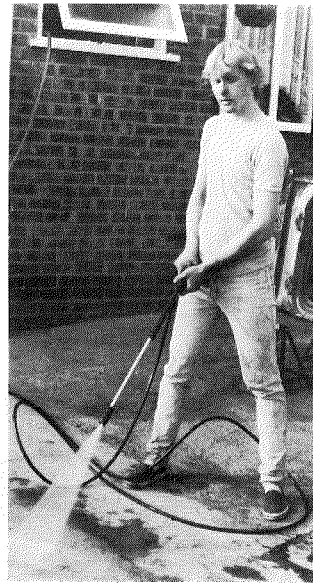
One of the Club's most recent special offers way back in June, and again on offer today, is the Kew-Hobby high pressure cleaner. For those of you unfamiliar with this machine, it may be helpful to point out that the cleaner basically consists of a high pressure water pump which, when connected to an ordinary household mains water supply (and a 13amp socket!), produces a powerful jet of water in the same way as garage forecourt pressure washers. The machine operates on four basic settings with low and high power and jet or variable fan actions which are obtained by simple adjustment of the output nozzle.

Using the high pressure jet action, the cleaner is able to blast ingrained muck and grease off chassis and engine bays etc (as well as household items, garden tools....) thus saving a lot of work and elbow grease. At the other end of the scale, the low pressure fan

setting is good for rinsing panels or applying detergents-applied through the standard fitting detergent injector. An optional sand blaster mixer injector is available, used in the high pressure mode, for derusting. Further accessories can also be obtained including 'standard' and rotary brush attachments, storage racks and trolleys, extension hoses, attachments for car underbody hosing and more.

As shown below, we tested the Kew-Hobby in its' basic form and found it to be very useful. The pile of debris left after hosing down the Coupe was rather large (I do need new outriggers Mike!) and at the end of the session the 'Hobby proved ideal in cleaning the drive. It was also used in the high pressure mode for cleaning off some oil stains on the drive which it did by eroding away a thin top layer of concrete (fairly freshly laid). I don't think I'd like to use the high pressure mode directly onto fragile panels!

All in all, the unit achieved all that was claimed and would make an excellent addition to the garage.



...and at the end of the day for cleaning down the drive. This shot shows the fan pattern with high power mode.

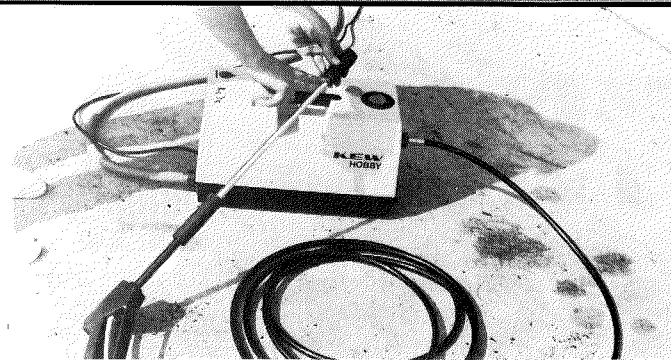


Fig: 1 - As delivered, the unit consists of the KEW-Hobby pump, a good length of high pressure hose (23ft/7m) and the spray lance. Adjustment of the spray pattern and low and high pressure modes is simply achieved by rotating the nozzle and or pushing it in or out. The hose feed from a convenient sink or outside tap to the pump is not supplied (standard half inch hose) and it's recommended that this should be at least 5m long.

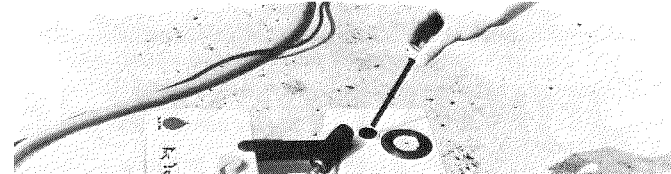
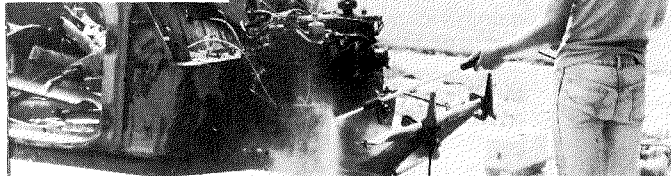


Fig: 2 - Close up view of the Hobby's controls and lance nozzle. Fittings on the sealed unit consist of on/off switch, pressure gauge and oil filler cap. Just seen bottom left is the input filter of the standard fitting detergent injector. This pulls out to reveal a short section of hose which is simply inserted into a detergent container- full instructions supplied.



The photographer forgot to photograph it! (Read the instruction manual first next time - ED)

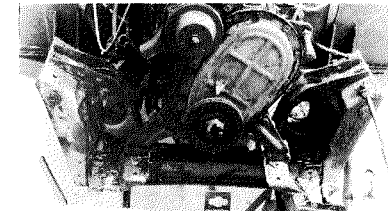


Fig: 4 - The HOBBY is ideal for cleaning engine bays and chassis in its' direct jet high pressure mode.



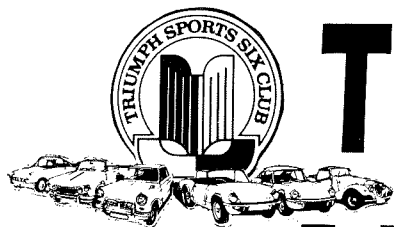
Fig: 5 - As you can see, the pressure of the jet causes a lot of bounce back overspray so be prepared to get wet! Nozzle pressures range from about 40 to over 600psi depending on the lance nozzle settings. Unlike as shown in the photo, keep all mains cables well out of the line of fire.

Fig: 6 - Grease and loose underseal are easily removed. Here the left hand side of the engine bay has been fully cleaned with the right hand side only just started. We also blasted off the old timing cover sound deadening.



One final point. The machine certainly does the job and as already noted generates a lot of overspray. After using the unit for a few minutes and taking first few shots, we moved all the electrical wiring well out of the line of fire (actually inside the garage). The lance hose length is quite generous so there's no excuse for not keeping the mains cable well out of the way.

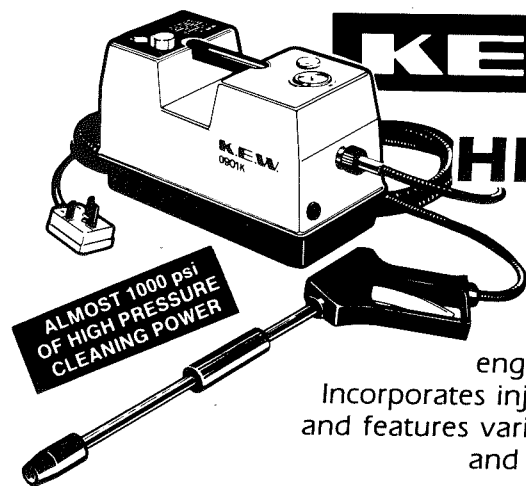
Fig: 7 - In the low pressure fan mode the unit is ideal for hosing down panels etc...



T.S.S.C.



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KEW-Hobby

HIGH PRESSURE CLEANER

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Don't forget to include your name and address with order.
If ordering by credit card add 4% to total order



PEN TO PAPER



Sticking Clutch

Regarding Barry Thurgood's request for a method of freeing sticking clutch plates, I have found the following successful so far.

Hold the clutch pedal down with a piece of wood or assistant if available, engage first gear, then rock the car forwards and backwards until the plate frees itself from the flywheel. I hope this will be of help.

Nigel Wylie - Hunstanton, Norfolk

Blowing Exhaust Gaskets

I was most interested to read in a recent copy of The Courier about C Lavis of Brighton's frequently blowing exhaust gaskets (approximately every 2-3,000 miles).

I used to have the same problem, in fact it go so bad at one stage, that I was replacing a gasket every other week, so you are not alone! In my own experience, the only surefire way of curing this is to fit a four-branch exhaust manifold, (very strong and very long-lasting). This was fitted 3 to 4 years ago and I have never had any problems since.

Triumphantone of Surrey are highly recommended as they can supply the above with screws, bolts and brackets and are very helpful. But, in case you are a new member, here is their address and telephone number (it is well worth just a phone call).

22-28 MANOR ROAD RICHMOND SURREY TEL: (01) 948 6668

Nigel Needham - Highcliffe, Dorset

Shocking News

I thought that other GT6 owners in the TSSC might find it useful to hear of my recent experiences with a major suspension component supplier. The company in question, DEMON TWEEDS of Tattenhall, near Chester, advertise in many of the national classic car magazines and apparently offer a cheap and extensive service. However, their claimed experience does not extend to the GT6. My first impressions of the company were not helped by the difference in the time they took to cash my cheque (fast) and the time the goods took to arrive (very slow, about six weeks).

Eager to replace my tired dampers, I took advantage of the next free Saturday to strip my rear suspension, only to find the newly arrived dampers totally incompatible. After spending the rest of the day rebuilding my car, I then spent about a week trying to arrange replacement of the goods. It rapidly became apparent that the company was totally unaware that there was any difference between the early (Rotoflex) MKIII suspension and that of the later swing spring model. Even after I had informed them of the fact, they tried to persuade me that all I needed to do was to rebush the incorrect dampers (at my own expense). Both BL and John Kipping confirmed that a totally different damper is required. DEMON TWEEDS were unable to supply the correct standard unit for my GT6 and were most reluctant to refund my cash, I am still waiting for some of it.

Moral of the story - why waste 8 weeks, numerous phone calls, hours of valuable leisure time,

skinned knuckles and a certain amount of cash with no end result when John Kipping had a suitable set of Woodhead dampers delivered three days after I had placed my order?

I hope that other GT6 owners will approach DEMON TWEEDS only with extreme caution, better still, go direct to Kipping's!

David Groves - Farnham, Surrey

Planet Gears

I have been following Peter Williams' series of gearbox overdrive articles with interest.

In the last one he pointed out the need to line up the marked teeth on the planet gears with the etched marks on the periphery of the carrier. This is absolutely vital in the case of the 'double' (compound) type pinion found on the 'D' type overdrive fitted to 'our cars'. With the 'single' (simple) type pinion fitted to the 'J' type it is not vital. When the marks are lined up, then all teeth are correctly meshed throughout the full 360° of the rotation. If the unit is not so assembled, then teeth will not be correctly meshed. Some teeth will take more than their load, others won't even be in contact. At some point during rotation there will be a tendency for some teeth to bind, at worst, the pressure will break some teeth off, at best, some will wear rapidly, leading to early failure (I have seen gears in other forms of epicyclic systems where some teeth are hardly worn and others worn away to a knife edge. Needless to say, in a car overdrive, they would have disintegrated long before this). The marks on the teeth are difficult to see. If in doubt, when the gears have been re-assembled, turn them several times by hand to feel for any sign of binding.

Overdrive Spares, Unit A2, Wolston Business Park, Wolston. Tel: 0203-543686 can supply parts and service.

Speedometers:

The following notes may be of interest to those members replacing pointers on speedometers and rev. counters. Let the sprung disc to which the needle and shaft is fastened come into its natural resting position. Push the pointer lightly onto its shaft. Look at the wire stop; slightly to the right of this, anti-clockwise, you will see a small dot. The needle must point at this dot when the speedo is at rest. To do this, you will have to withdraw the wire stop away from the needle (easily done but take care not to bend the spring wire). When you are satisfied that the needle points to the dot, holding the speedo vertically, lightly tap it securely onto the shaft. Move the needle to the proper side of the stop and allow the stop to spring back to the normal position. I think most people replace the needle and zero it at the stop. This, of course, gives a wrong reading. Fast or slow? Work it out for yourselves!

P.S. Does anyone know where I can obtain capillary tubing, the very narrow stuff with a strengthening wire, for temperature gauges. My only source is nabbing other cars in scrapyards and it's normally well rusted. I would like to use new tubing, but most instrument suppliers scoff and tell me it can't be done. It can, but it's very fiddly and time consuming. If any member is interested in repairing a direct acting temperature gauge, you can sometimes find details in vintage vehicle restoration guides. The drawback is that the methods described don't apply to post-war Smiths/Jaeger instruments. If you want details, please write with S.A.E. to me: Joe Midgley, 286 Barkerhouse Road, Nelson, Lancs. BB9 9NN.

Joe Midgley - Nelson, Lancs

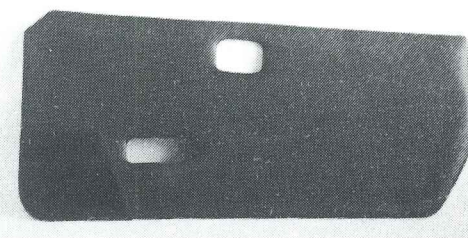
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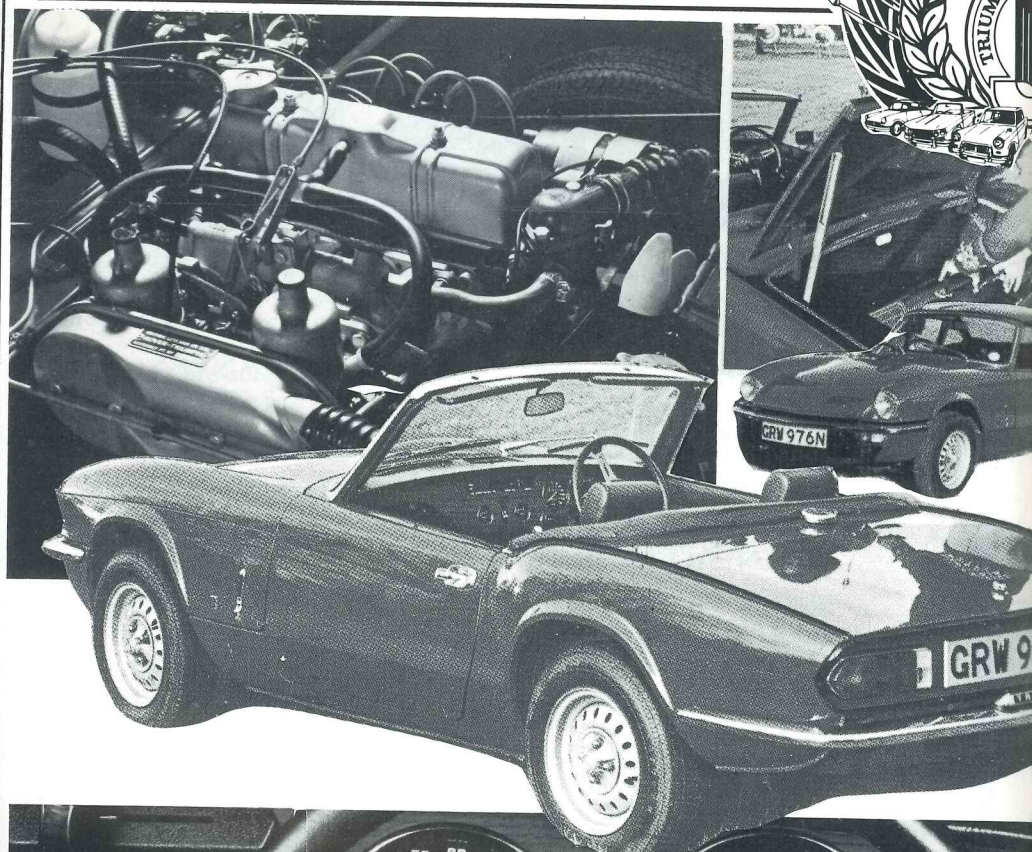
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With around 9000 members we are the largest Triumph Club in the world, having 75 local centres in the UK alone. We can happily claim to be a big club with a small club feel.

Our size enables us to offer a unique range of help and advantages to our membership. Do you ever have problems with parts? we can help with these and other problems, we can make ownership easier and more pleasurable, other advantages include:-

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INTERNATIONAL MEMBERS WELCOMED

TRIUMPH SPORTS SIX CLUB LTD 1527651

Triumph Sports Six Club



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Club cars are rated by Model and Members by Area

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TSSC MEMBERS

MODEL	AREA 1	AREA 2	AREA 3	AREA 4
HERALDS	£90	£99	£125	£145
SPITFIRES (Excl. 1500) VITESSE 1600's	£130	£140	£170	£205
SPITFIRE 1500's VITESSE 2 LITRE	£150	£175	£230	£265
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AREA NEWS REVIEW



AUTOSUNDAY

Report from John Reed

Sunday 5th July witnessed another glorious day for the 1987 AUTOSUNDAY at Bracknell. The clear blue skies and brilliant sun complemented a record attendance of visitors and cars of all ages. Besides the usual spectator attractions of dog trials, military bands, Aikido demos., and flying displays etc., the public flocked in their thousands to see practically all makes of vehicles on display - vintage, classic and modern. The regular success of this event is directly attributable to the high standards of organisation of the Rotary Club of Eathampstead.

Our own, very professional looking stand was, as usual, the only Club stand in the show. We attracted a lot of interest from passers-by and should net at least six new members as a result. Our display of cars on the field looked quite impressive with approximately 20 out of the 31 cars in the line-up entering the Concours. My sincere thanks to our two very able guest judges in this event - Mr Wilkinson and Mr Martin Lutley, who both spent much time in reaching the following decision:-

- 1st - Mr J Carter - Herald Estate
- 2nd - Mr M J Coope - Herald 13/60 Convertible
- 3rd - Mr C Brash - Spitfire MkIII

Mr Coope also took the 'Best of East Berks' car trophy (although we don't see you regularly at Area meetings Mr Coope, please look after our trophy!). Sid Jensen who won last year with his immaculate Vitesse MkII Convertible, was justifiably wearing a frown as he was obliged to enter the 'Master Class' event this year. Cheer up Sid, I heard a lot of very nice comments about your car and there's always next year!

