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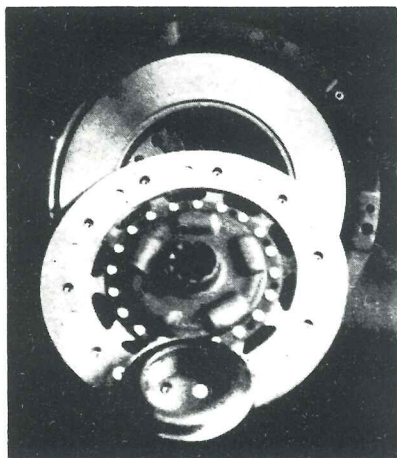
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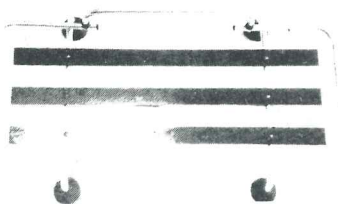
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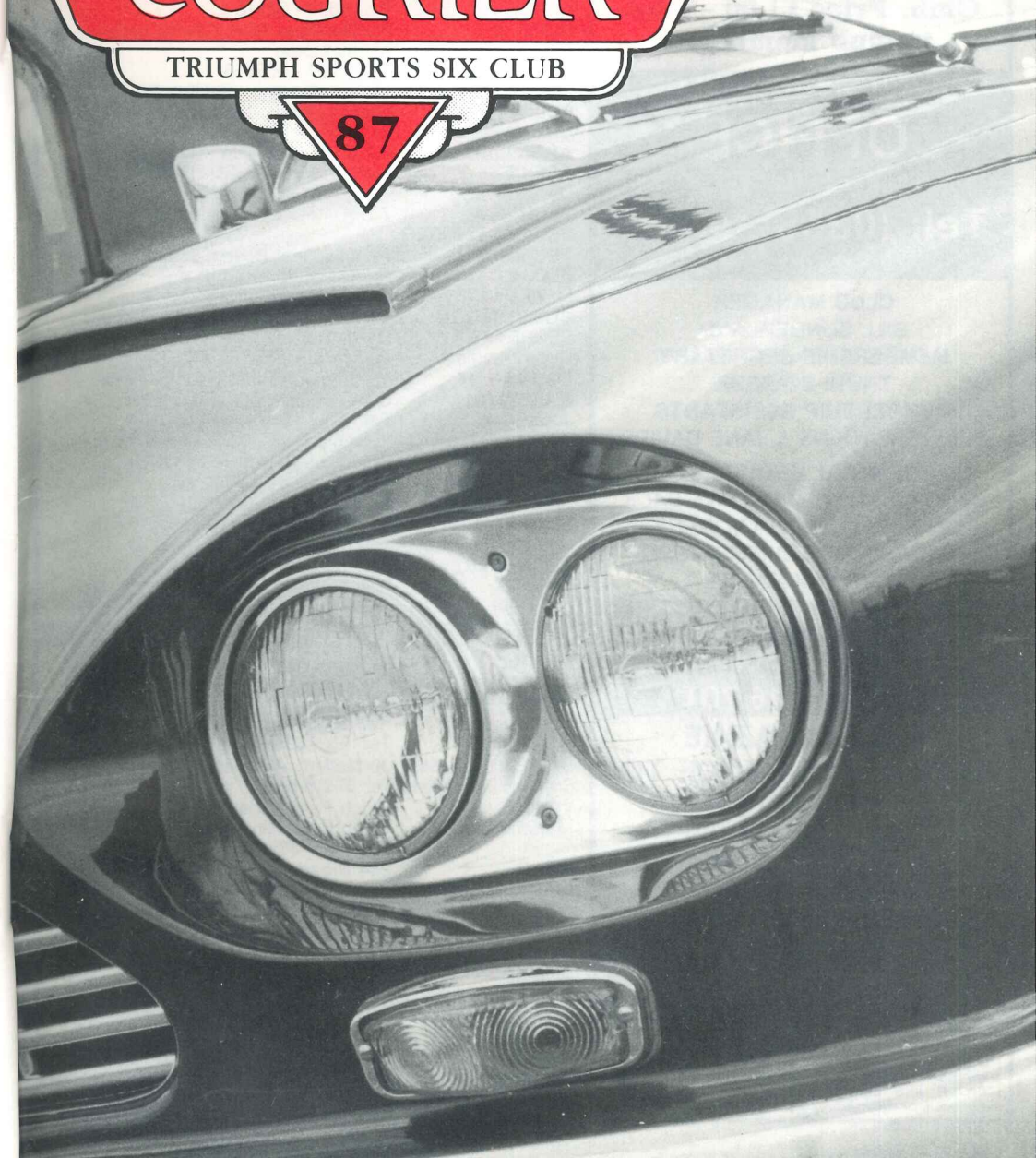
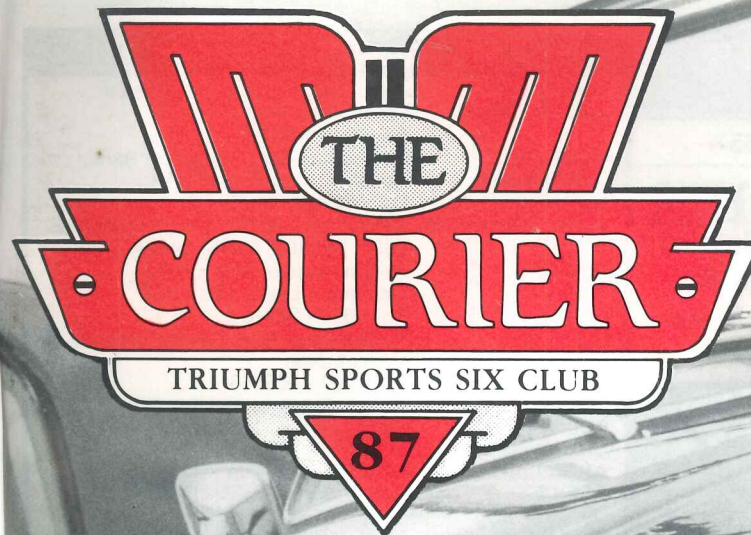
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September 1987



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EDITORIAL



Summertime Blues

Once again summer seems to have eluded us. Thankfully though, the Leicester Sunshine Rally lived up to its name and it didn't rain! But there can be no 'blues' within the TSSC; as I mentioned last month, we have reached the magic figure of 10,000 members which is no mean achievement. A large, active membership can only enhance the club and the cars it represents. On many occasions we have spoken about getting more spare parts remanufactured for our cars and having 10,000 members can only strengthen our credibility in the eyes of potential suppliers. Nearly all Trade suppliers are remanufacturing, whether it be front overriders to transfers. Please endeavour to let us know if you hear of a supplier remanufacturing parts and we will be sure to let others know. In addition to this, if you are aware of a part that is in very short supply and is in urgent need of remanufacture, we will put any viable proposition to the test either with a Club Trader or even, perhaps, the TSSC itself.

RENEWAL TIME

For a large proportion of members, this is renewal time. Remember, without rejoining, this will be your last magazine. To be sure, look at the date on the gold sticker on the back of your membership card or, alternatively, at the address label in which your Courier arrived.

AND FINALLY

The next Turning Circle is to be published on the TSSC's first 10 years. If you think you can submit any information for this, please write to us now.

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Incorporating the AREA NEWS REVIEW

Front Cover: Bond 1300 Cranfield 1987

Presidents Intro

John Griffiths

THE CLUB STARTS ITS ELEVENTH YEAR

You'll have seen from last month's Courier that we achieved the magic 10,000 membership mark at the end of our 10th year. A growing membership keeps the Club in good shape and in turn enables us to make the Club more and more useful to Herald chassised owners. One of our main objectives for this year is to obtain better premises, not only to make life more pleasant for the team at Market Harborough, but also, if possible, to make it more accessible to members. A number of the larger clubs already have their own Club premises which provide a focal point for that particular marque. We believe it is time that Triumph also re-established "headquarters" and although it will need careful financing, I am convinced it can be achieved.

If you've forgotten to renew your membership, please do it today the future of Triumph depends on it!

RAC - WHICH MAGAZINE REPORT ON RESCUE AND RECOVERY SERVICES

Whilst we've had a terrific response to the RAC's scheme, I am aware that due to RAC mailing house problems, a number of you have had to wait patiently for your "Classic" badge. I do apologise for any inconvenience. The RAC have now agreed to write to each new member already signed up, to check whether a badge has been received or not. Hopefully, this should sort out the problem, but if any of you are still unhappy about any aspect, please contact me so I can take the matter up on your behalf.

Some of you may have seen the above report which shows that even if the RAC are slow sending out their "Classic" badges, they are ahead of their main competitors in speed of response!

The RAC set the pace in roadside assistance 12 months ago when they promised to reach 8 out of 10 calls for assistance within one hour. Given that they attended almost 1½ million breakdowns in 1986, that's no mean target. In the first 5 months of 1987 they actually improved on this and in May achieved 9 out of 10 within the hour.

The RAC is undertaking a major £26 million investment programme to improve its services, increase standards of quality and improve value for money for Associated Clubs and their members.

It is worth reminding you that the RAC service to TSSC members includes the following two important features:-



- Covers the member and spouse whatever car you drive, whether owned or not. In effect, two people are enjoying all the benefits of the RAC for the price of one.
- Special extension of normal RAC cover enabling members to call upon the Rescue and Recovery Services when engaged in Motor Sport events provided the necessary authorisation is obtained for the RAC to attend taxed vehicles not on the public highway - a must for all you competitors.

If you have lost your special TSSC RAC application form, just telephone the Club Office.

EVENTS

What a month for Club events! The big one is of course the TSSC Ten Year Birthday Convoy from John O'Groats to Land's End. The finale is a national event in Cornwall at Killiow Country Park on Saturday 19th September. It's the first time we've held a major event in Cornwall, which is exciting in itself, but being there to welcome the convoy and to celebrate four major Triumph Birthdays will make it a day to remember. Why not take a few days' leave and make a short holiday of it?

NEW ARRIVAL

I'm pleased to announce that Pam and I have a new arrival a GT6 MkIII. This is the third GT6 we have owned and whilst needing a bit of work is a very original 31,000 mile example in Carmin Red. The Vitesse convertible is slowly coming together, with a view to taking part in a hillclimb at Scammoden Dam in September. The 2.5 PI may be offered for sale soon, so if anyone fancies a bit of big Triumph motoring, let me know.

DID YOU KNOW?

A recent report by Mintel Publications stated that car thefts have risen by 58% to nearly 800,000 each year!

NEW RECORD

In last year's August Courier I wrote "Join the 1000 Club". I was referring of course to the number of Club Valuations we had done. Today this stands at 2,400, an increase of 1,400 in just 12 months! Pam and I would like to thank *all* members for their support of the scheme.

★

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Le Mans and Beyond

D. J. WARD - Somerton

June 11th and school's out or should I say HND Business Studies first year exams are over, leaving nothing to worry about except to pack the Spitfire with two week's worth of camping equipment and to get from Slough to Le Mans before four o'clock on Saturday.

Although she was a bit low on the shocks and the boot didn't shut as well as we would have liked, time was of the essence so we set off for Portsmouth. Once out of Slough with its Renault Fuego driving yuppies all desperately trying to get to the wine bar, the way to the ferry port was a sinch, so much so that we had an hour to kill at the dock. It was here that the first major disaster of the trip occurred: the stereo in the car totally refused to play my U2 cassette, it quite happily played every other damned tape but no way was it playing U2!

Once on the boat we found ourselves surrounded by classic cars of every marque: E-Types, Aston Martins by the dozen etc., etc. But we had the only Spitfire and she held her own admirably in this distinguished company.