My thanks to all Area members for their help and to the Club - especially Jonty Wild, for the display material, making it possible for another, highly successful - AUTOSUNDAY.

SEE YOU NEXT YEAR

AREA NEWS REVIEW

Canterbury...Cleveland...Cornwall...E.Berks...Hants & Berks

Canterbury

Well, here we are again, although feeling a little worse for wear and tear (thanks Gerald for the half shafts) but thanks to the RAC, we are home safe and sound.

At the time of writing we have yet to experience Gerald and Pennys' barbecue but no doubt it was a resounding success. We have some more Sunday events lined up for August and September. Hopefully this will be more convenient for anybody who can't make it on Tuesdays.

I have been asked by a number of members to recommend a sympathetic garage in this area for panel work but I have been unable to help. If anybody has a name to put forward please tell me so that I may put future enquirers out of their misery.

I would like to welcome Ken and his Vitesse special to the Area and hope he enjoys it in Birchington. We will have got his Vitesse and Mike's Lotus-look-alike together and see how it is done.

On 9th August the Herne Bay Raft Race takes place and there should be a Club raft partaking in the pleasures of the water. Also, if anyone is interested, on 6th September some of us will be going to the Griffins Head, Chillenden (nr. Wigan), where the Veteran Car Club will be holding their monthly meeting. I have been told they have some nice vehicles there.

Looking ahead, we are trying to arrange a "Bat & Trap Challenge" on 20th September against some suitable opponents. Let's have some names put forward and show the rest we are the best.

DIARY DATES:

11th August - Car Rally from the Abbots Barton.

23rd August - 12 noon at The Chapter Arms, Chartham Hatch.

6th September - Lunch at Griffins Head, Chillenden.

Andrew Mason

Cleveland

The N.E.C.P.W.A. Event at Sledmere House was held in glorious sunshine. There was an array of Vitesse and Herald's present. Next year Steve Boyne will be exhibiting in the static engines section of the show. Perhaps his Vitesse has proved too speedy!

We thoroughly enjoyed the Humber Air Show. It was impressive to see the large turnout of cars; especially the early Spitfires. Thanks to the South Yorkshire Area for the invitation a great event.

Preston Park was the venue for another N.E.C.P.W.A. Event. My car was too young to attend, but it was still worth a visit to see the other types of Triumph cars eligible for entry.

Important events for your August diaries are as follows:-

Sat 1st & Sun 2nd - Stanford Hall, Leicester. Anyone interested in forming a convoy?

Sun 23rd - Joint TR & TSSC Convoy Run to Fountains Abbey. Phone David on (0642) 700107 for details.

Thurs 27th - Cleveland TSSC pub meeting, The Ladle, Middlesbrough.

Kathy

Cornwall

The quiz in June was won by Richard 'Eggy' Doughty - a late arrival, which will disappoint John Davies, who did so well at his first meeting.

August sees our annual trip to a pub on Dartmoor for Sunday lunch on the 16th. Meet at The Priory car park in Bodmin at 11.00 am. Please let me know if you wish to join us en route.

Panic is now setting in, within the organising committee for CART. Our last monthly meeting before the event of the year will be on Friday 28th August at The Highwayman at Bobwalls nr. Liskeard.

David Buxton

East Berks

I hear (!) that the Aunt Sally evening with the Oxford Area was enjoyed by all - sorry I couldn't make it. I do look forward to supporting inter-Area events, but this time - well. Many thanks for the help from all at AUTOSUNDAY. This is one local event which, I think, brings great credit to the Club and much pride to East Berks as the organising Area. We should gain 5 or 6 new Area members as a result of the show.

Please come along to the next Area meeting as we wish to discuss the proposed visit to Littlecote Manor, Hungerford on Sunday the 23rd August. A beautiful setting - especially this time of the year.

Our September event is the Area Treasure Hunt, to be organised by Anne and Tim Haymes. Sunday 27th - start at the Old Devil Inn at 2.30 - 3.00 pm. Your last chance to take the Area Treasure Hunt Trophy for 1987 and possibly your last chance to enjoy a day out before the start of the bad weather.

Also at the August Area meeting I hope to present members with a new 'local' membership list - divided into vehicle type, and sub-divided into convenient areas for help/spares. Your input will be most valuable.

John Reed

Hants & Berks

First the belated July news: (almost) a convoy set off for the International Weekend at Cranfield (2 cars!), but I'm pleased to say that a few more from Hants & Berks made it for the Sunday. Those of us that were able to stay overnight had a thoroughly good time.

A better turnout for the convoy to the Wales Meet, seven cars including two from Hants & Surrey (no marks for reliability though - four of the seven suffered minor mechanical breakdowns!). I'm told that we were the first to arrive topless (and roofless) but the rain soon put paid to that.

Dave 'Bond' Hearnden (our intrepid A.O.) and Andree trekked to the Bond Weekend, which they both appear to

AREA NEWS REVIEW

Hastings...South Herts...Hull

have enjoyed. Dave's search for Bond spares seems to be reaching mania level - are you sure it's only two cars you're restoring Dave?

Following a change of Landlord at The Round Oak, John Morris was elected the new Area 48 Treasurer. Reports that John is looking for a new car are entirely false - the Area isn't that rich!

The Padworth Common/Burghfield road (passing the Falcon garage and pub on your left. The Round Oak is on the right about two miles after the Falcon pub.

Happy motoring

Graham Sturgess

Hastings

AUTOJUMBLE & CAR BOOT SALE:

Hants & Berks are organising an Autojumble to be held in the grounds of The Round Oak on Sunday 16th August. This is open to all Club members and their friends. If you have surplus spare parts, come along and join in the fun. A very modest fee (50p) only will be charged per car boot, slightly more for trailers. Traders welcome - please contact Dave Hearnden for full details. A barbecue and side shows (Welly Throwing etc.) will also be there. Any other Areas wishing to help in the event or run a side show also give Dave a call (Basingstoke 464428). Gates open 10.00 'til 4.00. If you have things to sell, please arrive before 10.00 if possible.

The Round Oak is situated to the north of Basingstoke at Padworth Common (between Tadley and Burghfield Common). If approaching from Basingstoke/M3, take the A340 from Basingstoke, pass through Tadley (straight on at the mini roundabout at the bottom of the hill) and turn right onto the Burghfield/Padworth road once you reach a triangular shaped 'roundabout' (you will pass the Falcon garage and Public House on your left). The Round Oak is on the right about two miles after you leave Tadley.

Those approaching from the Reading/M4 direction: take the A4 from M4 junction 12. Head towards Newbury until you pick up the A340 (about 3 miles from junction 12) signposted Tadley, Aldermaston and Basingstoke. Follow the A340 to Tadley, passing through Aldermaston village (left turn at the mini roundabout), turn left at the larger roundabout about 2 miles past Aldermaston Village and then left onto

The Hastings Area is now under revival with Steve Voller as the adopted Area Organiser. Thanks go to Nigel Wilce for arranging the 'thumbscrew' meeting held 21st June at which we arranged our first meeting.

Until further notice we are meeting once a month, the first Monday evening at 7.30 pm in The Wheatsheaf, Little Common. We had eight members attend our July meeting which was very heartening but we would like very much to see a few more people from Eastbourne/Hailsham and Hastings.

Many thanks indeed to Len for passing on the bits and pieces that the previous Area Organiser left in his possession.

We are hoping to be re-named the East Sussex section so that members living outside Hastings will know that they can attend the club meetings.

Our future plans include a local Eastbourne meet and we are looking for a suitable venue.

DIARY DATES:

Monday 3rd August - The Wheatsheaf, Little Common 7.30 pm.

Monday 7th September - The Wheatsheaf, Little Common 7.30 pm.

Karen & Steve Voller

South Herts

Congratulations this month must go to David Ridge, for overcoming all sorts of problems, too numerous to go into here, (ask him at Club Night) and getting his GT6 MkIII back on the road after a full engine rebuild and brake line swap (plus other little things like taking his front uprights to pieces to

put in oil, NOT grease). Pete Saunders has now got uprated front springs fitted to his Spitfire 1500 and is well pleased with the results; while Gordon Hadley's GT6 MkII is nearing completion. He intends going to Arcen in it. I haven't heard from John (Bond) Kilby recently. Surely, like Ken, he must have bought some more cars by now! Greetings to Robin Hill and Graham Hough, both of whom were new-comers to our last club night at which I announced that Steven Ingram's Spitfire MkIII would be one of the exhibits present on our stand at the British Aerospace Open Day. However, I planned without B. Ae. putting a spanner in the works by, two weeks before, claiming that they didn't recall having heard from me previously and arranging things, and thus our precious display wasn't there. Ah well, their loss. We SHALL be back next year - watch this space.

Richard is busily preparing yet more events, such as:-

Saturday 19th September: South Herts Barbecue, held once again, at The Coach & Horses. Admission will only be by ticket bought in advance as we need to know numbers to cater for. These are £5 each and are available NOW.

Sunday 27th September: New date for the South Herts Treasure Hunt. Get lost - in style!

Richard desperately needs help with these events, so if you can lend a hand, please call me (which also holds for any other information wanted)

Sheridan Earl Russell

Hull

We have had two good Club displays during July - one at the JullShow and one at Kirmington Air Display. Luckily the weather was glorious on both days and we went home with a tan.

Our monthly meeting for July went very well with 17 people attending - I believe the best so far. We are changing our monthly venue from now on to The Humber Bridge Hotel

AREA NEWS REVIEW

East Kent...Mersey...Manchester...Nottingham

at Barton on the second Tuesday of every month as our usual venue is getting quite crowded and noisy. So, see you all there at the next monthly meeting. Thanks to everyone who attended the car displays.

Gordon

East Kent

FUTURE EVENTS:

5/6th September International Spitfire Weekend in Holland. The East Kent Area are going this year, travelling via Dover/Zeebrugge. The cost for a club car and two people on the ferry will be approximately £60 for a five day return. If anyone is interested, please see me and we will arrange the best dates and times to travel. As far as I know there will be at least five Club cars going from E. Kent but the more the merrier.

The Rochester Motor Club have announced their dates for the Auto Test series which takes place in a field in Hoo Village and will be signposted on the day. All members will be welcome. The dates are as follows: August 10th, September 27th, October 4th and November 8th. For further details, contact Jon Low.

Clive Coldwell

Mersey

Thanks to Joan Sapp and her husband for the marvellous slide show of her son's very professional Herald rebuild. The running commentary was very interesting and the slides really got everyone talking. With good company, a pint and a free slide show in a friendly pub what more could you want for a Monday evening?

It's great to see so many new faces at the last few meetings but I hope the old ones won't desert us (where are you Gareth?).

Last month's cancelled Treasure Hunt is now to be in August - date to be decided at August's meeting but it will be on a Sunday evening, followed by a buffet at The Fiddlers Ferry Inn.

This should be a really enjoyable event so please force yourselves. Don't be put off if, like me, you've

never done one, it's going to be very easy and it's a chance to bring along wives, girlfriends (not one of each) and relations and non-Club cars are allowed. Cost of buffet is £2.50 each, which I need to have in advance.

Finally, hello to Chris in Germany. Hope to see your Spitfire back in the Mersey Area one day.

Tony Whitley

Manchester

'And now the end is near, and so I raise the final curtain' - yes, it's time for those of you who don't know, to be advised that I am retiring as Area Organiser because I am moving out of the area. A successor is, therefore, needed. All it takes is a little enthusiasm and a little time, so anybody interested, see me or ring me. Remember, if nobody takes it over the Area will fold!

AUGUST'S EVENTS:

8/9th - Westhoughton Show. Meeting up with the Ribble Area.

20th - my final club night, so come along and buy me a drink (well, I can live in hope!).

The other event is the big, big, big one! The Northern Classic Car Show at GMEX. Some of the club's 'big-uns' will be there, so come along and meet the faces behind the names. Volunteers are needed to man the Club stand, so come along and do your bit. Cheap entry tickets are available from Jonty Wild. Also, if you want any Club Regalia, it can be bought here without paying postage (ring the Club office to ensure the right things will be coming up!). The date of this wonderful extravaganza is the August Bank Holiday 29,30,31.

Oh yes, hello to Pete Reading - since you wanted your name in print. What a poser!

Kevin

Nottingham

Well, we finally managed to show a video this month (June). After all the false starts, some didn't believe it would actually happen. I must admit

that when we found the aerial lead vandalised I was beginning to think the same.

About 25 people attended, some of which were new members and whilst this is a good amount, I wonder what happened to the other 25 we had for the quiz. For those of you who are kicking yourself for missing it, I will probably run it again in the Winter.

What happened at the Nottingham Motor Show? Don't ask! It was a shambles. We packed up at the end of Saturday. Suffice it to say we will not support that event again next year. A full report may be found in The Courier, when editorial space allows - though I will say thank you to all that helped on the day.

The National Concours was well attended and seems to get better each year. I didn't organise a convoy as I wasn't going (I was supposed to be in Hull) but was swayed by public opinion at the last minutes. I don't know how many went from the Notts. Area but I saw quite a few faces I knew.

The Bond Weekend has quickly established itself as the event for Bond owners and I was particularly pleased that out of 20 Bonds 4 came from the Nottingham Area. It would have been 5 but Lessek's failed the M.O.T.

Congratulations to Keith Dungworth for the Best Bond award and thanks to Dennis and Diana Watson for organising the event.

FUTURE EVENTS:

Convoy Run to Leicester Sunshine Rally - August 2nd. Meet M1 Junction 23 at 9.45.

Barbecue - August 12th at Sutton Bonington School of Agriculture. Food £2.25, Driving Test & 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.

Come along and see us at the Dog and Duck soon.

Clive

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AREA NEWS REVIEW

Oxford...Scotland West...Swindon...Thames

Oxford

Very nice to see Steve and Barbi Little again at a friendly July meeting (happy birthday Barbi!).

I would remind you of our day out on Saturday 8th August, arranged by Jan Brown and Geoff Timms. It's our day at Wroughton Science Museum annex near Swindon, ending with a Barbecue at Barbury Castle. We start at 9am, Saturday 8th August at The Grapes, taking a leisurely scenic route to the old RAF airfield at Wroughton, near Swindon to see London Science Museum 'overflow'. For lunch, some of us will take a packed lunch, although refreshments like burger bars will be on site. At 4.20 we will re-assemble and make our way to Barbury Castle for a barbecue. That's an Iron Age hill fort set in The Downs. If you wish to join us, please ring Jan Brown on (0608) 810653 before 6th August (evenings). Cost will be £2 per head. See you there!

John Cudmore

Scotland West

July has ended, August has begun with the busiest time summer as regards events. June saw us putting at Largs, discoing away Midsummer's Day and enjoying a glorious day at Aviemore. I took my umbrella and got sunburt. Thanks must go to the east coast TR Register for joining us in the trip to Cairngorm.

June also saw an increase in new members I'm glad to say. We've been very lucky with the weather again this summer. Every event has had smashing weather, albeit that the days didn't start in good weather.

The following days out are a MUST:

Sun 2 Aug - Culzean Classics Day. Leaving Mallettsheugh Inn at 10.30 am.

Mon 10 Aug - Monthly meeting at Glasgow Flying Club, Abbotsinch at 8.30 pm.

Sun 16 Aug - Stag Owners Club Treasure Hunt. Bar lunch, Drymen. Leaving Burnbrae Hotel in Milngavie

at 11.15 am.

Thu 20 Aug - 'Manoeverability Capers', Glasgow Flying Club at 8.00 pm sharp.

29/30 Aug - Doune Classic Days, the Scottish TSSC Main Event.

Sun 7 Sept - Ingliston Classic Show, 'Scottish Triumph Association' stand.

A very heavy month indeed. Whatever you do, don't miss out on this last month of summer, otherwise you will wonder what happened to the long summer days.

The Treasure Hunt takes place in a beautiful area of countryside with the bonus of a bar lunch in a bar full of character.

Miss the cones and have a laugh at everyone else at The Bishopton Hotel car park on Thursday 20th August.

The biggy at Doune, Stirlingshire, The Scottish 'One-Make' Weekend next to Calendar in the Trossachs. Another beautiful taste of countryside and huge convoy drive for participants. Any condition of club car is very welcome for the weekend.

Ingliston, the race track, the first ever major Scottish indoor and outdoor Vintage and Classic Car Show. Definitely worth a visit.

John Malcolm

Swindon

A good turnout to the monthly meet on a glorious summers evening, with new members equalling the regulars.

It's about time summer has arrived, as June was so wet. I don't think I have ever experienced such wind and rain as I did at the Cranfield International - the tent only filtered the rain. The Wales Meet was blessed with warm drizzle.

I must congratulate Alan Hiscocks for coming first again in the driving tests at both the International and Wales Meet (his wife was second as well at Wales).

Many thanks from the Swindon Area to those who organised these events and all who supported our ventures at these events. We can still order your plaques for events.