We disembarked at around seven on a nice, bright French morning and managed successfully to get through Le Havre; by that I mean we followed the first Brit. who looked like he might be going to the race. The rest of the morning was spent cruising leisurely around in approximately the right direction and enjoying the attention that Spitfires always attract in France. The French authorities must have anticipated the British invasion because some wise-guy seemed to have removed all the flaming signs. We were not the only ones to experience this slight navigational problem as we encountered a couple of Brummy lads in a beautiful Stag who followed us down a dead-end street and then tried to look real cool when they had to turn around and follow us back again. Meanwhile, I was still cursing the stereo for having such lousy taste in music; Bob Dylan, Bruce Springsteen, yes U2, no-way.

With 12.30 came lunch and our first time to try out the French that various teachers had tried their best to drum into us all through our school days, and if they could have seen us, they'd have turned in their graves! It was one of those days when even the most basic grammar seemed to escape us causing us to resort to the tried and trusted method of pointing and shouting. It worked so what the heck.

A couple of hours of more posing as we cruised along beautiful, tree-lined roads saw us safely to Le Mans. Despite being situated deep inside French territory, there is something distinctly British about Vingt Quatre heures du Mans; once inside the historic circuit, the sounds of the triumphant Bentleys of old, echo around the empty stands and the prospect of a Jaguar victory this year caused an air of excitement that was almost tangible, not to mention the fact that any congregation of Brits is bound to end up singing endless choruses of "Here we go", sooner or later and this lot was no exception.

Having paid 110 Francs for the privilege of pitching our tent in a litter strewn field with one toilet for about a thousand beer swilling people, Mike, my brother and driver in chief on this expedition, set about putting the tent up. As he had been a Boy Scout, it was mutually agreed that he was best qualified to do the job. Whilst he sweated blood over pegs, poles and canvas, I poked and prodded the bleeding stereo. There was absolutely no reason why it should refuse to play my U2 tape unless those Japanese electronics boffins had finally invented artificial intelligence and had decided to try it out in our stereo.

We gave the Spit a good going over to see how she'd fared. We'd managed to cruise quite happily at 80 mph despite being hopelessly over-loaded but even this didn't stop us being overtaken by every French driver on the road - even old

grannies driving beaten-up deux cheveaux seemed to think it necessary to get in front of us no matter what the cost to man or machine. It think it must be compulsory.

All in all it had been a tiring day so I decided to get washed and turn in for the night, easier said than done as sat outside the toilets was a little old man who insisted most forcefully that I paid him a Franc for the privilege. I wouldn't have minded but you still have to provide your own paper!

I awoke next morning to the sound of rain on canvas and, having made our way to the track without a wash (for financial reasons) we proceeded to spend four hours in the rain waiting for the race to start. Was it worth it? I asked myself repeatedly "Stop moaning you big girl", I replied. The weather finally cleared shortly before the start. I guess God must be a motor racing fan too.

The details of the race are now history but some important points of the weekend at Le Mans are sure to be left out by the racing journalists, e.g. a small bottle of watery beer was about £1.10, sausage and chips was about £2.50 and that little man sat outside the toilet all night, making it impossible to creep off for a quick c**p at two in the morning.

So that was Le Mans. The Jaguars didn't win and Derek Bell did, so what was new?

"Where shall we go now?" asked Mike. "South" said I.

South it was - well, sort of. While everyone else was trying to get back to dear old Blighty in time for work next morning, all we had to



"The world's our oyster - which way now". Mike Ward attempts to navigate

worry about was which exotic loction we wanted to visit first. The world was our oyster, there was nothing to stop us going anywhere we so desired Yes there was - money; beautiful as our sweet little Spit was, she would not run on thin air, especially French thin air. So we worked out how much we had in Francs and on our collection of credit cards. After a few calculations, we decided that maybe the world wasn't quite our oyster, more like or wheelk. It was at this point, therefore, that we decided to stick to touring France and anyway we could shout and point in French better than any other language. For the moment all we wanted was a shower and a free loo. At Tours we found what we were looking for so the tent was pitched by the resident expert, while I crept off for a much needed shower; with all the cunning and stelhth that a smelly Brit in France could muster, I approached the showers, "Ah", I thought, "They haven't posted any sentries here", and so in I went, unopposed.

Back at base camp, Mike was preparing a meal - well, that's what he insisted it was personally I think it was the last resting place of a pair of socks I lost back at Le Mans. After more fiddling with the stubborn stereo to no avail, we settled down for the night and were lulled to sleep by the now familiar sound of rain on canvas.



An overnight stop on the way somewhere exotic! Mike Ward Cooking

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GT6 State which model	£66 + VAT	£57 + VAT	4.60

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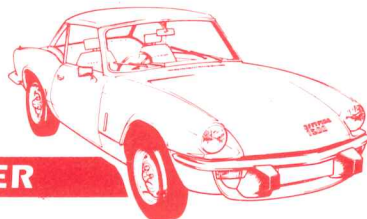
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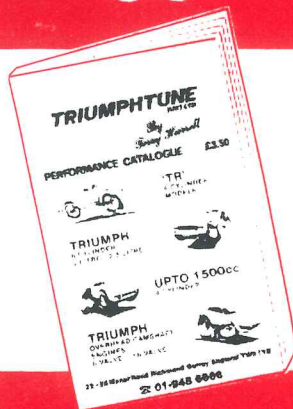
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Spitfire IV/GT6 Steel Front 1/4 Valances ALL CAPTIVE FIXINGS	£29.00
GT6/Spitfire Windscreen Seals (State Model)	£18.00

This is just a small sample of our stock which also includes VERTICAL LINKS, TRUNIONS, BUSHES, BRACKETS, NUTS, BOLTS, CLIPS, FIXINGS, DOOR TRIMS, DRAUGHT EXCLUDER, CARPETS, HOODS, WHEEL STUDS, GASKETS, OIL FILTERS, AIR FILTERS, WATER PUMPS, BODY PANELS, BRAKE PADS, SERVO KITS, LIGHT SWITCHES, WINDSCREEN SEALS, TAILGATE SEALS, REAR HUBS, ETC .. ETC .. ETC .. PLEASE PHONE ..

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70P

TRADERS

SEPTEMBER 1987

The following list shows traders who have, on the whole, recently given satisfactory service according to the collective opinions of members supplying information. No recommendation is implied.

- | | |
|-----------------------------------|-----------------|
| 1. Sports Car Supplies, Gateshead | Parts |
| 2. Spitfires UK, Leicester | Parts |
| 3. S. W. Classics, Totnes | Restoration |
| 4. Triumph Tune, Richmond | Service & Parts |
| 5. John Kipping, Coventry | Parts |
| 6. John Hill, Redditch | Parts |
| 7. B. L. Network | Parts |
| 8. Transpeed, Hove | Parts |
| 9. John Mann, Chesterfeild | Parts |
| 10. Jim Hawkins, Abingdon | Trimming |

Please write to me with all experiences of Traders, good, bad and indifferent, in order to keep this service fully up to date:

Eddie Evans, 4 Bank Top, Cark-in-Cartmel, Cumbria. LA11 7NZ



TRIUMPH SPORTS RESTORATION



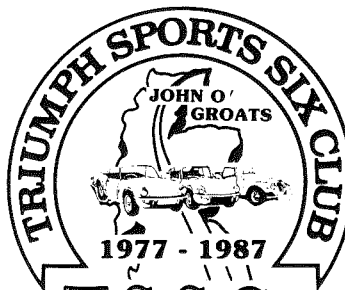
HERALD VITESSE SPITFIRE BOND GT6

CARS BREAKING MOST PARTS ON THE SHELF — GT6 MkII o/d GT6 MkIII o/d Spitfire IV Spitfire 1500 o/d Spitfire 1500 Vitesse 6 Herald 13/60 Convertible

CARS BROUGHT FOR CASH — GT6 Rebuilds a speciality — Cars Sold — Most work undertaken based on Club Cars — Insurance work — Waxoyling

Contact Martyn .. High Court Sandy Lane Stockton-on-Forest York YO3 9UT
Tel: York (0904) 400479

C. A. R. T.



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inc. Gardens, Rare
Breeds of Animals,
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and other Classic Cars

ON SATURDAY
SEPTEMBER 19TH
AT

KILLIOW COUNTRY PARK
Open from 11am

To extend a welcome to
the participants in the

BIRTHDAYS in 1987

Vitesse 25

Spitfire 25

GT6 21

TSSC 10

Excellent camping facilities within half a
mile of showground at Carnon Downs
Caravan and Camping Park. 0872 862283
£3 per night per unit (inc. two persons) +
£1 per person per night (10% to B.H.F.)

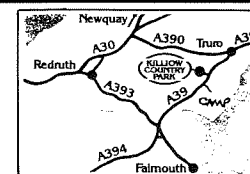
IN AID OF THE BRITISH HEART FOUNDATION

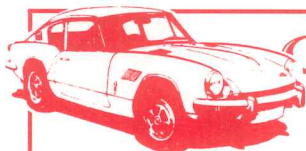
David Buxton, Michelotti, Hay, St. Stephen,
St. Austell, PL26 7LF Tel: 0726-824083

ENTRY

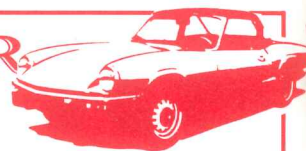
Adults £1.50p
Seniors £1.00p
Children 60p

STOP PRESS.... There may be spaces in the above event for co-drivers/navigators.
Anybody interested should contact Jennie Coombes NOW.





CLASSICAR AUTOMOTIVE



ST MICHAELS WAY, MIDDLEWICH,
CHESHIRE CW10 9DX

HERALD • VITESSE • SPITFIRE • GT6

BRAKE PIPES

Master cylinder Herald, Spitfire	£24.99
Master cylinder Vitesse, GT6	£22.50
Master cylinder kit Herald, Spitfire	£2.50
Master cylinder kit Vitesse, GT6	£2.50
Brand new Lockheed servo installation kit complete with all required fittings, plus piping, unions, non return valve etc.	
5in unit fits Herald, Spitfire, GT6	£85.00
7in unit fits Vitesse	£110.00
Servo seal kit late GT6	£35.00
Caliper assy type 12sp Herald (EXCH)	£35.00
Caliper assy type 12sp Spitfire	£35.00
Caliper assy type 141f Herald	£25.00
Caliper assy type 141f Spitfire	£25.00
Caliper assy type 16p Vitesse, GT6	£35.00
Caliper assy type 16pb Vitesse, GT6	£35.00
Caliper assy type M16p late GT6	£35.00
Caliper seal kit all type 12sp	£6.99 pair
Caliper seal kit all type 141f	£3.50 pair
Caliper seal kit all type 16p	£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	£15.50 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 Vitesse	£5.50
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
Anti squeal shim kits all type 12sp	£3.00
Anti squeal shim kits all type 141f	£2.50
Anti squeal shim kits all type 16p	£3.50
Anti squeal shim kits all type 16pb	£3.50
Pad retaining pins type 12sp & 141f	50p
Pad retaining pins type 16p	50p
Pad retaining pins type 16pb	50p
Pad retaining pin R clip all models	10p
Servo non return valve in line type	£6.99
Bleed screw short Girling	75p
Bleed screw long Girling	95p

BRAKES CONTINUED

Three way brass brake union	£2.99
Four way brass brake union	£3.99
Five way brass brake union	£5.00
Hydraulic brake light switch	£6.00
Fluid reservoir extension large pot	£4.50
Fluid reservoir extension small pot	£4.50
Filter element for Girling type servo	£1.95
Male brake pipe unions all models	15p each
Female brake pipe unions all models	15p ea.
Kunifer 10 brake pipe 25 foot roll	£6.00
Servo vacuum hose 3 foot roll	£4.50
Plastic brake pipe clips single	15p each
Plastic brake pipe clips double	18p each
Plastic fuel line clips 5/16in	20p each
Copper brake pipe sets all models	£21.00
Hand brake cable sets all models	£2.00
Hand brake cable rear all models	£2.00