Once again, many thanks to Forbes

for organising the Area Barbecue.

Please keep your eye on The Courier and local Area Newsletter for the programme of local and national events. I hope to see you at some.

FUTURE PROGRAMME:

August 3rd - meet at Blunsdon House Hotel.

August 15th - Castle Combe Classic with Action Show. Swindon are showing the Club off.

August 23rd - Lunchtime Barbecue at Keynes Park, South Cerney. Bring your own stuff.

Ivan Kirk

Thames

What has happened to all the Thames Area members? I shouldn't complain too much, we did have two new members at The New Inn. The summer has arrived (!?) so get your cars out and get along to The New Inn, even the 'AstraSpitVanFire' makes most meetings.

Thank you to everyone for polishing their bonnets for the Easter Bonnet Competition. Well done Karen but what happened to the Easter egg? (What happened to Easter?). The Treasure Hunt: congratulations to the winners. I hope you're not bored with these yet but I promise this is the last one for a month or so!

Cranfield: the rain certainly arrived there not just outside the tents either. I lost count of the flooded tents. Next time we all know not to pitch our tents side-on to the wind and by the way Lorraine, if you touch the sides, the rain will come in. I hope all our members have been to the other events and represented our Area in my absence. Will the sun still shine for Cambridge - of course it will - and we might even need some water to cool down! After Cambridge we are hoping to go to the Somerset Area event to meet Nigel Mansell in person? The nearest event to home this year was the Uxbridge Auto Show organised th West Middlesex Area with the help of some Thames Area members' cars on the 19th July.

Tracy

6TH NORTH YORKSHIRE CONCOURS & MOORS RUN, 1987

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

SUNDAY 6TH SEPTEMBER, 1987

Come along to the beautiful North York Moors National Park for our annual get-together. **NEW FOR THIS YEAR:-**

MORE Concours awards than ever before!
CAR BOOT SALE of spare parts!
TRADE stands!

The Blacksmiths Arms is situated in picturesque Rosedale and offers excellent hotel accommodation with restaurant, bar meals and real ale. Camping facilities available locally at Rosedale Abbey and Spiers House (Forestry Commission).

The afternoon Moors Run will take you through breath-taking scenery, finishing at Grosmont at approx. 4.00pm where you can take the opportunity to ride on the North Yorkshire Moors Steam Railway to Pickering; visit the locomotive workshops and museum; browse around this attractive village or simply have a picnic beside the river and feed the trout!! For those wishing to enter our **light-hearted Concours** there will be 1st, 2nd and 3rd place awards in the following classes: **HERALD, VITESSE, SPITFIRE and GT6 together with BEST CAR IN SHOW, BEST LOCAL CLUB CAR and the Steve Boyne "Broken Halfshaft" award to the most forlorn-looking car in the event!! All Concours entries must be on site for 11.30am.**

CONCOURS ENTRY FEE: £3.00 All entries will receive a commemorative brass plaque.

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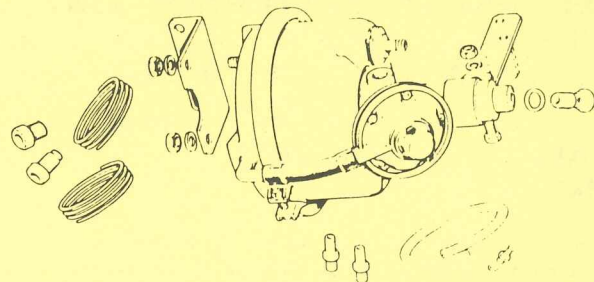
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Caliper assy type 141f Herald	£25.00
Caliper assy type 141f Spitfire	£25.00
Caliper assy type 16p Vitesse, GT6 ..	£35.00
Caliper assy type 16pb Vitesse, GT6 ..	£35.00
Caliper seal kit all type 12sp	£6.99 pair
Caliper seal kit all type 141f	£3.50 pair
Caliper seal kit all type 16p	£7.25 pair
Caliper seal kit all type 16pb	£6.99 pair
Caliper pistons all type 12sp	£7.99 each
Caliper pistons all type 141f	£4.99 each
Caliper pistons all type 16p	£5.99 each
Caliper pistons all type 16pb	£5.50 each
Brake pad set Herald, Spitfire	£4.50
Brake pad set Vitesse, GT6	£6.25
Brake discs new Herald, Spitfire	£9.50 each
Brake discs new Vitesse, GT6	£10.50 each
Front wheel cylinders Herald	£5.50 each
Front brake shoes Girling Herald	£7.49
Front flexible brake hose all	£4.99 each
Rear wheel cylinder Herald all	£6.99
Rear wheel cylinder Spitfire all	£6.99
Rear wheel cylinder Vitesse all	£6.99
Rear wheel cylinder GT6 to 72	£6.99
Rear wheel cylinder GT6 72 on	£8.25
Rear flexible brake hose Herald	£4.99
Rear flexible brake hose Spitfire	£4.99
Rear flexible brake hose Spitfire 1500 ..	£5.50
Rear flexible brake hose Vitesse, GT6 ..	£5.50
Rear brake shoe set Girling all	£7.49
Rear shoe return spring set all	£2.00
Rear brake adjuster Herald, Spitfire ..	£6.25
Rear brake adjuster Vitesse, GT6-72 ..	£6.25
Rear brake adjuster GT6 72 on	£2.65
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Anti squeal shim kits all type 16p	£3.50
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Pad retaining pins type 12sp & 141f ..	50p
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Bleed screw short Girling	75p
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Track rod ends all models	£4.25 each
Lower steering U/J all models, new	£10.50
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Front wheel brg kit Herald, Spitfire ..	£6.99
Front wheel brg kit Vitesse, GT6	£6.99
Rear wheel brg kit Herald, Spitfire	£6.99
Rear wheel brg kit Vitesse, GT6-68 ..	£6.99
Rear wheel brg kit Vitesse, GT6-68 on ..	£9.50
Propshaft U/J all models	£3.50
Halfshaft U/J all models	£3.50
Flexible coupling Vitesse, GT6	£8.50
Rear shock absorbers all models	£11.40
Rear shock absorbers not levers all ..	£9.45
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Front hub flt oil seal all models	98p each
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Engine mount front Herald, Spitfire ..	£5.00
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CLUTCH PARTS

Master cylinder new all models	£24.95
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Slave cylinder Herald	£18.50
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Slave cylinder Vitesse, GT6	£24.50
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Pressure plate Spitfire 1500	£22.00
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Release bearing Spitfire 1500	£8.25
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AREA NEWS REVIEW

SE. Wales...West Midlands...Worcester E...Worcester W...N. Yorks

South East Wales

June was a particularly busy month for the Area with members dashing across to France for the racing at Le Mans and on returning, making last minute preparations for the Wales Meet and completing work on the Club Area Caravan.

The Le Mans trip proved to be most enjoyable with a wonderful friendly and happy atmosphere throughout the whole weekend. TAD, our trusty Herald, actually arrived at Le Mans before seven Lotus cars, with whom we had originally set off from Le Havre in convoy but this may have had something to do with the fact that their drivers or perhaps navigators, weren't too hot on spotting the large direction signs to Le Mans!!! TAD shot a bearing about 30 miles into France and there is quite a story which I plan to record some time. In the meantime, though, suffice it to say that we got TAD home in one piece and although the weekend didn't result in success for Jaguars, it did reveal a triumphant Triumph Herald! We shall certainly be going again next year and I hope that many more of you will be able to come.

I have found it extremely frustrating that the British summer decided to start immediately after the Wales Meet, but despite the almost continuous drizzle, the event was generally a success and although the attendance was hoped to be higher, I believe all those who came and, especially those who stayed overnight, enjoyed the event. I should like to thank all those who did attend, for their support, grateful thanks also to our own Area members who helped in the preparations for the event and on the day and special thanks to Mike Costigan, Steve Bedford, Dennis Benson and Steve for their judging.

Our July meeting fell on Wednesday the 1st and I believe some of you may have inadvertently missed it as it was quieter than usual! Some members, not having had the opportunity to try their hand at the 'Longest Feely Bag Ever' at the Wales Meet, had a go at identifying the twenty items while others spent some time outside with 'bonnet-up' chatter. The possibility of

a Christmas or New Year's Eve Dinner Dance was discussed and it was decided that we should join up with the Lotus Owners Club, as last year. Anyone wishing information on this should contact Brian Wakeley, please. Ideas for raising money for Area Club Funds in order to purchase more equipment were discussed - if anyone has any bright, practical suggestions, please let me know. Our canoeing/camping weekend is destined for August so please attend the August meeting for details if you're planning to participate.

Diary Dates:

6th September - Classic Car Show at Margam Park, Port Talbot.

20th September - Classic Car Show at Tredegar House, Newport.

Marion Firman

West Midlands

The Funday always seems to have its casualties and this year was no exception: Bill Dixon with a broken arm and a Welly dented Mini Cooper. Besides two accidents the event was enjoyed by all. Sunday, we attended the Worcester Area Treasure Hunt which proved very entertaining with more West Midlands cars than Worcester. Bill marshalled the event even with his broken left arm (or did I mean right?) single-handed (sorry!).

The Croquet Match was excellent; we held the Stag Owners Club to a draw which was not bad considering the majority had never played before. As the event was such a success, further inter-Club events might well be on the cards.

For Sunday's meeting we will have a boot sale in the car park.

Next meeting Tuesday 11th August and Sunday lunchtime 30th August (including boot sale).

Tony Spicer

Worcester East

A better turnout than last month. Clive and Andy Jones turned up with some copies of Gareth Thomas'

Tuning Manual and John Kipping's new catalogue - both worthy of a good read.

The barbecue which was to be on 14th August has been cancelled due to holidays and being close to several other big events.

Congratulations to Maurice Spiers daughter, Anne-Marie, who has just acquired a 37,000 mile 13/60 saloon. We will see her miles away, as it is Signal Red!!

Ewan McKay

Worcester West

At last I made it to the meeting with all four wheels intact. Summer has finally arrived and we held our first meeting outside with 19 Club cars and 39 members present - certainly our best turnout so far. It was a pity we all couldn't make it to the Treasure Hunt like we promised; only 7 people turned up and only 2 of those were Worcester members. At least they all had a prize. Perhaps our own members will try harder next time? Bill set the Quiz, which was won by Andrew and Jane. The Booby Prize went to Andrew and Darren. Our Ladies for the Tug-of-War team will be Maralyne, Bev and Jenny; the lads are still undecided. Bill, of course, would prefer a Rounders Match!

Next meeting 3rd August at The Anchor Inn, Kempsey.

Chris

North Yorkshire

First of all, apologies to anybody who turned up for our Yorkshire Dales Run on 12th July; unforeseen circumstances caused me to postpone it at short notice. However, the second attempt will be on Sunday 16th August. Locations and times as per July's report.

It's good to see plenty of regular faces appearing at meetings recently. Hopefully we can pool our resources together to organise some local events for the rest of the year. Many thanks to the couple who came to the July meeting from Pudsey, near Bradford.

The Air Show at Kirmington was a

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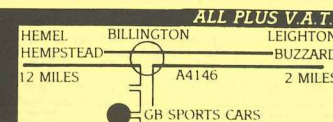
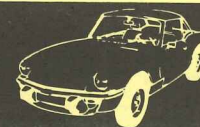
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AREA NEWS REVIEW

South Yorkshire...Peterborough...Sussex

great success, helped along by glorious sunshine. Hands up all those who now need hearing aids after that Vulcan bomber gave its engines full thrust just above our heads!!

EVENTS FOR AUGUST:

Sunday 16th - Dales re-Run (as mentioned above).

Saturday to Monday 29th-31st - North East Area Camping Weekend at Whitton Castle near Bishop Auckland.

Sunday 30th - Convoy to Cadwell Park to watch the Vintage Sports Car Club let their machines loose on the circuit. This is said by many to be very entertaining! Full details and times etc. should be available at the August meeting or give me a ring during the month.

Don't forget your entries for our 6th Concours and Moors Run on 6th September. Entry forms in this magazine or from me. I also have entry forms for the York Historic Vehicle Rally on Sunday 13th September at the racecourse - a great day out for all the family and also the chance to show off your Triumph!

Next meeting on August 5th, in the meantime it's back to designing roadworks to hold you all up at holiday-time!!

Stephen Boyne

South Yorkshire

Our last meeting brought us a record turnout with some very nice cars in the car park. A warm welcome is extended to 'first timers' Irene Denham, Philip and Julie Quanbrough, Paul Eyles, Ray Porters (beautiful midge, Ray), Robert Mitchell and Ian Gregson. Hope to see a lot more of you.

Thanks to all who turned up for the Rotherham Show; our best attendance yet and congratulations to Harry and Anne who took first prize in the Sports Six Concours with their restored Spitfire 1500. Worth all the effort eh Harry?!

An equally good day was had at the Humber Air Show with Peter 'Turbo' Willy's rolling chassis

attracting a great deal of interest. Thanks to all who gave their support.

The Club kitty is building up nicely and we have received a number of suggestions for Area tools but please let me have your ideas.

DIARY DATES:

9th August - Sunday meeting (remember!). As a direct result of the questionnaire we will be having a convoy run from the Norfolk Arms to try and resurrect this part of our club calendar, so please try to be there.

16th August - Rally at Top Farm, Wakefield. Who's going?

13th September - York Historic Vehicle Rally. I have application forms for anyone who is interested.

Xmas Dinner - yes already! We need to confirm by the end of August and pay deposits (£2 per head) by the end of September. So please let me know a.s.a.p. if you will be taking up your place.

Chris Stabler

STOP PRESS!!!!!!!!!!!!

Peterborough

Thanks to Gordon for putting on a splendid slide show and welcome to the following new members: Dave Sherring with a MkII GT6, Peter Barwell with a MkIII GT6 and Tillman Vidal with a Herald convertible.

With regard to events throughout the month Paul and I journeyed down to Bromley in our GT6's to attend the Bromley Pageant of Motoring and well done to Richard Francis for all his hard work in putting together the Club stand.

Anyway, it was the first trip of any distance for the recently rebuilt GT6 and I am pleased to say, despite a slight leak from the rocker box cover, the journey there and back was uneventful, despite the trip over the Woolwich Ferry which was quite an experience (thanks Barry, my GT6 has never left land before!!).

The Anglia Area Barbecue was an extremely enjoyable event and 'well

done' to Paul on winning the Best GT6!! Next month sees our annual barbecue with the TR Register who have been invited, so do not forget to bring your own beefburgers and sausages, it should be a most enjoyable evening. Hopefully John and Mary Thorpe, who in previous years have joined us, may have a ride over - see you there.

FORTHCOMING EVENTS:

Sunday 2nd August - Leicester Area Event, Stanford Hall, Lutterworth. My favourite event and well worth a day out. The grounds of Stanford Hall are very scenic and it is the ideal setting for a picnic, as well as obtaining those sought-after spares and seeing 100's of Club Cars.

Monday 10th August - Monthly meeting, The Three Horseshoes, Yaxley. Our Annual Barbecue. Bring your own rolls and food to be cooked.

Sunday 6th September - 3rd Boston & District Vintage & Classic Car Show. This will be the third year we have put on a display of Club Cars, so please ring me if you wish to attend.

Sharon Espin

Sussex

A good and worthwhile meeting was had at Hastings on the 21st June with a new Area Organiser being elected! - in the guise of Steve Voller.

Whilst talking of Hastings, it would be nice to see a few from the Area at our Picnic Sunday at Bentley Wildfowl Park and Motor Museum on 16th August. We will meet at The Five Bells, Chailey at 12.00pm to arrive at the park by 2.00pm.

By the time this goes to print, we will have had our joint picnic Sunday with the West Sussex Area, so as you can see, there is a good inter-Area activity building up. Why not come along and support your Area.

While we seem to have the good weather and light evenings, I'll be at the Wednesday meetings from 7.30 pm onwards. There is adequate seating outside, so that we can make the most of the summer evenings.

Wednesday 5th August - The Five Bells, Chailey.

Sunday 16th August - Bentley Wildfowl Park and Motor Museum near Ringmer.