STEERING AND SUSPENSION

Steering rack gaitors all models	£4.50 pair
Track rod ends all models	£4.25 each
Lower steering U/J all models, new	£10.50
Top ball joints all models	£5.85 each
Lower brass trunnions all models	£9.99 each
Trunnion seal kits all models	£1.50 each
Trunnion dust cover all models	50p each
Top suspension kits comp. all mods.	£35.00
Lower trunnion & seal kits all	£11.45 each
Rear trunnion seal kit	£1.75 each
Front wheel brg kit Herald, Spitfire	£6.99
Front wheel brg kit Vitesse, GT6	£6.99
Rear wheel brg kit Herald, Spitfire	£6.99
Rear wheel brg kit Vitesse, GT6-68	£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
Front shock absorbers all models	£11.40
Rear shock absorbers not levers all	£9.45
Anti roll bar links	£6.50
Front hub flt oil seal all models	98p each
Steering arm (rack to upright)	£8.50
Front wishbone bushes all models	50p each
Engine mount front Herald, Spitfire	£5.00
Gearbox mount Herald, Spitfire	£1.00

CLUTCH PARTS

Master cylinder new all models	£24.95
Master cylinder seal kit all models	£2.50
Slave cylinder Herald	£18.50
Slave cylinder Spitfire MK1/2-67	£18.50
Slave cylinder Spitfire 3/4	£19.50
Slave cylinder Spitfire 1500	£21.00
Slave cylinder Vitesse, GT6	£24.50
Slave cylinder seal kit Herald	£1.50
Slave cylinder seal kit Spitfire	£1.50
Slave cyl kit Spit 1500, Vitesse, GT6	£2.00

MECHANICAL CLUTCH PARTS

Please note we only supply genuine brand new Borg & Beck clutch plates, not any of the remanufactured units currently on the market. Be safe be sure fit a new Borg & Beck clutch every time.

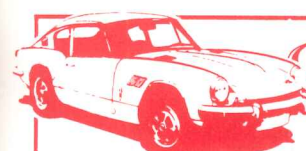
Pressure plate (coil spring) Herald	£24.00
Friction plate (coil spring) Herald	£12.00
Release bearing Herald	£8.25
Pressure plate (diaphragm) Herald	£14.00
Friction plate (diaphragm) Herald	£12.00
Release bearing Herald	£8.25
Spitfire MK1 same as Herald coil spring	
Spitfire MK2/3/4 same as Herald diaphragm	
Pressure plate Spitfire 1500	£22.00
Friction plate Spitfire 1500	£16.00
Release bearing Spitfire 1500	£8.25
Pressure plate Vitesse 6	£28.00
Friction plate Vitesse 6	£14.00
Release bearing Vitesse 6	£8.25
Pressure plate Vitesse 2Ltr, GT6	£28.50
Friction plate Vitesse 2Ltr, GT6	£16.00
Release bearing Vitesse 2Ltr, GT6	£8.25

COOLING PARTS

Water pump new Herald, Spitfire	£17.50
Water pump new Spitfire 1500 fixed	£17.50
Water pump new Spit. 1500 viscous	£31.50
Water pump new Vitesse, GT6	£17.50
Radiator top hose all models	£1.50
Radiator bottom hose Herald	£2.00
Radiator bottom hose Spitfire MK1-4	£2.00
Radiator bottom hose Spitfire 1500	£2.50
Radiator bottom hose GT6	£2.50
Radiator cap 7lbs	£1.50
Radiator cap 13lbs	£1.50
Thermostats summer 82°	£2.00
Thermostats winter 88°	£2.00
Thermostats winter 92°	£2.00

TRIM FASTENERS

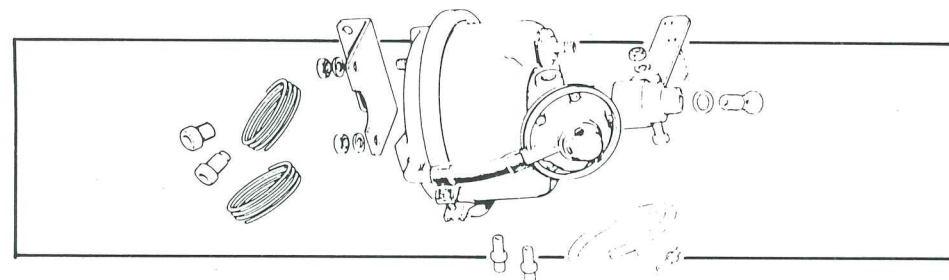
Tennax heavy duty hood fastener	45p each
Tennax single threaded stud	32p each
Lift the dot hood fastener	25p each
Lift the dot single screw stud	28p each
Durable dot button/socket	12p each
Durable dot stud for above	6p each
Carpet retaining fastener/ring	18p each
Stud for above fastener	6p each
Flange finisher clip Spitfire, GT6	11p each
Flange finisher clip large GT6	12p each
Door trim steel clip all models	8p each
Door trim socket all models	6p each
Set trim retaining clip all models	6p each
Plastic badge retaining clip	4p each



CLASSICAR AUTOMOTIVE



LOCKHEED BRAKEMASTER POWER BRAKE KITS



IMPROVE YOUR BRAKING EFFICIENCY NOW BY FITTING ONE OF THE LATEST LOCKHEED BRAKEMASTER REMOTE SERVO UNITS

A complete and comprehensive universal installation package, which includes a brand new Lockheed Remote Servo assembly, all fixing brackets, two lengths of bundy tubing for your hydraulics, a length of low pressure rubber tubing for the vacuum, various manifold take off unions to suit different engine types, an in line non return valve for the vacuum line, plus all the required hardware, nuts and bolts, etc. to complete your installation, along with full fitting instructions. Easily fitted by any competent mechanic, no special tools required.

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

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

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

For more details of fitment, please enquire.