Nigel Wilce



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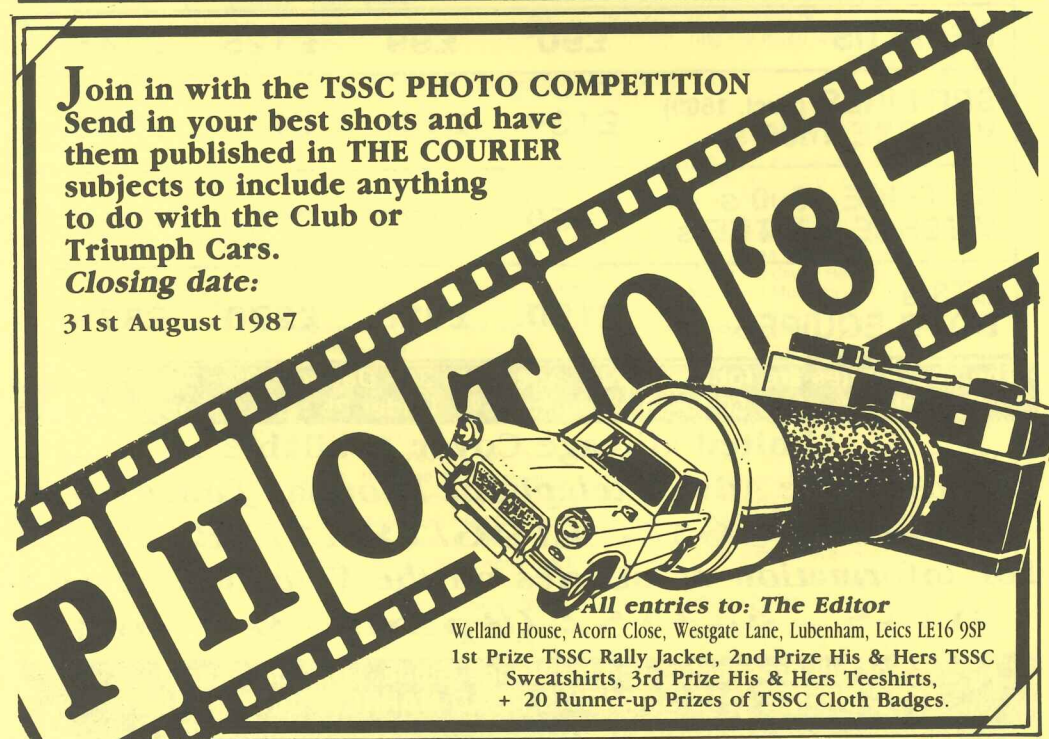
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- ★ **The Marcos Miracle** - In its 30 year history, the Marcos company has been in and out of trouble — and business. But enthusiast founder Jem Marsh has persisted to good effect. We test the latest Mantula Spyder and look at the Marcos story.
- ★ **Force Seven** - The Caterham Seven is a fabulous track car, as proved by our Silverstone test of Kelvin Foy's championship winner.
- ★ **CN Sprint** - Another elderly Lotus is the 25-year-old Elan, now recreated by Christopher Neil as the CN Sprint. We've taken a close look and compared it with the real thing.

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Our size enables us to offer a unique range of help and advantages to our membership. Do you ever have problems with parts? we can help with these and other problems, we can make ownership easier and more pleasurable, other advantages include:-

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Membership Number Area (official use only)
You do not need an immaculate car to join, just owning one and wanting to keep it is enough.
INTERNATIONAL MEMBERS WELCOMED TRIUMPH SPORTS SIX CLUB LTD 1527651

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TBA	3rd Mon 8pm
CANTERBURY	2nd Tuesday - 8pm
LUDGATE LAKE, M. BORO	Last Thursday
CIRENCESTER	Last Thurs 7.45pm
KEWICK	3rd Tuesday
HEATH VILLAGE	1st Wednesday
CLIST ST MARY / BUCKFASTLEIGH	2nd Sun / Last Sun 8pm
SHERBORNE	Last Wednesday
KNOWLE HILL, NR. READING	2nd Tuesday 8pm
GATFORD RIVERS	1st Sun, Lunch
SELLACK, NR. ROSS	1st & 3rd Mon 8pm
PADWORTH COMMON	2nd Tuesday 8pm
PILBRIGHT	1st Tues & 3rd Thurs 8pm
LITTLE COMMON	2nd & 4th Monday
WHITWELL / HEWLOW CAMP	1st Wed 8.30pm
NEWGATE ST. VILLAGE	3rd Wed 8.30pm
HESSLE	2nd Thurs 8.30pm
IPSWICH	2nd Wed 7.30pm
SUNDRIDGE	1st & 3rd Wed 8pm
EAST KESWICK	4th Thurs 8pm / 2nd Sun lun
SHEARSBY / SYSTON	1st Mon 8.30pm
GLENGALL GROVE E14	3rd Wednesday
FARNWORTH VILLAGE WIDNES	1st Mon / Last Mon 8.30pm
BOWDEN	2nd Mon 8pm
HEELANDS, M. KEYNES	3rd Thurs
NORWICH	3rd Wednesday
MAIDWELL	1st Mon 8.30pm
WILTON	2nd Mon 8.30pm
SHINGFORD / ARKLEY	1st Mon / Last Mon 8.30pm
SHARLOW	3rd Thurs 8pm
NEWY MANABEE	1st Sunday 2pm
YALEY / DINING ST NICH.	2nd Wednesday 7.30pm
KIRKHAM/WHITWELL	Alternate months 2nd Mon
CLAY COTTON/BUBBENHALL	2nd Mon 4th Sun lunch
WADDON	2nd Mon 8pm
EDINBURGH	1st Thurs 8.30pm
SEAFORD RD. ABERDEEN	2nd Sun 12.30pm
ABBOTSINCH ROAD, PALSLEY	2nd Mon 8pm
PAWLETT / BATHPOOL	2nd Wed 8.30pm
DENMEAD	2nd Wed 8.30pm
CHALEY / VARIOUS	1st Tues / 3rd Thurs 8pm
BLUNSDON	1st Wed / 3rd Sunday lunch
Pulborough	1st Monday 7.30pm
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BROADSTONE/FENDOWN	2nd Tues 8pm/4th Sun
HAYES VILLAGE/NORTHOLT	2nd Tues / Last Sun Lunch
WISHAM	2nd Mon 8pm
WIMBORNE	2nd Mon 8pm
HEATHWILL	Last Tues 7.30pm
MAIN RD. KEMPSEY	1st Monday 7.30pm
DEIGHTON	1st Wed 8.30pm
RIVELAND VALLEY / MALTBY	2nd Sun lun/4th Thurs 8pm
NORWOOD GREEN (off A56)	2nd Tuesday 9pm

MEETING DAY

UPDATES MUST BE RECEIVED BY THE 13TH FOR FOLLOWING MONTHS PURIFICATION



TRIUMPH SPORTS SIX CLUB INSURANCE SCHEME

GOOD NEWS!!
ALL RATES FROZEN FOR 1987



Club cars are rated by Model and Members by Area

EXCLUSIVE to
TSSC MEMBERS

MODEL	AREA 1	AREA 2	AREA3	AREA 4
HERALDS	£90	£99	£125	£145
SPITFIRES (Excl.1500) VITESSE 1600's	£130	£140	£170	£205
SPITFIRE 1500's VITESSE 2 LITRE	£150	£175	£230	£265
GT6's BOND EQUIPES	£190	£220	£270	£325

FULL DETAILS WITH
MEMBERSHIP
AGE UNDER 25
RATES ON APPLICATION

DISCOUNT FOR AGE & LIMITED MILEAGE

COVER:

FULLY COMPREHENSIVE WITH AGREED VALUE

FULL DETAILS WITH MEMBERSHIP



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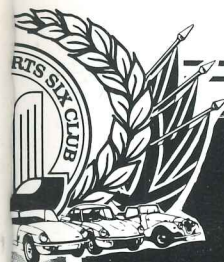
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FULL DETAILS WITH MEMBERSHIP



TRIUMPH SPITFIRE 1500



Spitfire 1500 Profile

"THE HARD WAY FOR HERALD ANGEL"

Leon Guyot - London

PART TWO

Brambleberries in Lapland!!

After resting from our peregrination and sampling some very nice Finnish food, they favour fish, frankfurter type sausages, Salami, Ham, Cheese, Eggs and thin chewy rye type breads - all of which I can heartily recommend, we also tried various pastries covered with wild Lapland orange-coloured Brambleberries, which look like small Blackberries, they are expensive but worth it. Apparently these berries only grow north of the Arctic circle in Lapland and may only be picked by 'Same' (Lapps) for subsequent sale to the more affluent south.



We then revealed our 'plan' to Ari and this was, to drive north to the most northerly point of Western Europe called Nordkapp (North Cape), which is actually in northern Norway at 71° 10' 21" at which news he expressed his surprise and told us that we were totally crazy and that this was exactly what he would have expected of us and despite the fact that he had been as far from home as California, even he and his wife Tiina have never been that far north, to which my response was that I've never been north of Cumbria in Britain, but that wasn't going to stop me from going to Nordkapp!

Ari said that he wished that he could come too, but he was far too busy. Since we were at that point watching a video film that he had made of his winter sports holiday near the Arctic circle, he suggested that we might hire a Video Camera etc from a local hire shop and record our trip for posterity.

On the morning of Monday

25th August, we collected the video equipment and by the time we had packed our camping gear and got under way, it was 3.45pm when we finally left Lahti. We followed Ari's instructions and drove as far north as possible immediately. (Finnish Roads are not numbered on the AA map). During this part of the journey we did quite a lot of filming in order to familiarise ourselves with the equipment. Unfortunately our makeshift power link from car battery to video unit failed, which meant that we exhausted the units small rechargeable battery, but that did not bother us too much, because on this part of

the journey there were really only trees and lakes, trees and lakes, trees and lakes, etc. to see and since it was raining again I had to keep the speed down to below 60 mph to prevent aquaplaning on the water laden road surface.

As we travelled further north, after about 10pm, we noticed a strange occurrence in that the sky stopped getting dark, this became more and more noticeable, so much so, in fact, that we kept looking at the clock, then the sky and so on, until in the rear view mirrors the sky was black and ahead of us the sky was light - I felt like a moth flying towards the light!

We went first to Jyväskylä, thence to Oulu, Kemi, Tornio and just past the Matkakoski Rapids until I decided to stop due to tiredness at 2 am.

We had driven 483 miles in 9½ hours which is an average of 52mph, not bad considering that we made several short rest stops and overtook countless lorries, all of the double articulated 22 metres long snaking variety.

The first campsite was at a place called Aavasaksa, we did not really know or care where we were, we just wanted to put the tent up and go to sleep, we drove about 2km down a dirt and boulder strewn track and across an unmarked ungated railway crossing, this reminded me of Donald Healey's Supercharged Straight Eight Triumph Dolomite ADU4, which was demolished by a train at an unmarked level crossing in Denmark whilst in the 1935 Monte Carlo Rally. (No I'm not that old, just well informed!) and, no I did not lose my exhaust, although I did hit it countless times on various boulders, next time a sump guard will be fitted.

The campsite appeared deserted, apart from one small FWD vehicle and caravan. We awoke next day at around 1.20pm. Luckily we found an electric socket attached to what looked like a telegraph pole and so were able to recharge the video unit before leaving, and we never saw a single person, so the camping was quite free.

About twenty minutes further up the road, we came to the clanking and ringing of long cylindrical bells hung in a row from wooden poles, these are to tell people that they are on the Arctic circle in wintertime and a large sign



which proclaimed TUOMAAN PAJA JUOKSENKI. THE ARCTIC CIRCLE JUOKSENKI. There was also a gift shop, so like good little tourists we went inside to find a vast selection of quite reasonably priced souvenirs and handcrafts made by the Lapps or Same (rhyming with calmer), as they prefer to call themselves.

Just about everything is a product of the Reindeers, those magnificent creatures which have shared the lives of the Same and shaped their culture for 2000 years and although I don't necessarily agree with killing animals, I can respect these peoples culture and bought some Reindeer antlers for my father, because he always wanted some and Bill bought some Same moccasin-type socks made from Reindeer hide.

Afterwards the lady in the shop gave us free coffee and half price cakes and I believe that we were the only people she had seen heading north for some time.

On leaving the shop we fed their tame Reindeer 'Rudolf'

some brown rye pitta bread, which seems strange, because Reindeers' staple diet is supposed to be lichen, which grows in abundance, because of the remarkably pollution free atmosphere in Finland, until the recent unfortunate accident at Chernobyl, which made Lichen radioactive as far as Reindeer are concerned and Reindeer radioactive as far as the Same are concerned, we avoided eating either!

There are 900,000 Reindeer in Finland, and they wander about the roads in herds, this can be quite hazardous, because of their large size, and you have to keep a constant look out for them, as they are well camouflaged against the landscape. However, they usually cross at the same places, which are signposted in advance and at night they stand off the road together in herds for warmth.

We videoed this remarkable creature and were quite surprised to find out that it had furry antlers.

We then set off again in a northerly direction, noticing as we went a distinct change in

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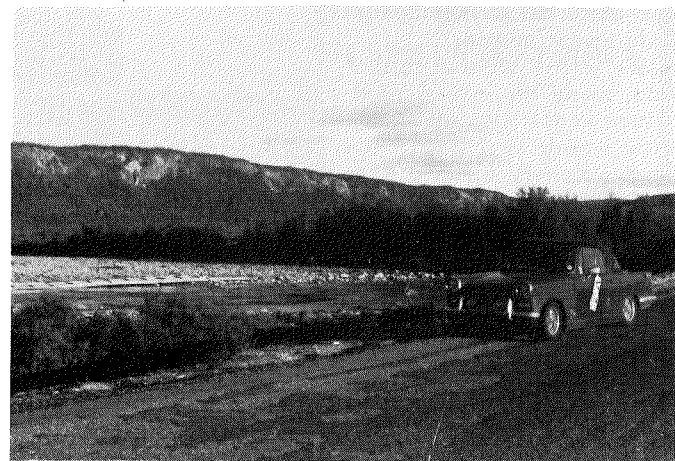
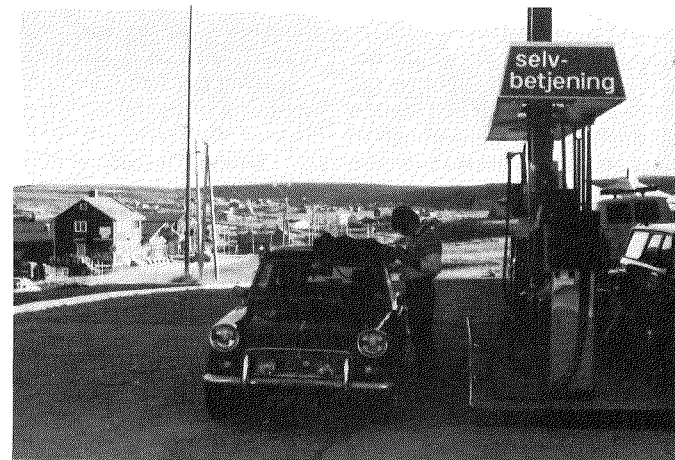
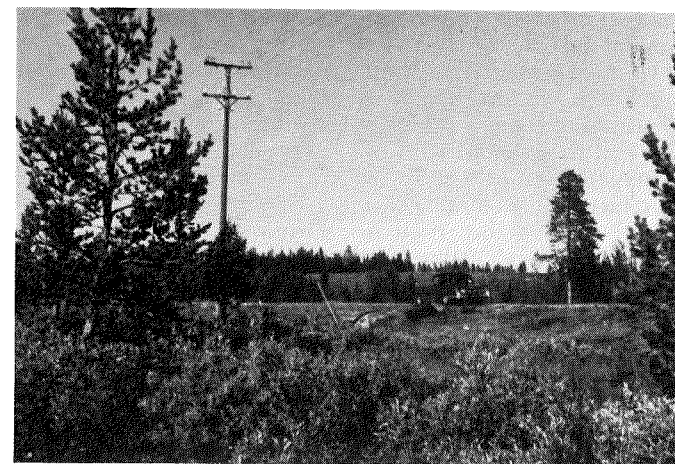
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KEEP THIS AD. FOR FUTURE REFERENCE

the vegetation - trees becoming less dominant (and boring) with more Silver Birch than Conifer and overall much less ground cover. This day we travelled through Kolari past the Aijankoski Rapids, through Muonio, Palojarvi, across the Finnish/Norwegian border and into the Finnmarksvidda region of Northern Norway. We filled up with fuel at Kautokeino, an interesting little collection of red, white and green painted wooden houses and one Esso Selv betjening (self service) Petrol Station.

In this part of the world you stop and fill up at each and every petrol station, whether you need much petrol or not, because it might be up to 200 miles before you see another one open, despite the occasional automatic mini-bank which takes 10 N-Kroner notes. We then pressed on, over wooden bridges and along the banks of the Alteilva river, through the mountain passes to Alta, a town situated at the end of the Altafjorden.

Replenished once more with Shell petrol, we continued our North-Easterly trek through the Stabbursdalen National Park where the countryside turned gradually to Artic tundra with unusual vegetation, heather and strange white flowers around acidic peaty pools and no trees now to be seen, the roads got narrower and narrower and life less apparent as the sun went down, as far as it was prepared to! leaving the world in an eerie purple glow.

We were a little worried by now, but need not have been, as we soon arrived at a campsite at Olderfjord on the edge of the Porsangen. Unfortunately by the time we



had set up camp we were too late for the Cafe, because it was 11pm Norwegian time, although 12 midnight in Finland and 10pm in Britain! so we had to make do with our emergency tin of Ravioli that had travelled all the way from Italy to England then to Sweden, Norway, Finland and back into Norway with us. However, this and some tea and Jordans Original bars proved sufficient.

The temperature that night was down around freezing point, so we put the car blanket under the sleeping bags and used the multi-various blankets we had taken with us, also leaving on our two burner Tilley cooker all night in the middle of the front bell section of the tent, just high enough so that it couldn't blow out in the night, this might not seem like a good idea, but it is better than hypothermia! We also kept on our scarves and artificial furry Russian-style hats!

Next day, the 27th of August, we visited the one and only bank, followed by the only mini-supermarket, where we got more provisions and even discovered essence of Reindeer horn in a bottle! Not too sure what it might be for? aphrodisiac perhaps?

We set off without further ado, along the coastal road, where we saw some interesting arctic seaside vegetation, puts mum's rockery to shame! then to Kafford, where we could get on the little car ferry to Mageroya island and the main town of Honningsvag at the island's southern-most point. Assembled at the ferry terminal were a motley collection of vehicles and people, mainly locals in Mitsubishi Pajero (Shogun to you) FWD vehicles, also some Norwegian and

Swedish tourists in Volvos and Audis and the inevitable Germans in a VW minibus and even an English couple on a motorbike. The Ferry was a very small one, holding about 30 vehicles and most efficiently operated by the Finnmark Fylkesrederi Ruteselskap at about £10 each way for one car and two people, the crossing was about 45 minutes and the first thing that you notice when approaching the island is how all the houses are clumped together on the same part of the Island. Also the oil storage tanks belonging to various oil companies off to each side, Texaco, Shell, B.P. and Esso.

Leaving the ferry, you must be careful of the bulges on the deck of the ferry, apparently for chaining vehicles down during storms, one of these bulges attempted to pull off my exhaust, but luckily it failed, although the twin tail boxes did become temporarily detached from the boot floor, but I had spare metalastick supports with me.

We drove along the Skipsfjordfjell pass, 312 metres above sea level, the 34 km from Honningsvag to Nordkapp, a very impressive, if somewhat barren landscape, mainly rocks, mountains, lakes and precarious roads clinging to the edge of the mountains, usually without any barriers and appearing to just go off into oblivion at sharp righthanders at the top of very steep inclines, but I have absolute faith in Triumph Herald rear suspension, don't I?

We made it! Nordkapp 71° 10' 21", a sheer cliff rising 307 metres from the Barents Sea. At 13.15 GMT, the end of the road, the most northerly Triumph Herald on the planet, no fanfare, no flags, no welcoming committee of TSSC members, just a solitary car park attendant (not NCP) in a little wooden hut, 15 NKr (£1.50) each, but a nice souvenir entry ticket No.0102602 and the money going towards the North Cape benefit society.



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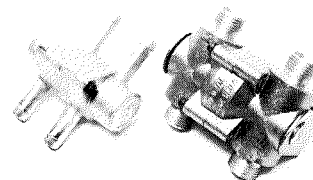
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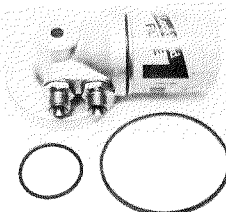
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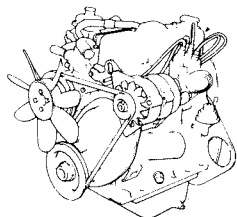
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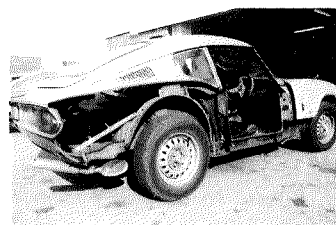


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IN PRAISE OF

Of course, there wasn't one really more's the pity. But those of us in the Club who are fortunate enough to own one, cannot speak too highly of this idyllic sports car that never was.

In 1979 I bought my first Club car, a 1971 MKIII Spitfire. I knew very little about our cars in those days and bought it for one reason only - its good looks.

We all have our preferences, of course, many people prefer the squared rear end of the later Spitfires. But for me the MKIII is one of the most perfectly styled sports cars in the classic idiom that the world has seen. If the design had been sold to Ferrari, it would have been an all time world beating classic.

As it is, we are fortunate that it came our way and it was for that reason that I bought it. I was soon captivated by its good handling (after adding 5½J alloy wheels with radials), ease of maintenance, adequate power-to-weight ratio and the sheer exhilaration of open top motoring.

A couple of years after being bitten by the Triumph bug, I picked up a MKI GT6 for £50 with only 45,000 miles on the clock. This was indeed an ambition achieved - a GT6 AND a Spitfire!

Alas, that state of days only. On the to avoid a drunken wrapped the Spitfire

By Peter Holmes

me in hospital. Once discharged, of course, it didn't take long to fall in love with the silken power of the GT6 engine. Neither did it take long to realise that a 6-cylinder engine in a Spitfire might be the ultimate in soft-top motoring.

At the end of 1984 I bought another MKI GT6 for £150. It was a bit of a mess but all my existing bits and pieces would be useful, and it came with a set of light alloy wheels.

I checked out and reconditioned all the mechanicals and bought a MKII GT6 bonnet. I then cut off the roof and spot-welded in the rear deck of the MKIII Spitfire. It sounds simple but it was one hell of a job. The original GT6 engine was a runner but rumbled when the oil was hot. Rather than recondition it, I bought a MKII engine, gearbox and overdrive.

The gearbox and overdrive were perfect but the engine was a mess and I had to completely recondition it. Rebore, regrind, the lot. I also installed a road racing camshaft.

By the summer of 1985 I was actually a bit fed up with it and it was not until April 1986 that it got its reconditioned engine and was sprayed white.

By June it was running and had cost, including purchase price, £1,400.

It was well worth doing. Originally I thought it was going to be easier to alter the GT6 body and use the existing mechanicals. But there is no doubt that it

bliss lasted for three third day I swerved motorist which round a tree and put

THE SPITFIRE 6

would have been easier to start off with a good Spitfire and uprate the mechanicals to GT6 specification.

What is it like! It's a cracker. It not only puts new dimension on motoring but on life itself. The combination of the 2-litre engine and a car of such low weight and frontal area, is a winner. It is an ideal high-speed touring car and with its 3.27 axle ratio and overdrive, it is doing very nearly 90 mph at only 3500 rpm. If it is ultra rapid acceleration you want, you will have to lower your axle ratio. But it is rapid enough for me and above 3500 rpm, it really starts to pull. And that exhaust note! With hood down, the 6-cylinder scream at 4,000 rpm is music fit for the gods of motoring.



I don't know much about motor industry marketing, but I can't help thinking that Triumph missed out badly here. If they had marketed a 2-litre, 6-cylinder Spitfire with wishbone rear suspension and optional extras including the 150 hp TR6 engine, this surely would have been a nimble footed, high speed production sports car with little, if any, competition. A world beater.

But it isn't too late. You too can experience this motoring ecstasy. Buy or make yourself one you will not regret it!

Surprisingly there is room in the boot for our weekend luggage alongside the full tool kit, 2 litre water container, 1 litre of Castrol and box of emergency spares.

Our treasured Spitfire MKII (GGD 5C, Nov. 1986 Turning Circle) is about to embark on a venture south of the Border, the Norwich Union RAC Classic Rally.

0950 HOURS: Depart Strathaven and in six miles join the M74 southbound. Resolutely stick to 60-65 MPH which in overdrive equates to a smooth 3,000 - 3,250 RPM, we also have a tail wind of 25 MPH which will help the fuel consumption.

1010 HOURS: Blue skies as far as the eye can see! Light traffic southbound but very heavy northbound, the Sassenachs know where the good weather will be this weekend.

1110 HOURS: Over the border to England, must be the first time in 12 years that GGD 5C has ventured so far south.

1210 HOURS: Stop at Killington lakes, 130 miles gone, check oil and water, all O.K. Change drivers and off again.

1400 HOURS: Knutsford turn-off approaches. We had planned to continue on the M6 to Stone but dark clouds ahead indicate that it would be sensible to use the alternative route via Macclesfield.

We are now well ahead of schedule so decide to divert to Buxton to recce our start point tomorrow morning.

1606 HOURS: After a one hour stop in cold but sunny Buxton, we practise use of the excellent RAC rally route notes over the first section of the route as far as Sudbury. Notice a large

Steam Traction Engine Rally assembling South of Buxton, might cause some delays tomorrow.

1658 HOURS: Arrive at our overnight stop at Etwall, 276 miles on the clock and brimming the fuel tank gives a very pleasant surprise, 44.8 MPG.

SUNDAY, 24 MAY: A cold misty but dry morning and an early departure to Buxton to allow time for scrutineering, etc. prior to our start time of 0959 hours. The first car leaves at 0800 hours so we pass a number of early starters on our way. The 1925 Rolls-Royce Phantom looks particularly impressive emerging from the mist.

Amongst a gaggle of TR2s, TR3s, etc. there is only one other TSSC eligible car, a very nice 1960 Herald coupe, not a Club Member yet. We depart after a start line interview and travel in company with a Ferrari 330 GT who surprisingly remains on station behind us.

1015 HOURS: Arrive at the first check point, the Bass Brewery Museum in Burton. Admire the assembled vintage lorries and steam engines but settle for coffee instead of the extra strength beer on offer.

New exhaust system has sagged and is grounding on bumps. Apply car jack to rear of main silencer and gain some clearance. Rachel takes over the driving and

DIARY OF A MEMORABLE WEEKEND

By Peter Sherrard
- Strathaven,
Lanarks

SATURDAY,
23 MAY:

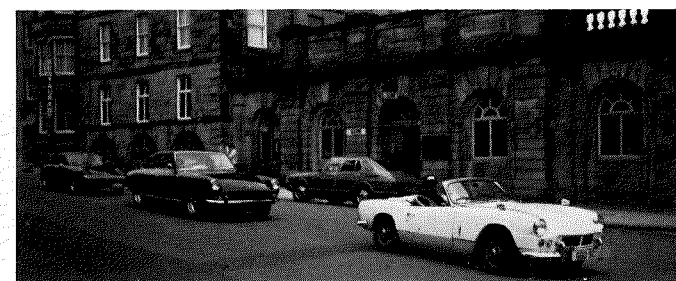
The Scottish skies look threatening, should we risk going topless? Co-driver Rachel votes for giving it a try; after all, two of us can get the hood up fairly quickly. We dress accordingly - multi layers of sweaters, scarves, etc.



Departing from Strathaven



Buxton for scrutineering



Leaving Buxton in exotic company



Coventry where an unrepentant GGD 5C stands after scraping the Jaguar tiled ramp

we leave Buxton under sunny skies.

Next check point, the MIRA test circuit where we are given strict instructions regarding the ban on photography. Discretion being the better part of valour, we declined the opportunity of lapping the high speed circuit.

On to check point 3: the National Motor Cycle Museum at Birmingham, a very impressive newly completed building. Still well ahead of schedule, so we spend half an hour there.

Next is check point 4: the Jaguar Factory in Coventry. An impressive check-in point on a raised quarry tiled ramp in front of the main office, (sorry, Jaguar, about the scratch marks from our droopy exhaust!).

Time for a coffee and a stroll round the small but excellent display of (XK 120, C, D and E-Types, XJ13, etc.)

Now comes the final stage through beautiful country to Silverstone. We feel rather important as the villagers applaud our progress, and admit to some unnecessary gear changes and throttle-blipping.

1336 HOURS: Final check point at Silverstone, 1½ hours ahead of schedule. Receive our very handsome finisher's medal and are then directed to an RAC scrutineer who checks under the bonnet for fuel and oil leaks before releasing us onto the Grand

Prix circuit for a partial lap to the parking area.

We enter the circuit at Cope in company with four or five other cars and very quickly a lively dice is in progress. Appreciate the difficulties of the flat, featureless circuit when we arrive at Becketts Corner at rather high velocity, pulse rates accelerate as we dare not brake so a rapid change-down to overdrive third, floor the accelerator, clip the apex and cut with no oversteer, overtaking an MGB in the process. Turn off at the Chicane and park a rather warm Spitfire.

Into the Norwich Union Marquee to sample the excellent hospitality. Then a pleasant afternoon watching the driving tests. Here we meet a fair proportion of TSSC members, including Mrs Watson, the wife of the new Bond Register Secretary, who I look forward to seeing again at the Doune Classic Weekend in August.

We then discovered that the new breather pipe arrangement to the twin-pancake air filters was too restrictive for high-speed motoring and the oil had blown out through the oil filler cap.

1800 HOURS: Six hundred classic cars assemble for the final parade laps of the Grand Prix Circuit. We are in the first group of some 150 cars and start round the circuit four abreast behind pace cars. Just after the

Chicane the rapid passage of an AC Cobra and an XK indicates that the pace cars have left us to our own devices. Some frantic lane swapping sees us in front of a gaggle of pre-War saloons and the race is on. We find ourselves duelling with an enthusiastically driven MG ZB Magnette, which is rolling like a 2CV on the corners, and an MGA. Get by both of them at Becketts where the MGA oversteers violently. All too soon the 'race' is over and we return to the Paddock to mop up more oil from the rocker cover area, top up with half a pint of oil and then set off for our overnight stop.

About 50 miles up the A5, GGD 5C decides enough is enough and suffers a nearside rear tyre puncture. Interesting that apart from the noise, there is no effect on handling even though the tyre is completely flat, in fact there is some delay whilst father throws it out of gear to listen to a suspect transmission fault, ignoring Rachel's diagnosis of a flat tyre.



MONDAY, 25 MAY: Delayed start whilst we locate a garage on a Bank

Holiday Monday. Find that the inner tube (1 year old) has a five inch split but no trace of whatever has penetrated the tyre.

Journey up the M6 and A74 with repeated sightings of Herald coupe who stops to put his hood down and stops again to put it up! We continue topless ignoring the threatening clouds.

1615 HOURS: Back home in Strathaven having completed 853 miles since we left, overall fuel consumption is 40.3 MPG, ¾ pint of oil and no water required in the 22 year old radiator.

An exceptional weekend which we may well repeat next year if we are fortunate enough to get our entry accepted. The event is heavily oversubscribed so maybe it would be wrong to encourage other TSSC members to apply. However, it is to be thoroughly recommended and we do need to match the large MGOC entry. Incidentally, GGD 5C was the only Spitfire in the rally.

JEMIMA 1 the 1200 HERALD

By Adrian Fell, Age 15 - Aylesbury, Bucks

Jemima, registration ORO 153D, whose colour is Dolphin Grey, was build on 25th February, 1966, despatched to Hertfordshire Motors Ltd. on 3rd March, 1966 but not bought until 1st April. The owner was to be Miss Brown who had owned one before.

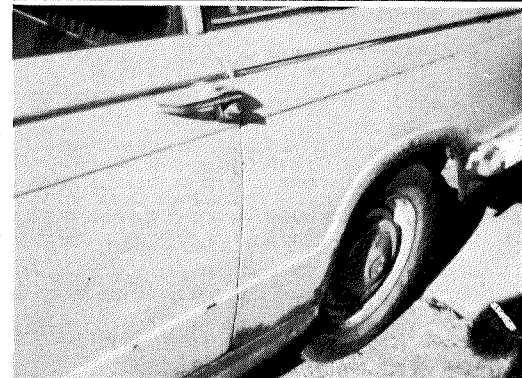
Engine No. GA 202454 HE Gearbox No. GB 202575 Rear Axle No. GA 282191 Body No. GAT 174298 Chassis No. GA 204806DL

ORO 153D did not enter my life until 1972 when my father bought it for £210 (new money) on the 14th April, 1972 with the mileage of 43,357. During the time he owned it, ORO 153D had been resprayed, undersealed, serviced regularly, MOT'd, looked after very well and garaged. She only failed the last MOT before he sold it on 7th July 1982 for £150 to Mrs Harlow and daughter. By then, the mileage was 94,000 but only showed in parts of the bodywork; the engine was still in perfect order.

The car was only used for town and around but after three years, it had covered 136,000 miles and really showed in the general condition of the car. It needed a total restoration which is what I wanted it for but it sold for £135 to a Mr Baxter and Miss Chesterton who shared it. It had a years MOT from the 21st July, the day they bought it. Unfortunately, it didn't last much longer; they covered 4,000 miles and it failed to start on the 14th March, 1986, when the mileage was 140,370.

This is where I come in. If it hadn't have been for my next door neighbour (who owned the car) spotting it in her workplace car park, I would have never known it was still running. Her friend, Miss Chesterton, was the owner. She told me straightaway and I went there regularly to see if it was around - it wasn't.

The next day I got a phone call at mid-afternoon from my next door neighbour, saying it was there. I went down and was quite shocked to see the condition of it. Luckily, I



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could keep in touch quite easily.

During May 1986, I received a letter from Mr Baxter, explaining that the car had just failed to start and asking me if I would like ORO 153D, as he needed a more reliable car. I showed his letter to my parents and after about two months of getting round to contacting him, we managed to get up to Sutton, Surrey to have a good look over the car. As soon as I saw the engine, I looked at the plugs and they were Champion N9YC, and I suddenly remembered that these were long reach for a 13/60 Herald. The rotor arm was also worn and there was a sign of tracking.

It was a Sunday morning but luckily there was a shop open. The shop owner was convinced that there wasn't ever a 1200 Herald in existence to which I argued strongly! I fitted the plugs, checking the gap of the points, looking for sparks, push starts etc. We failed to get it to start, although it did fire. Six hours of hard work spoiled and was very upsetting. Later that week, I got a phone call from Mr Baxter and who said that he was moving soon, so we could have the car if we could get it to Aylesbury soon. I jumped at the chance but we had nowhere to keep it.

As luck would have it, it just so happened that my Grandma's garage, which was used by her next door neighbour, became vacant as he was posted to Germany in the RAF. After a month exactly, we set a date for towing ORO 153D back. My father's friend was going to tow us back with his RS1600i Escort on 9th October 1986, so ee phoned the Police to enquire about what was needed for towing a car without an MOT, and found that all is needed is insurance and a top speed of 40 mph. We went 60 mph but we didn't know that that was the speed.