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

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

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

ALL PRICES ARE PLUS VAT AND POSTAGE

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WHY NOT USE YOUR CREDIT CARDS

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HERALD REGISTER

Chris Longhurst

VEHICLE PURCHASE

Susan Dunkley has just purchased a 'one family owned' 12/50 saloon and kindly sent me some of the cars original documentation. You might

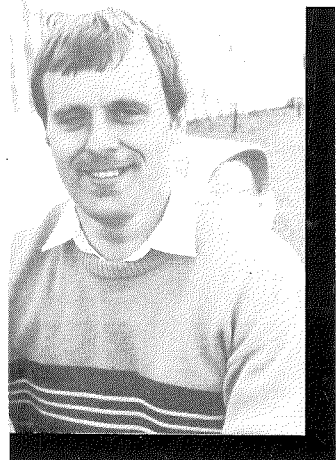
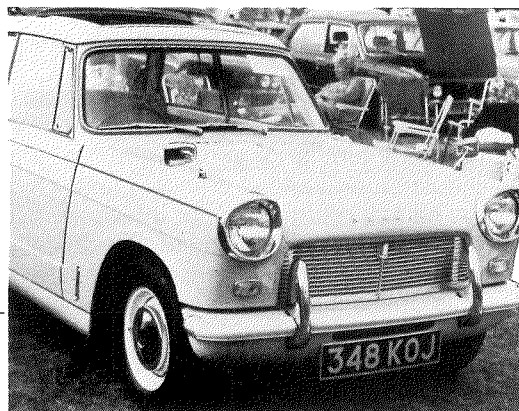
be interested in the cost of putting a car on the road in 1965, a topical subject with the road awash with E registration cars!

MLH 110D was purchased by a Mr W A Bossey of Woodford Green, Essex from Lamb's Limited of the same town. The Chassis Number was GD 43769 RS and Engine Number GD 75390 HE. The cost of putting this Wedgewood coloured car on the road was:-

	£.s.d.	(£.p)
Cost of Car	£487.0.00	(487.00)
Purchase Tax	£113.0.05	(113.02)
Car Tax	£17.10.00	(17.50)
Number Plates	£2.10.10	(2.55)
4 Gallons of Petrol	£1.0.08	(1.03)
Deivery Charge	£7.0.00	(7.00)
TOTAL	£628.1.11	(628.10)
In addition the car had the following extras:-		
Underseal	£14.00	(14.00)
Desmo Wing Mirrors	£3.00	(3.00)

A GRAND TOTAL OF £645.1.11 (645.10)

Purchase of a Standard-Triumph car made the new owner eligible to join the Standard-Triumph Automobile Association at a cost of £1.5.00 (£1.25).

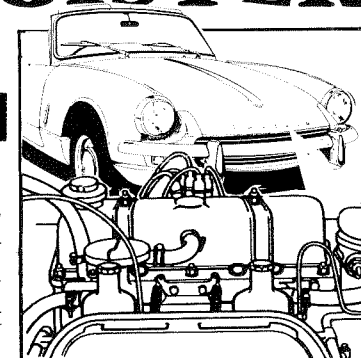


Spitfire

4, II, III REGISTER

Nick Lord

First of all, apologies to those of you who have been trying to contact me by telephone. I did in fact move just after The Courier went to print. Letter writers don't worry - they've all been sent on.



What about the Leicester Event then? Where did all the sunshine come from? It was enjoyable and stimulating to see a good turnout of older Spitfires - let's keep them all running. A lot of letters are arriving with your problems so keep it up. I've only had one so far that I just didn't know the answer to (and yes, I have had more than one letter!). As Sheridan said, we're certainly not infallible.

I have no earth-shattering news this month. As most of you will probably know, the majority of repairs on early Spitfires can be tackled with a 1/2 inch spanner, a long screwdriver and a heavy hammer with which to beat the spanner, screwdriver and assistant - usually in that order! (Not total jest!).

For those of you who read my car's autobiography in February's Courier, you'll know that once upon a time, I had a little trouble with clutches. What my car omitted to say was that, to facilitate removing the gearbox two or three times a day, I cut 12 centimetres off the tunnel cover. This cuts out (ha ha!) all the juggling of gearboxes at awkward angles. Maybe, however, you don't wish to remove your gearbox three times a day! Anyway, a good tip.

How about a quote from 'Autocar', 19th October 1962? "Great" I hear you say:

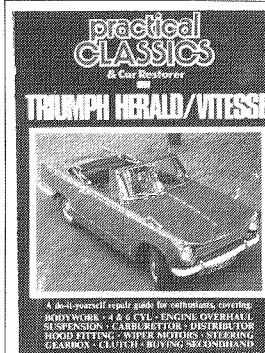
TRIUMPH SPITFIRE 4

Prices	Basic U.K. List	
	£	£ s d
Basic Model	530	729.15.3
Extras (with P.T.)		
Heater		15.2.6
Tonneau		12.7.6
Laminated screen		8.11.10
Whitewall tyres		6.17.6



Would anyone like to suggest how this compares with inflation? For those interested in technical data, the Spitfire 4 was built from October, 1962 to December, 1964. There were 45,573 built and the chassis numbers were FC1 to FC44656, with an L suffix being used for left-hand drive cars.

Next month a look at the works competition cars, in particular ADU 7B, as tested by Geoffrey Howard for Autocar in December, 1965. Until then, safe driving and see you at S.T.I.R.



NEW BOOK NEW BOOK NEW

'Practical Classics on Triumph Herald/Vitesse Restoration'

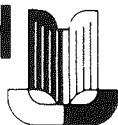
The complete do-it-yourself Herald/Vitesse restoration guide covering: BODYWORK, ENGINE OVERHAUL, SUSPENSION, CARBURETTOR, DISTRIBUTOR, HOOD FITTING, WIPER MOTORS, STEERING, GEARBOX, CLUTCH, BUYING SECONDHAND.

This book represents the most detailed guidance available on the restoration of older cars and has already proved extremely popular amongst the growing number of older-car do-it-yourself enthusiasts. The book is profusely illustrated with 362 illustrations, 76 pages.