We used the AA for insurance; £5.00 for a minimum week. Since then I have worked on ORO 153D for a total of 150 hours; mainly rust-proofing but I haven't tried to get the engine running as yet - we will give it a try in a couple of weeks.

All it needs are two outriggers, wings, doorskins, tread-plates and outer wheelarches and a mechanic with the knack to get it roadworthy. I have used Finnigans Underbody Seal and Waxoyl - they are both excellent.

I have been a member of the TSSC since December and have found it the best thing since I bought Jemima back. If it hadn't have been for Mr Baxter, Mr Mason who towed us back, my parents, I would have never bought



"Jemima 1" and name is got because Mrs Harlow originally gave it that nickname but now has another Herald - named Jemima 2 when I'm around.

P.S. Does anyone know where to get the "SS" type key barrels which are used on the boot lock? ★

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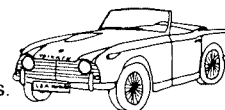
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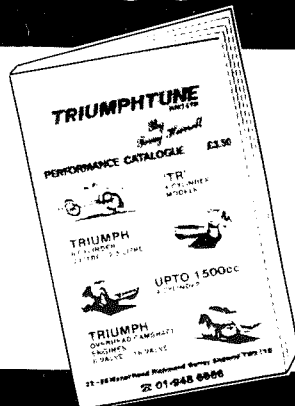
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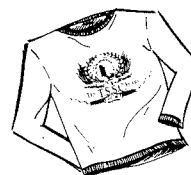
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FITTING A GT6/VITESSE REMOTE OIL FILTER

Words & Pictures: Peter Williams

Those of us who own or have owned Heralds and Spitfires probably learnt a long time ago that start-up engine rattles can often be cured by the simple substitution of a proper Leyland oil filter in place of the more common copies available from the high street stops.

As the filter is on a downward slant, oil, not possessing any anti-gravity additives, tends to drain out as soon as the engine is stopped. This then often causes a rattle on start-up as bearings starved of their life blood run dry. Usually oil pressure is quick to build up and as long as one doesn't rev the engine hard, for the couple of seconds it takes, not a lot of real harm should result. However, by fitting the correct filter with an internal anti-drain valve, these disconcerting noises can easily be made to disappear (unless the engine is actually worn that is).

Unfortunately, the oil filter arrangement of GT6's and Vitesse doesn't allow such an easy solution and although of course the filter bowl is horizontal, oil as you might expect certainly still drains out often leading to the same type of problem.

Those of you with Courier Indexes or long memories will know that on odd occasions a kit to banish six-cylinder engine oil pressure lag on start-up has been referred to and in this article, I'll be covering the fitting of one.

In concept the idea is to fit

a remote housing which allows the fitting of a standard spin-on cannister filter containing the said anti-drain valve. As I've learnt from fitting the kit, carefully chosen accessory shop filters do the job well and a list of recommended units is supplied with the kit. As you'll see from the photos, the kit is well engineered and every component needed is supplied right down to the correct attachment bolts, seals and oil filter itself. Having had one on my Vitesse for the past few weeks I'd certainly recommend it. No more rattles!

One tip that I should point out is that wherever a rubber hose might rub against any metal surface, even if the pressure is only very slight, protect it. A hose on my GT6 oil cooler suffered due to such an abrasion but fortunately I caught it in time. The solution is very simple. Buy a length of hose one size up from the one you want to protect. Cut off the required length and then make a slit from end to end. The hose can then be opened out and simply clipped over the smaller one in the relevant place (no fixing clips are required as it holds itself on). Cost minimal. Effectiveness 100%.

CONCLUSIONS: As I hope you've gathered, the unit is easy to fit and doesn't require any special tools. Certainly the start-up rattle which was getting noticeable on my Vitesse has completely disappeared and the green light goes out immediately showing that the unit really does work. For those of you with oil coolers, it should be said that the kit doesn't provide any extra fittings but no doubt with a little ingenuity you could make some up. For further information regarding the remote filter contact:- Dave Bradley 22 Braydon Avenue Little Stoke Bristol BS12 6EH

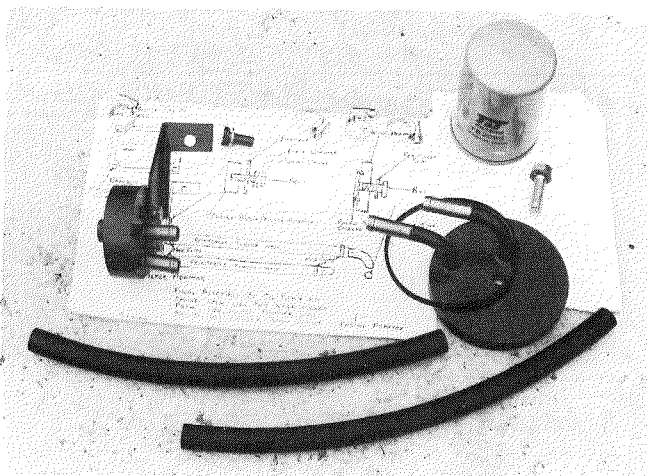


Figure 1 - Parts supplied with the kit include engine blanking plate, filter housing, clips, bolts, seals, half inch rubber hose (pre-cut to the correct length) and a suitable filter. As you can see a good diagram giving instructions is also provided.

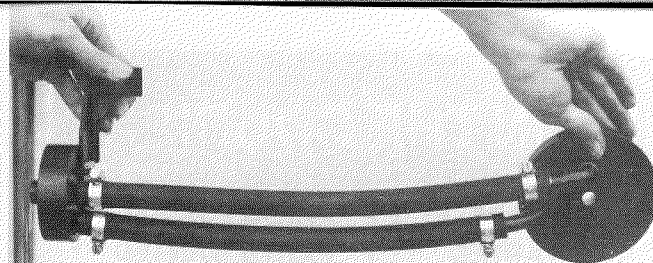


Figure 2 - When connecting up, the base components should look like this.

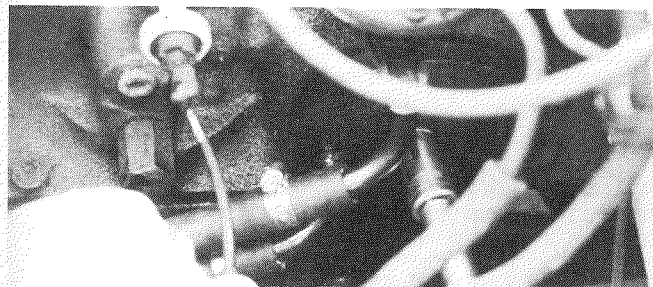


Figure 3 - After draining the oil, remove the standard oil filter bowl and filter. Here we've also removed the engine bay valance. This isn't really necessary but only takes 5 minutes and it does give better access during fitting up. Of course it can be replaced afterwards.

Figure 5 - Next, fit the oil take-off plate using the shorter bolt with sealing washer supplied. Hoses and clips are loosley in place at this stage.

Although the kit does come complete with a new outer thin rubber ring seal (this usually seals the filter bowl to the engine), I chose not to fit it but left the old one in. In the past I've always had problems at oil changes when trying to reseal the filter bowl to a new seal so I've given up trying. Readers' tips?

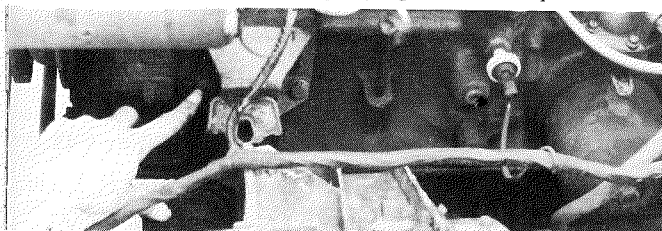


Figure 6 - This shot shows at an earlier stage just where the filter housing bolt fits. Simply unscrew the original mounting plate bolt

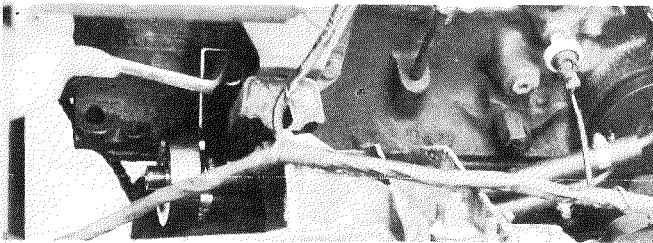


Figure 7 - and fit the adaptor using the slightly longer screw and washers - again, supplied with the kit. Note that the hoses pass through the chassis turret. Tighten the hose clips securely. Small nut spinners or sockets are often better than screwdrivers to do this.

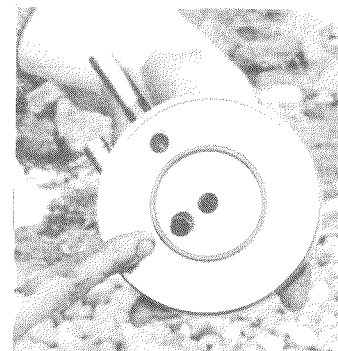


Figure 4 - The underside of the engine blanking plate and oil feed take-off comes complete with a central 'O' Ring seal. Ensure it's slotted home properly.

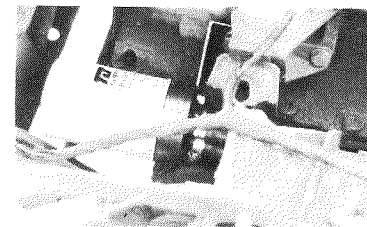


Figure 8 - The final stage simply involves screwing on the new cannister. Smear the oil sealing ring with some clean oil just prior to fitting the screw on hand-tight one half of three quarters of a turn past the point of initial contact. Refill the engine with oil, start up and check for leaks. After letting the oil settle, top up to the correct level.

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

BILL SUNDERLAND — EDITOR Welland House, 9 Acorn Close,
Westgate Lane, Lubenham, Leics LE16 9SP.



CLASSIFIED

Triumph Spitfire 1500 N reg: red, soft top, tonneau, cassette, O/D, 85,000 miles, MOT Feb '88. Little bodywork needed. Good runner/reliable friend. Job abroad forces reluctant sale. £900. Contact: Kim, tel: Worthing 213751 day, or Steyning 812347 anytime - 84/8460.

Herald Estate 13/60 1971: MOT expired (due to being unused). Still a runner with no serious problems. 77,000 miles. V.g. tyres. Chassis good. Kit it or keep it original. £100 to clear. Contact: Doug, tel: Peterborough 205368 - non-member.

Spitfire MKIV 1972: MOT 'til November. Soft top, 4 new tyres. £500 o.n.o. Contact: Jones, tel: Stevenage 317629 - 86/14903.

GT6 1973: Pimento, O/D, Sundym. Restored; new chassis etc. Ring for details. T&T. £1850 o.n.o. Contact: Tim, tel: Wakefield (0924) 277846 - 86/15672.

GT6 MKIII 1972 K reg: Maroon, excellent condition. Many new parts. Alloys plus original wheels, low profiles, clutch, exhaust, UJ's, bushes, shocks - all receipts. V. reliable. Any inspection welcome. £2,000 o.n.o. Contact: Nigel, tel: Bristol (0272) 425663 - 85/12873.

Herald 948cc saloon: reg. no. 1187 VW (1960). Fair condition. No reasonable offer refused. Contact: Bob, tel: E17 (01) 531 8733 after 4pm - 87/17063.

GT6 MKIII low mileage: restoration just completed. Includes engine, gearbox, brakes, bodywork, all rebuilt. Must be seen. £1850. Contact: J Cornwall, tel: Hereford (0432) 276514 - 86/13781.

Spitfire III 1967 aborted project: recon engine with bills of over £500 completely stripped. All parts available. 4 good 185's. Ban fines force sale. Offers around £150. Contact: Gary, tel: (0264) 50066 9-5pm or 57372 eves - 86/16336.

Herald 13/60 convertible 1971: Sienna, tan and black interior. Chassis excellent. Mechanically v. g. Recent parts and welding. Hood OK but body slightly tatty. V. low mileage since 1982. Tax and 12 months MOT. £800. Contact: Hugh, tel: Bath (0225) 315690 - 81/3063.

GT5 MKI: needs considerable lower body rust repair but would restore. Other parts OK. Would be good basis for kit car or special. £85.00. Near Welwyn Garden City. Contact: Kendall, tel: 043 879 457 - 83/6138.

Vitesse convertible MKI: dead but not buried. Complete except for bonnet. Left in garage for a year. Non-O/D version suitable for spares as chassis rusted.

Buyer will need trailer. £75 o.n.o. Contact: Mark, tel: Brighton (0273) 721116 - 86/13327.

Spartan Vitesse 2L MKI stage 2 tuned: laid up for past 18 months so not MOT'd or taxed. Trailer required. Needs little enthusiastic work. £1200 or v.n.o. Contact: J Trigg, tel: Torquay (0803) 62602 - 81/2354.

Spitfire 1500 V reg: 43,000 miles. Beautiful throughout. All underside Hammerited. 12 months MOT. 6 months Tax. Low profile wide tyres. H&S tops. £2195. Contact: Phil, tel: Sheffield 847719 after 5.30 pm - 87/17235.

Vitesse saloon MKII: H reg. Conifer, red interior. Sunroof. MOT. £500 o.n.o. Plus **Parts - garage clearance:** Vitesse bonnets 2, rusty doors, 2 MKII engines one rebuilt rally equipte and other second hand parts. Contact: David, tel: Cumbria (0900) 2377 - 81/3007.

Herald 13/60 estate 1971: brown with tan trim. Full years MOT. V. clean car inside and out. Must go. £800. Contact: Bob Rowland, tel: Hayes (01) 561 0671 - 81/01937.

Vitesse 2L MKII convertible O/D: 12 months MOT, solid chassis, recent engine o/haul. Needs painting. £1150 or offers. Contact: S Ashley, tel: Cambridge (0223) 321039 - 87/16684.

Herald 13/60 saloon J reg: sound chassis and bodywork. New exhaust. Good tyres. Tatty no MOT. Ideal kit base or restoration. £150. Contact: John, tel: (0634) 372339 w/days or Woking (04862) 72670 w/ends - 82/3997.

Spitfire MKIV L reg: Tax and MOT, H&S tops. Good engine, body needs attention. Serviceman going abroad, hence £600. Contact: Apprentice Dawkins, tel: Portsmouth 822351 ext 412 - 86/15528.

GT6 MKIII (L): Magenta, tax, long MOT, engine rebuild, new GT/gearbox, O/D, cloth interior, tinted windows, new steering column bushes, brake hoses. Lumination ignition, T/Tune exhaust. Much spent, reasonable cond. £1450 o.n.o. Contact: Hacking, tel: High Wycombe (0494) 30060 - 84/7765.

Herald 12/60 convertible 1969: Royal Blue with white flash. 11 months MOT, 3 months tax. Excellent condition throughout plus Honeybourne Mouldings hardtop. £1100. Contact: Simon, tel: Wakefield (0924) 827894 - 85/9888.

GT6 MKII + 1969: new floor complete, inner, outer intermediate sills. Reworked engine (2,000 miles). Bolt-on wires. Acci-

dent damage front and rear but runner. £500 (price of new engine). Contact: Khera, tel: Cottered, Herts 297 - 81/01922.

Triumph Vitesse MKII conv. 1969: G reg., O/D, new hood, one owner, genuine 60,000 miles (docum. avail.) excellent cond., full MOT March 1988. Contact: Peto, tel: (01) 435 9602 - non-member.

Spitfire 1500: a white beauty. 1977, S reg., O/D, 64,000 miles, restoration just completed, 12 months MOT, hard/soft tops, tonneau. Lovely car, must be seen. £1695. Contact: Chris, tel: Bishops Stortford (0279) 53703 - 84/7559.

Bond Equipe 2 + 2 1963: new MOT, Cherry Red, 500 made. Reluctant sale. Losing garage. One owner last 10 years. Contact: Singleton, tel: Salisbury 336460 eves - 77/00054.

Triumph Spitfire 1500: R reg, 76,000 miles, H&S tops, full tonneau set, Java Green. Immaculate throughout. £1800 o.n.o. Contact: David, tel: W Yorks (0274) 877245 - 86/515115.

Spitfire MKII: wire wheels, GT6 bonnet, good interior, sound mechanics, new sills, floor and wings repaired. Requires drivers door, exhaust and paint to finish. Must sell, hence £250 o.n.o. Contact: Adrian, Uxbridge 57681 - 85/11175.

1969 Triumph Vitesse 2L MKII: v.g.c., sunshine roof, recent tyres, exhaust, battery, rad and many spares included in the asking price of £1250 o.n.o. Valencia Blue. MOT but no Tax as vehicle has been wintered indoors. Contact: Walker, tel: N Yorks (09012) 3206 eves only - non-member.

Spitfire 1500 S reg: Brown, hard/soft tops, low mileage, SAH stage 2 conversion, v. quick, extremely good mechanics/bodywork. Taxed, MOT Mar '88. Regularly serviced and maintained by Triumph enthusiast. £1,900 o.n.o. Contact: Robert, tel: Milton Keynes 668921 - 82/3505.

Spitfire MKIV 1974: red, complete restoration, mechanically/bodywork-upholstery. Still to be run-in. Excellent condition. £1795 o.n.o. Contact: Williamson, tel: Peterborough (0733) 63061 - non-member.