£5.50 inc p&p, Payable to QUAD MARKETING
Welland House 9 Acorn Close Lubenham
Leics. LE16 9SP Tel: 0858 32110

TWELFTH

STANDARD TRIUMPH INTERNATIONAL RALLY



STIR XII — THE EVENT
for all Standard and
Triumph Owners and
Enthusiasts

**HANBURY HALL
DROITWICH
WORCESTERSHIRE**

Located to the East
of Droitwich on the
B4090 Leave M5
Junction 5

20th September 1987

Public entry to the
Rally Field from
11am. Car and
Occupants £2.50

For official entry details send s.a.e. to:
54, Erithway Road, Coventry CV3 6JT
Concours Entries to be in by 10th
September Cost £5 per car

S.T.I.R. XII

SUNDAY 20TH SEPTEMBER
AT HANBURY HALL,
DROITWICH, WORCS.
By John Cudmore

To new members who may not
know of the history of the S.T.I.R.
events, here is a quick resumé:

STANDARD TRIUMPH INTERNATIONAL RALLY

is open to ALL Standard and
Triumph motor clubs and was first
held in 1976 in the UK, then
alternating with the USA until 1983
when Arnhem, Holland was the
venue. It was to have returned to
Holland this year, but due to
problems there, it has been decided
to go to Hanbury Hall, rather than
miss a year.

The main part of the event is a
concours, with each club putting its
best car forward to enter 'Best Car
of the Show'.

The TSSC has a fine record,
having won the event in 1982 with
Roger Collin's '68 Spitfire MkIII and
again in 1983 in Holland with John
Thorpe's GT6 MkIII. The trophy is
currently held by Sharon Espin's
immaculate GT6 MkIII, which won at
Coughton Court in September 1986.

It is an event where you will see
the family tree of Standards and
Triumphs, so come and see for
yourself. Bring your Dinky Toys and
photos of club cars - they might win
a prize.

COMPETITION NEWS

Hugh Davies

ROUND 8 - GURSTON DOWN - JUNE 21ST

With only three entrants, we were not able to have our own class as usual and were mixed in with a couple of rather quick Lotus' as well as flat X19s, and TR7s etc.

The number was further diminished when Hugh suffered a stuck throttle on the second practice run and hit the crash barriers quite hard, fortunately without injury also the GT6 is now having to have a new chassis.

Timed runs went without incident with David and the Spitfire just ahead of Roger and the Herald.

RESULTS

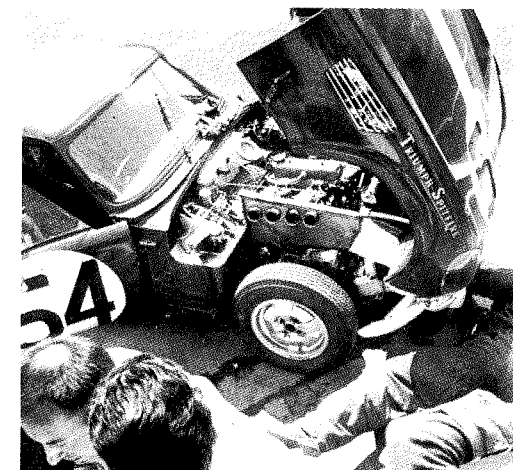
David White	Spitfire Mk1 2.5	Class B6	43.85 sec.	5 points
Roger Bryant	Herald 13/60	Class B4	44.10 sec.	5 points
Hugh Davies	GT6 Mk1/II	Class B6	42.26* sec.	4 points

*Time set in first practice

ROUND 9 - OULTON PARK - JULY 11TH
No entries

ROUND 10 - LYDDEN HILL - JULY 25TH
No entries

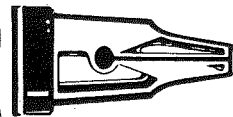
FORTHCOMING ROUNDS:-
Goodwood - September 5th
Goodwood - September 20th
Lydden Hill - October 3rd
Gurston Down - October 4th



CURRENT CHAMPIONSHIP POSITIONS

1 Hugh Davies	Class B6 37 points		
2 Hugh White	Class B6 23 points	6 Andy Lacey	Class B4 8 points
3 Roger Bryant	Class B4 20 points	8 David Rix	Class B4 6 points
3 Tony Lindsey-Dean	Class B6 20 points	8 Neil Sleightolm	Class B6 6 points
5 Chris Haywood	Class B6 16 points	10 Steven Hollingsworth	Class A6 5 points
6 Ian Nash	Class B6 8 points	11 Keith Sleightolm	Class B6 4 points

PEN TO PAPER



STEERING COLUMN SWITCHGEAR

In reply to Dave Ewer's letter in the June Courier, I have up-graded the switchgear in my MKIV Spitfire. My main reason for carrying out this modification (apart for the obvious benefits) was due to a continuing recurrence of indicator switches burning out.

By studying the Parts Manuals of the MKIV and late 1500 Spitfire, I found that in order to fit the later type Spitfire (same pattern as TR7) switchgear, it would be necessary to also change the upper steering column assembly.

The high cost of the parts to do this job forced me to look at breakers yards where I was fortunate to find a late left hand drive model. The only difference between left and right hand drive versions seem to be the hand of ignition switch, wiper and indicator/light switch position. I transplanted the units on to my car using a new ignition/lock assembly (the one from the donor vehicle having parted company from its keys) and, of course, new shear head bolts for securing the new column. I should perhaps also mention that one of the late style steering wheels must also be used as these have a smaller mounting hole diameter and also engage in the indicator switch cancel sleeve.

I carried out this modification about 4 years ago and it has proved very worthwhile and reliable. If any member would like further information, I would be happy to advise, just ring me on (0234) 44558.

John Penn - Bedford

ARC BODY WELDERS

In response to Tony Whitby's letter in the May Courier about the Kel-Arc body welder, I have just purchased one and find it quite impressive.

From what I have seen from DIY mig-welding, I believe that, with some practice, the Kel-Arc welder could give results as good as, if not better than, mig.

However, despite what advertisers such as *Flairline* imply, it does not eliminate the possibility of burn-through. In fact, the makers C.T. Keller in their own advertisement do not claim this.

I have also purchased the Kel-Arc spot-welding attachment for my electric welder, and am rather disappointed with it. The current required to get it to arc at 50 volts tends to 'burn' the metal rather than just melt it. Fortunately, my welder (an Oxford RT110B) has an 80 volt tapping and this allows a lower amperage to be used but decent spot-welds are still difficult, even on a test piece on the bench. I haven't tried it on a car repair yet, but am not confident of good results.