Herald 13/60 convertible: A1 concours, total rebuild. Red/white hood. This car has never rusted having been kept in dry overseas climate. Offers around club valuation of £3,300. Contact: Dane, tel: Tadworth (073781) 2952 - 85/10059.

Vitesse 6 convertible: reg DWK 7C. Full MOT. Sound body and mechanics. Many new parts and spares. Lovely car. Forced sale. £1300 o.n.o. Contact: Miller, tel: Haverhill (0440) 704186 - non-member.

GT6 MKIII 1973: white, excellent bodywork, no rust. Mechanics and interior v. g. Waxoiled and undersealed. Electric fan, gas spax, rear seat. V.g. all round cond. £1500 o.n.o. Contact: Mike, tel: Morpeth (0670) 55144 - 84/8960.

1968 Herald 1200: one owner, 48,000 miles. 1 yrs MOT and tax. Excellent, original cond. New clutch and exhaust 1986. Always serviced from new. Owner elderly lady driver. £750. Contact: Martin, tel: Preston (0772) 314189 after 5.00 pm - non-member.

Herald 13/60 estate 1971: 1500cc engine, alternator, tachometer, new tyres, clutch, shocks last year. Good body, sound mechanics, condition 2. £375. Tax Oct 87, MOT Jan 88. Also twin carbs £20, copper brake pipe set £15. Contact: Fox, tel: Chobham (09905) 7177 - 86/14790.

Vitesse 1966 convertible: fitted hardtop, 2000cc twin carb, O/D. Contact: Penna, tel: Truro (0872) 862225 - 83/7029.

GT6 MKIII spares or repair: quality St/St exhaust (std. patt. specially made). Heavy duty i/glass bonnet, v.g. chassis, complete car £200. Tel: Ripley 862975 or Nottm. 613381.

Triumph Spitfire 1500cc, 1981: Green, taxed, MOT'd '88, hardtop 30,000 m. Excellent condition. Used as second car. Contact: Hall, tel: Burgess Hill 42391 eves, w/ends - 84/8695.

Triumph GT6 MKII 1970: runner with MOT. Excellent chassis, new sills, optional rear seat. Needs bodywork and some trim. Same owner last 8 years. No time to rebuild. £650. Contact: Michael, tel: B'ham (021) 777 6101 - non-member.

13/60 convertible: Scarlet, new hood, new MOT. Vitesse front end. £375. 13/60 bonnet, £60. Many spares. Contact: David, tel: Frome, Somerset (0373) 72425 - 85/11881.

Herald convertible 13/60, 1969: dismantled, 6 new outriggers fitted, new short engine in makers wrappings, cyl. head rebuilt, body good. Numerous spares. Much work done. £200. Buyer collects. Suit young enthusiast. Contact: Dennis, tel: Southampton (0703) 734837 - 85/13003.

Vitesse 1600 6-cyls sports saloon: dark blue. One owner. 48,000 miles. Immaculate. Offers? D reg. Contact: Young, tel: Hounslow (01) 572 1117 - non-member.

Triumph Herald 1200 1968: 24,000 miles from new, mechanics excellent order, smart original interior. Body solid but needs underseal. Most documents available. Brightwork good and complete. Expensive GT6 restoration forces sale. £550. Contact: Roger, tel: Dewsbury (0942) 466176 - 86/10156.

Vitesse MKII convertible: new differential, new S/S exhaust, oil cooler, recent gearbox. Bodywork good until accident, hence £300 o.n.o. Contact: Mark, tel: Hither Green (01) 318 6164 eves - 83/5281.

Triumph GT6 1969 MKII: recent replacement rear/wings doorskins, new exhaust S/S, sunroof and many other new parts. £1,600 o.n.o. Contact: Mark, tel: Poole, Dorset 680906 - 86/15810.

GT6 MKIII: white, long MOT, new exhaust, rebuilt rear suspension, sunroof. Good condition. £625 o.n.o. Contact: Adam, tel: Stamford Hill (01) 354 5412 - 85/10646.

Herald 1200 coupe 1963: totally original, only 55,000 miles, Gunmetal with blue interior. V.g.c. inside and out. Taxed and MOT. £1150 o.n.o. ALSO triple dellortos with SAH manifold, filters, linkage, v.g.c. £280 o.n.o. Contact: Brian, tel: Flitwick (0525) 713448 - 82/3760.

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SPITFIRE MKIII	£42.00 + VAT	3.00
SPITFIRE MKIII with zip rear window	£54.00 + VAT	3.00
SPITFIRE MKIV & 1500 " "	£54.00 + VAT	3.00
HERALD/VITESSE	£55.00 + VAT	3.00

CARPETS:	Price + VAT	P&P
SPITFIRE all models (Moulded g/box)	£39.95 + VAT	3.50
SPITFIRE all models (Sewn g/box)	£34.95 + VAT	3.50
HERALD/VITESSE	£34.95 + VAT	3.50
GT6 including load area	£55.95 + VAT	3.50

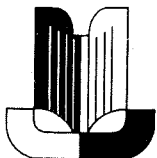
DOOR TRIM PANELS:	Price + VAT	P&P
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SPITFIRE MKIV door panels (pair)	£24.95 + VAT	3.00
SPITFIRE 1/4 panels all models (pair)	£14.95 + VAT	2.50
SPITFIRE MKIII & III rear panels (each)	£19.95 + VAT	3.00

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Door seal (black only) (per mt)	£3.94 + VAT	1.50
Boot seal (per mt)	£1.95 + VAT	1.50

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TRIUMPH SCENE

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The Norths Leading Small Triumph Restorers

**Are you looking for a restoration
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If so, we have the following vehicles on offer:

- 1970 Vitesse 2L MkII conv. o/d, complete but needs full restoration £350.00
- 1962 Vitesse 6 Saloon bodywork sound, 2 owners - will make good rolling rebuild £350.00
- 1962 Vitesse 6 Saloon (pre-reg.) complete but needs full restoration £100.00
- 1967 Vitesse 2L MkI Saloon good cond throughout, needs d/skins and sills T&T £450.00
- 1972 Spitfire MkIV T&T, bodywork sound, runs well, needs hood and interior tidying £350.00
- Various Herald Saloons from £50.00

Please note: we prefer these cars to be sold to enthusiasts and not broken. We can also offer estimates on full or part restoration of any of the above vehicles.

AMPHICAR 1967: red, superb condition, taxed, tested, fully water worthy, great fun. £6,500 o.n.o. Contact: David, tel: Berkshire (0735) 292996 - 86/16587.

1960 Triumph Herald 948 saloon: 38,000 miles, YW76, third owner. Loss of garage space forces sale, hence £100 o.n.o. Contact: Mike, tel: Bexley (0322) 51513 home or (0689) 50614 work - 85/10066.

13/60 convertible 1968: one family ownership since 1969. Valencia Blue, recent white hood. Rebuilt engine. Many new parts. Stereo. Needs tidying. Tax/MOT Jan '88, £1,000. Contact: Sarah, tel: Devon (0548) 6912 - 85/10048.

Triumph Herald 1200 convertible: E reg., non-runner, abandoned project for restoration. £150 o.n.o. Contact: John, tel: Derby (0332) 760475 - 85/12909.

Herald 13/60 1969: 63,000 miles, MOT, Tax 1 month. Used daily. Chassis sound, engine, gearbox recon. Requires doorskins. £450. Contact: Ian, tel: Doncaster (0302) 885121 - 87/16903.

GT6 III: PAJ 4M, MOT 88, O/D, fact/fit cloth sunroof, alloys, tinted windows, stereo rad/cast. Over £1,000 spent last 12 months. Recon engine, new g/box, discs, pads, bearings and more. Receipts to prove. House purchase forces quick sale. £950 o.n.o. Contact: Watson, tel: Bridlington (0262) 675534 - 84/9376.

GT6 MKII: J reg., O/D, rebuilt engine and g/box, MOT. Good condition. £1,700 o.n.o. Contact: Frahm, tel: Debden (0799) 41439 - non-member.

GT6 MKII: white, long Tax and MOT. Alloys. Many new parts. Contact: Bryson, tel: Sunderland (091) 5280282 after 4pm - 87/17453.

Herald 1200 saloon 1960: Signal Red and white. A1 condition. 12 months MOT, 5 months tax. 32,000 miles only. Very reliable. Clean car. Marriage forces sale. £950 o.n.o. Contact: Phil, tel: Charnock, Lancs. (02572) 76531 eves - 87/17621.

Herald coupe 1200 1961: 176 NYA, Tax, MOT, Signal Red, immaculate cond., only 200 miles since rebuild. Looking for £1700, take £1500. Spares worth £100. Contact: Seymour for more details, tel: Maidenhead 65810 - 85/12640.

Oldest Vitesse known to exist: MOT March '88, taxed. Requires rebuild. Reg. No. 777 CWD. O/D. Good runner. Offers. Contact: John, tel: after Aug. 6th (0527) 71186 day or B'ham (021) 453 9838 - 85/10271.

Spitfire 1500 1980: absolutely beautiful Bergundy bodywork. Rustproofed. New Stage 2 engine. O/cooler. Twin dellortos (standard carbs available). Vitesse

wheels. Spax shockers. H/top. Rollbar. Years MOT. £2,650. Contact: Cazaly, tel: (01) 692 7595 or Kent (0959) 32477 - 86/16489.

Bond Equipe convertible: Red, good cond., quick, reliable and fun. New passengers door. Alloy wheels with 185 tyres. £850 o.n.o. Contact: Miles, tel: W6 (01) 385 0885 - non-member.

Vitesse 1967 2L estate: taxed, MOT until end Sept. Recoiled rad., stainless steel exhaust. Rest fair cond. but diff needs attention. £250. Contact: West, tel: Bristol (0272) 835833 - 78/00403.

Spitfire 1500 1979: Inca Yellow, new tyres, stereo, O/D, hard/soft tops, tonneau cover, garaged, full MOT, superb cond. £1500. Contact: Teresa, tel: Hackney (01) 241 6880 - 86/15687.

GT6 MKIII: Carmine Red, below average mileage, long MOT, new clutch, exhaust, battery, bills for last 3 years. Used daily. Company car now means chance to buy convertible. £1,395. Contact: Arnold, tel: Cardiff (0222) 711458 after August 19th - 85/10905.

Vitesse H reg: Laurel Green, sunroof, recent MOT, good cond. £650 o.n.o. Contact: Ian, tel: Yeovil (0935) 24695 - 86/16408.

1973 GT6 MKIII: Cherry Red in excellent condition mechanically and body. £2,100 o.n.o. Contact: Pat, tel: E Sussex (0444) 417561 office hours or (0435) 830401 eves - non-member.

Bond Equipe GT4S: 1147cc, 1965. Excellent chassis, MOT and Tax til March 88, original white with black interior, 75,000 miles, v. reliable, O/D on 3rd/4th, electric fan, only £450 or offers. Contact: Armstrong, tel: Huntingdon (0480) 217973 - 77/00205.

GT6 MKIII 1973: yellow, Ziebarted from new. O/D, tinted glass, rebuilt engine, uprated g/box, body and all mechanicals excellent. Interior like new. £2150. Contact: McIntosh, tel: Nairn (0667) 54487 or 62137 - 85/10148.

Competition Spitfire MKIII 1300cc: this car is built for circuit racing. V. quick with full susp. mods. Eligible for road, sports and TSSC races. Road legal. Recently raced at top circuits. £1595 o.v.n.o. Contact: Adams, tel: Hartpur 577 - 87/6801.

MKIV Spitfire 1972: years MOT, Tax. Requires some work. Owner graduating to a family of three. hard/soft top. Various bits. £500 o.n.o. Contact: Stephen, tel: Walden (0799) 28438 eves.

GT6 MKIII: full body restoration, new interior, gearbox, O/D, diff, UJ's, rear spring, radiator, rack, s/s exhaust, taxed/tested. £2350 o.n.o. Will travel.

Contact: Whomes, tel: Wrexham 758736 - 87/17141.

Vitesse 2L 1967 saloon: 58,153 miles. Stored 2 years. Generally v. sound and tidy. Some work needed to prepare for road. Further details on request. £350. Contact: Lew tel: Evesham (0386) 47241 - non-member.

Herald 13/60 estate J reg: 70,000 miles. Present owner 12 years. Regularly serviced. Good cond overall. Outriggers professionally renewed, new sills, exhaust, clutch. Good tyres, brakes PB radio. MOT Oct. Reluctant sale. £450 offers. Contact: Hugh, tel: Cheltenham (0242) 44452 - non-member.

Vitesse MkII saloon: O/D, 5 1/2" alloys. Hammerited chassis. 10 months MOT. 5 months tax. Good body. Excellent mechanics. £950. Contact: Dominic, tel: Reading (0734) 426972 eves - 86/13763.

Unstarted Kit-car project: Gentry assembled bodywork kit, new box section chassis, Spitfire MKIV parts to form rolling chassis. Contact: Mr Wylie, tel: King's Lynn 692722 office hours - 85/11412.

Vitesse MkII convertible 1969: Valencia Blue. 53,600 miles, believed genuine. MOT Nov. Good body and chassis. Excellent mechanically. Many new parts. Must sell. £1850 or offers. Contact: Mr Price, tel: Hemel Hempstead 214512 eves or 212755 days - 84/09453.

Spitfire MKIII 1970: Valencia Blue, soft top, genuine 44,000 miles. New exhaust, taxed and MOT. Good condition. Forced to sell. Contact: Nick Reeve, tel: Surrey (0932) 242555 eves or (01) 398 4166 ext 67 days - 85/12856.

Spitfire MkII 1965 needs good home: new reconditioned 1300cc engine, 5 months MOT, taxed until March. Good bodywork. Many new panels. Steel hardtop. Needs attention and soft top. Some spares. £700. Contact: Sue, tel: Brighton (0273) 413513 - 85/12612.

Spitfire 1500 1975: O/D, Topaz Orange with hardtop, new soft top, sills, rear wing and qtr. valances. Good runner, bodywork needs slight attention. £850. Contact: Tim, tel: Dorking (0306) 882912 - 85/11304.

1967 Triumph Herald saloon 1200: blue, taxed 11 months MOT, 75,000 miles, in daily use. Good condition. New tyres, battery, silencer. Offers. Contact: Giles, tel: Kettering (0536) 760138.

1969 MkII Vitesse convertible: dark blue. Unfinished project. 2 months MOT. Body sound. Top of engine rebuilt. Gearbox and exhaust require attention. £450 o.n.o. Contact: Richard, tel: Kettering (0536) 516774 - non-member.

Vitesse 6 saloon: 63,000 miles. Good condition. £800. Contact: Bob Parry, tel: Ipswich (0473) 602385 - 86/15614.

Triumph Herald 13/60: F reg. (+ spare reconditioned engine). Well preserved due to much work carried out. Used daily. Sun roof, good tyres, long MOT. £550. Contact: Lawrence, tel: Chelmsford (0245) 267961 eves & w/ends - non-member.

Vitesse convertible MkII O/D: body and chassis restored. Original running gear. Taxed, MOT'd, used daily. £1,200 o.n.o. Contact: Tim, tel: Byfleet 42733 - non-member.

Triumph Spitfire 1500 1979: v. sound cond., 56,000 miles, hard and soft tops, one years MOT, K & N filters, Triumphune exhausts, spots, fogs, plus many other extras. £1750 o.n.o. Contact: N. Hodson, tel: Berkhamsted (04427) 75217 - non-member.

GT6 MKIII: green, many new parts, clutch needs attention. Offers. Contact: Southampton (0703) 767478 - 85/12896.

Spitfire MKIII 1968: 8 months MOT, Taxed, good body. Hard and soft tops. 8 years detailed history. £875 o.n.o. Contact: Joanna, tel: Cheltenham (0242) 527784 86/13622.

Herald 13/60 estate, 1970: recon. engine, g/box, clutch, rear axle, UJ's and rack. New Radials, runs well, MOT 1 year. Quite good condition. £275. Contact: Jim, tel: Poulton, Glos (028 585) 473 - 86/15274.

Triumph Vitesse MKI 2L saloon 1967: white, v.g.c. 1 yr. MOT. £850 o.n.o. Contact: Melanie, tel: Fareham 822927 - non-member.

Spitfire 1500, S reg 1978: v.g.c. Blue. Recent hood. Stereo rad/cass. Long MOT. Taxed. Roll bar plus other extras. £1550 o.n.o. Contact: Richard, tel: Bristol (0272) 565073 - 86/14276.

1971 Herald 13/60: Valencia Blue, 40,000 miles, MOT's 'til April 1988. Immaculate tan interior, beautiful bodywork and excellent mechanics. Offers invited. Contact: Martin, tel: Mere, Wilts 860023 - 87/17987.

1967 Herald 1200 estate: fitted with Spitfire MKII engine/gearbox. Excellent chassis/mechanics. Reliable and useful vehicle with MOT until Nov 87 although body needs some work (Midnight Blue). For caring owner £300 o.n.o. Much regretted sale. Contact: David, tel: SE20 (01) 464 3333 x 5857 work - 81/2119.

Herald 1200 1970: gone in usual places, 84,000 miles. Tax August. MOT March 88. Good restoration project. £150 o.n.o. Contact: Austin, tel: Pontefract 706666 - 87/18360.

Bond equipe: one of the first 200 built. Prototype engine recently rebuilt. Ex-factory demo car. Used daily, features on centre pages of Courier, August 1986. £1,500. Contact: Oldcorn, tel: Garstang 4417 - 85/12616.

Triumph Spitfire, 1981: Inca Yellow, excellent condition, two owners from new. Genuine 23,000 miles. Maintained regardless of cost. Service history. Radio stereo cassette. One of the best available. Offers invited. Serious enquiries only please. Contact: Elliott, tel: Nottingham 637563 - 85/12768.

Spitfire MKIV 1300, 1973: white, new black hood, recon. engine, Long MOT, Tax. Needs good home. £550. Contact: Peter, tel: E3 (01) 856 7041 - 86/116342.

GT6 MkIII L reg: white, O/D, totally standard. Original purchase documents. Rebuilt engine, g/box, bodywork good. £1900 o.n.o. Contact: Mark, tel: Leighton Buzzard (0525) 374809 or (0908) 661881 - 86/15526.

Spitfire November 1981, X reg: MOT'd, Brooklands Green, hard and soft tops. Under 44,000 miles. £2300 o.n.o. Contact: Sally, tel: Claverdon, Warks 3480 - non-member.

Vitesse 6 1966: 2 owners, straightforward car, original cond., no fillers, resprays; used daily, 92,500 miles. Handbook, lubrication chart. Bodywork, interior, mechanics, tyres v.g. MOT, new silencer. £450. Worth the journey. Contact: Mr McAleer, tel: Aberystwyth (0970) 3111 ext 3013 (day) - non-member.

Vitesse 1600 1964 saloon with sunroof, chassis rebuilt, recon. g/box and engine just fitted, needs running-in. Long MOT, Tax. Radio. New tyres, battery. Excellent mechanically. Original Olive Green/Cactus. Outgrowing family. £1050. Contact: Roy, tel: Mansfield 555803 - 87/18574.

Bond Equipe 2L MkII 1969: Bahama Yellow. V.g. overall cond., but needs attention to handbrake for MOT. 40,000 original mileage. Must be sold. Offers around £450. Tel: Nottingham (0602) 625793 - 85/11024.

Much loved 1969 Vitesse MKII: needs a little cosmetic attention. Financial crisis forces sale! £800. Contact: Rachel, tel: Milton Keynes 661979 eves - 87/16780.

Triumph Spitfire 1500 T reg: soft top with tonneau cover and hood cover. Taxed and MOT'd. 70,000 miles. In good cond. Regretful sale. £1750 o.n.o. Contact: John, tel: Yately (0252) 877013 - 87/18417.

Spitfire 1500 MkIV 1977: British Racing Green, soft/hard tops, tonneau, O/D, tow bar, MOT Jan '88. SAH registration. £1150 o.n.o. **ALSO Dolomite 1850 HL 1980:** 4-door saloon, brown, 2 previous owners. 59,000 on the clock. MOT July 1988. £1,500. Contact: Chris, tel: Milton Keynes (0908) 584531 - non-member.

TR6 1974 - Specialised Number Plate: 3,000 miles only since professional engine/gearbox rebuild. MOT until June '88. BARGAIN £3650. Contact: Ann, tel: Chingford (01) 524 6554 - non-member.

Herald 13/60 convertible 1970: Laurel. MOT. Good chassis. New tyres, exhaust, doors reskinned. Some bonnet rust. Trim tidy and good chrome, hood cloudy. Engine tired but reliable. Second owner from new. £500. Contact: O'Sullivan, tel: Woking 67286 - non-member.

Spitfire MkII 1965: good chassis, new brakes/clutch. Partial engine rebuild. Janspeed exhaust. New wings. Soft/hard tops. Much loved possession being sold due to work! Offers over £250. Contact: Graham, tel: Guildford (0483) 66474 - non-member.

1971 Triumph GT6 MkIII: red, full MOT, new O/D, recent sills, radio/cassette. V.g.c. £1295 o.n.o. Contact: Steve, tel: Cirencester 861258 - 86/14538.

CARS WANTED

Wanted for very enthusiastic car-less TSSC member: MKII Vitesse convertible, running and for rolling restoration. Sorry only £500. Please help David Stock, 21 Ladysmith Road, St. Albans, Herts AL3 5PZ - 87/16784.

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

GT6 MKIII wanted: sell or swap my 2.3 SC Chevette -VX4/90 engine and overdrive, full H5 instruments, spoilers, wheels stripes, flush headlamps. Group four insurance and lots more. Contact: Mike, tel: Coventry (0203) 687473 - 87/18501.

Spitfire 1500 preferably with O/D, for long-term restoration project. ANY CONDITION considered. Loving permanent home assured. Contact: Sue, tel: Pembrige (05447) 321 - 86/13335.

PARTS MART

Reconditioned J-type gearbox to swap for D-type. Also Spitfire hood frame, £15 and a Vitesse bonnet, rusted arch, would require wing side welding on and a touch of P45 around the side lights, £40. Contact: David, tel: Wimbledon (01) 947 6160 - 86/16122.

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

Spitfire Parts: MKII front bumper and o/riders. MKII bumpers (front and rear). Two MKII doors, one MKIV door, MKI-III 1/glass hardtop (no screen), also two (ex-GT6) red seats. All to clear. Contact: Leigh, tel: Halesowen (021) 550 2654 - 87/17665.

Complete Bond 2L MKI rolling chassis in sound condition, with sweet 95,000 engine, good O/D unit but worn g/box. Includes hydraulics s/column, heater, tank, clocks, loom and Logbook. Ideal kit car base. £200 o.n.o. Contact: Hedger, tel: Leamington Spa (0926) 26517 - 86/13176.

Parts Clearout! Vitesse convertible rear seat complete, £17, door glass £20 pr., Spitfire IV seats with headrests £20 pr., 13/60 gearbox £10, 13/60 diff £10, set 948 rear seats grey/white £15. Many other parts available. Also Bond GT4S bodyshell, good condition. Free to good home. Contact: Nick, tel: Blackburn (0254) 676615 - 83/5536.

Spitfire IV, Spitfire III breaking all parts: bonnets, doors, engine, driveable £100. Chassis £40 or parts chassis. Halfshafts, f/suspension, seats various colours and matching trim, hoodbags, tonneaux, GT6 MKIII doors. Seven days and postal service. Contact: Forest Gate (01) 534 1981 - 87/17737 (TRADE).

GT6 MKII/III complete o/D £75, engine £40, f/suspension £50 pair, r/rotoflexes £45 pr., excellent tailgate £15, MKII chassis £20, rad £20, GT6 MKIII brown cloth seats £40 pr., speedo £5, brake/clutch cyls £5. Contact: Paul, tel: BOT (0283) 224213 - 84/8659.

GT6 O/D gearbox £95, O/D unit £10, both dismantled. Mounting plate £5, O/D propshaft £15, 3.89 diff £40, speedo head £2. Nr. Welwyn Garden City, contact: Kendall, tel: (043 879) 457 - 83/6138.

Herald 13/60 engine includes manifolds, carb and alternator £60, gearbox £30, diff

£20, propshaft £10. Many more parts incl. bonnet, heater etc. all good cond. Will haggle as need space. Contact: Peter, tel: Greenford (01) 578 8549 - 85/12968.

13/60 estate: pair rear side windows £10. Windscreen £10. Rear seat complete front passenger seat unmarked, light blue £15 - £10 pair rear door supports £5. Contact: Trigg, tel: Torquay (0803) 62602 - 81/2354.

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Vitesse MKII, chassis requires usual welding £10, dash and surround £5, wooden rear window trim £5, two Rostyle wheels trims £10, bell housing £15. Prices negotiable. Contact: John, tel: (0634) 372339 w/days or Woking (04862) 72670 w/ends 82/3997.

MKI Vitesse bonnet complete, sound condition plus front valance. Poor condition exchange for 13/60 bonnet and valance good condition. Also breaking two 13/60 saloons: beige and red interiors. Wanted: rear overriders. Contact: Cathy, tel: Medway 715595 - 87/16883.

Herald, Spitfire, Equipe mechanical and suspension parts: Dolomite Sprint engine, gearbox, O/D, complete incl. all ancils 30,000 miles. Burlington Arrow 70% complete, chassis and suspension powder coated. Body half finished, all reconditioned or new. Offers? Contact: Whayman, tel: Beds (0462) 834883 - 84/7482.

Spitfire MKIII spares: floor pans £10 each. Carbs with new jets and needles £25. F D engine £10. Bonnet £20. 3 wire wheels with adaptors £15 each. Hood frame £10. Contact: Justin, tel: Redditch (0527) 43110 after 6pm - 87/17452.

Vitesse MKII bonnet, rear bumper trim, boot lid, wheel trims, as new radiator. £175 o.n.o. Contact: Tony, tel: Morecambe (0524) 423724 - 87/17307.

Herald tonneau £15, headlight trims new £30 pr. Contact: Simon, tel: Thanet 64300 - non-member.

Complete fuel injection system: many fairly new parts. To include modified distributor. £125. Body/chassis unit MKIII GT6, chassis good, body tatty! Any offers welcome. Contact: Rob, tel: Amersham (0494) 783184 - non-member.

Triumph Herald 1200 engine and gearbox for sale, £55 o.n.o. Tel: Kibworth Beauchamp 3136 - non-member.

Wire wheels: complete set, plus one. Five shod, four shotblasted, stoved, adaptors, knock-ons. Ready to bolt on and pose. £60. Contact: Dave, tel: Dartford (0322) 74125 - 87/17159.

Spitfire MKIII unused Leyland tonneau cover. Bought in error. £20 or will exchange for MKIV cover. Contact: Dawn, tel: B'ham (021) 784 4597 - 80/01363.

Triumph Spitfire MKIII parts going cheap! Windscreen in frame £10, windscreen and rubber £5, N/S brake caliper £5, bonnet and rear chrome strips £3, dashboards, clocks, lens etc. SELL THE LOT £30. Contact: Mark, tel: B'ham (021) 325 0506 - non-member.

Spitfire 1500 steel bonnet, £70. 1500 Goldseal engine, 20,000 miles, £100. Contact: Douglas, tel: (0671) 2184 - 86/13307.

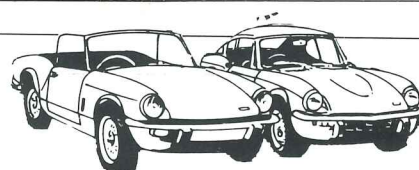
Spitfire MKII bumpers plus o/riders, good condition, £45. Gearbox £25, cyl head £15. Also passenger door in v.g.c., £25. Contact: Colin, tel: Gillingham (0634) 32876 - 85/10723.

Spitfire IV, Spitfire III, Herald convertible - breaking all parts: bonnets, doors, engines (driveable) £100, complete gearboxes, diffs, chassis £40 or parts chassis, halfshafts, f/suspension, seats, various colours with matching trim, w/dash £20, hoodbags, tonneau. Seven days and postal service. Tel: 01-534 1981 - 87/17737 (TRADE).

Spitfire MKIV bits and bobs: i.e. rear bumper, front grill, light fittings etc. £43 the lot. Contact: Barry, tel: Streatham (01) 769 1972 home - 86/15385.

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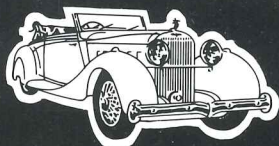
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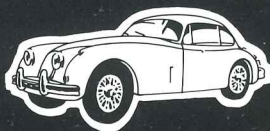
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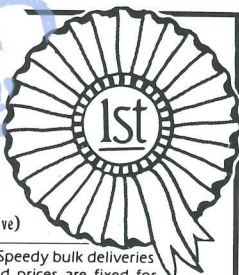
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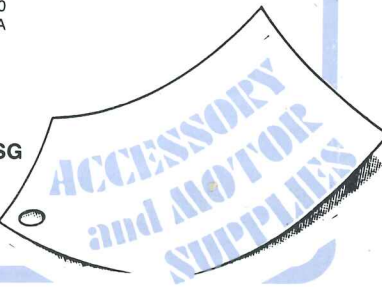
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Clive Manvers Triumph Spares: currently dismantling Vitesse, Herald and Spitfire. Very large stocks of Vitesse parts ranging from brand new short motors, used O/D g/boxes, panels and trim. Contact: Clive, tel: Suffolk (0284) 828674 - 24 hour answering service 85/9707 (TRADE).

Breaking GT6 MKIII: chrome 8-spoke wheels with locking nuts £75. Brand new D-type O/D still boxed £100. Dashboard with clocks £25. Pair black door trims £10. Plus much more. Contact: Richard, tel: Rotherham 372143 - 85/10877.

Herald convertible rear body sections £50, excellent front bulkhead body section £35. Contact: John, tel: Derby (0332) 760475 - 85/12909.

Vitesse and Herald parts: 1300 engine, g/boxes, cyl. heads, 2000 MkII engine in bits, O/D units, halfshafts, coil springs, Spitfire rad. Herald clutches and drums. Lots of odds and ends. All going cheap! Contact: Rob, tel: Swansea (0639) 844363 - 86/14893.

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Vitesse MkIII: O/D, front and rear suspension, g/box and diff. 3.89:1. Offers. Contact: Tim, tel: Byfleet 42733.

Spitfire MkIII spares: O/D gearbox £85, propshaft £15, diff £35, hardtop £45, wire wheel conversion kit available, wood dash £9, gauges £8, new hood on folding frame complete £50 etc. Post available. Contact: Mike, tel: Plymouth 268130 eves - 85/9893.

Breaking Herald 1200, 13/60, Spitfire MkIII, MkIV, Vitesse: large stock of removed parts. All new parts available. Contact: Max, tel: Eastleigh (0703) 642117 anytime - 87/16852 (TRADE).

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Herald/Vitesse S/H spares: some complete cars for restoration. Also in good cond. with MOT: Vitesse estate 1964, white £680; Herald/Spitfire/Vitesse hybrid, white, solid £480. Good Vitesse parts wanted. Contact: Robert, tel: Cambridge 894322 daytime - 85/11898 (TRADE)

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Appliance alloy slots: 5½J x 13, good tyres. Offers. Contact: Kevin, tel: Northampton (0604) 881032

Herald parts free: bonnet and bulkhead and other parts. Boot £10, roof v.g.c. £50, doors £5, engine £10. Contact: Parker, tel: Yoxall (0543) 473044 - 84/7921.

Unfinished project: rebuilt Vitesse chassis, all new outriggers, Hammerited. Reasonable 13/60 body, two bonnets, good doors, 1600 Vit engine, 2 13/60 engines and g/boxes, 5 chrome 8-spokes, 2 good bootlids. Contact: Jeff, tel: Dagenham (01) 517 8129 - 87/17308.

MkIII soft top frame and cover. 4 wire wheels plus hubs (need attention). Boot lid. Best offers. Contact: Chris, tel: Milton Keynes (0908) 584531

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

Wanted grey switch knobs, horn button, indicator switch, sidelamp/headlamp switch. Early 948 gearstock knob and fuel and temp. gauges for 948 twin carb model. Contact: E Brown, tel: Purbrook (0329) 46711 - 86/15346.

Wanted Spitfire MKIV bolt on wire wheel, Vitesse (poss. GT6), gearbox tunnel cover, original toolkit/jack and handle, 2L badges. All must be in v.g. to excellent cond. Please ring Graham, tel: (01) 952 1755 (home) or (01) 952 0202 (work) Stanmore, Middx. - 81/01951.

Wanted: Spitfire MKIII and TR3 wire wheels, with adaptors and knock-ons for the Spitfire. I will be in England on holiday from August until early September and would appreciate your call on (01) 471 8019, Jim Williams from S. Africa.

Wanted Spitfire 1500 hardtop: must be white. Please ring Brighton (0273) 771619. Also wanted petrol lock - 85/12477.

Wanted Cobra sixteen inch narrow fitting sportscar seats. Contact: Hotchkiss, tel: S'ton (04895) 6161 answerphone after 5pm - 87/17255.

5½J GT6 MKIII wheels. Will travel. Contact: Neale, tel: Bromley (01) 462 5384 - 86/15924.

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For Spitfire six project: any competition/performance parts. Roll bar, alloys, anti-roll bars, 2.5L engine, Dolomite Sprint g/box, complete Spitfire MkIV body tub or donor car, modified head. Anything else to build a quick car. Contact: Daniel, tel: Derby (0332) 366430 - 87/17614.

HELP! I'm still looking for a new front valance and Workshop Manual for my Vitesse 2-litre MkII. Someone must have one. Please ring Steve, tel: Swansea 874722 - 87/17510.

I want your body! Spitfire IV/1500 body tub needed. Must be v.g.c. (I already have a tatty one). Money waiting. Contact: John, tel: Maidstone (0622) 674905 with details and price - 86/13225.

Original Triumph Workshop Manual for Spitfire MkIII and Herald 1200. Must be in good cond. Also MkIII Spitfire interior sun visor brackets, outer ones needed. Contact: Chambers, tel: Dymchurch, Kent 873045 - 85/9747.



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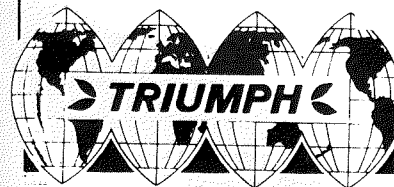
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Please note all our prices include VAT



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