Whilst writing, can I invite members to comment, via The Courier, on their experiences with:

1. Stainless steel exhaust systems: do they rattle, vibrate, resonate or whistle?
2. Waxoyl: does it provide lasting protection?

OIL FILTER KITS

Graham Smith - S. Humberside

Thank you, Steve Fletcher, for answering my unintentionally anonymous letter in the January edition, concerning oil filter kits.

After corresponding with Mr Bradley, I bought his kit for £27.00 + P&P. He even offered to refund my money if I found no improvement over the kit supplied by Triumphtune. Fortunately, there has been an improvement. The oil light does not go out straight away but the delay is only a couple of seconds compared with 5/6 seconds before but most important

of all, I do not get the horrible bearing rattle.

Both kits work on the same principle so why Mr Bradley's kit works for me and the other doesn't, I don't know. So if anybody is thinking of buying a remote oil filter kit, then I strongly recommend Mr Bradley.

Finally, I would be interested to hear from anybody who knows, have or had experience of the climax engined Heralds modified by Jack Brabham. Do any still exist?

James Rickards - Canterbury, Kent

BOND WEEKEND

I just want to write in to say thank you Dennis and Diana Watson for organising the second Bond Weekend. Without this event as incentive, I doubt whether BMG 9H would have come out of the garage this year. In fact the last time I drove her was in the rain at *Motor 100* in 1985. It's just incredible that I didn't remember just how much fun it can be to drive a Bond Six.

The only thing that dampens my enthusiasm is the fact that I have done 260 miles of my 1,500 limit.

Now to other things Bond

The reason we are not reading much about Bonds in The Courier, is that the owners are not writing about their cars. This in turn compounds our other problem that Bonds are not worth as much as the comparable Triumph model, and as a result, don't get rebuilt.

In my opinion the only way we can improve the situation is by owners writing about their cars and those who *have* rebuilt their cars to a reasonable standard, showing them. After all, an old banger always looks like an old banger, which nobody would aspire to own. Yet a concours contender will inspire others to own and rebuild.

Yes, Bond owners have a unique set of problems to solve during a rebuild, such as, what does a Bond exhaust system look like? Concours bonnet scoop finishers, even the Triumph 2000/2.5 Register don't have those! We have to rape what was a complete car if we need a windscreen, or want a heated rear window. Where did the Bond put which badges on the car? We are even forced to join the Riley RM Club if we want unbroken convertible boot lid hinges. Aren't Triumphs easy: a little time, a bit of money and all the parts you need straight off the shelf!

I believe the only way we can hope to get Bonds the credit and respect they deserve is by getting several up to a standard so that they can compete on equal terms at concours competitions.

Roland Drew - Crewe, Cheshire 77/123

10TH BIRTHDAY BARBECUE

Whilst sitting in front of my TV this afternoon, waiting for Mansell, Piquet, Prost and Senna to show us their tactical finesse, I have been reflecting on yesterday's superb 10th Birthday Barbecue at Cambridge.

I'm sure you'll agree that it's so pleasant to wander around in the sunshine admiring such fine examples of 'our cars' and exchanging stories with friends from all over the country (perhaps I should say world).

Our thanks must surely go to Barry Newitt and his wife for their many days of selfless hard work in organising such a splendid event. Also many thanks to Barry's helpers from the Anglia Area.

Richard Dakin - Waltham Cross, Herts.

BEING A MEMBER

I feel I must write to show the camaraderie that exists in our club and in particular in the competition section.

Upon arriving at Lydden Hill on June 14th 1987 for the second round of our Championship it very soon became apparent that the clutch on my Spitfire MkIV was slipping very badly (the result of too many attempts at the Autotest at Cranfield).

I asked around and Tony Adams came up with a serviceable clutch plate. So Tony, Eddie Wilkins and myself set to changing the clutch. One hour and fifteen minutes later, I was once again mobile, and able to take part.

So I would like to take this opportunity of publicly thanking Tony and Eddie for their help.

Graham Jenkins - Quinton, Birmingham

STRONGER BOX!!!

I am at present building a 2.5 litre MkIV Spitfire on a GT6 MkIII chassis and would greatly appreciate any information on fitting a stronger gearbox as I have been told that, even a modified GT6 gearbox will not stand up to the torque of a modified 2.5 litre engine.

I have also been told that a Dolomite Sprint gearbox will fit to the engine and into the chassis without having to alter the chassis. Is this true or is there a better alternative?

I can be contacted at Flat 1, 159 Duffield Road, Derby DE3 1AH or on Derby 366430 - please ring and I will gladly call back anyone who is able to offer any advice and information.

Daniel R Smith - Derby 87/17614

CHASSIS REPAIRS

A short while ago it became necessary to for my Triumph Vitesse to have chassis repairs undertaken, i.e. front, centre and rear outriggers, and side rails.

My dilemma was, however, with whom to entrust the repairs to, as I had heard of so many 'restoration specialists' not living up to their reputation.

I noticed an advertisement in a motor magazine mentioning Martyn (Triumph Sports Restoration, York) and, living in very close proximity, decided to pay him a call.

On arrival he showed me a couple of the projects he was working on and his facilities for carrying out the work. I was very impressed! My Triumph was duly repaired, plus a few extra items found to be needing attention, i.e. brake pipes, fuel line and track-rod end.

My car was returned to me within the week and, on inspection, the workmanship was found to be of the highest standard. A job well done, by an obviously competent craftsman, whom I would not hesitate in recommending to any club member. I notice too that Martyn now advertises in The Courier.

Mr G Austin - Pontefract, W. Yorks

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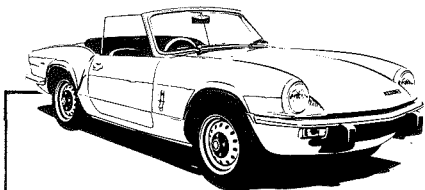
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Technical Tips

OVERDRIVE & SOLENOID PROTECTION

I converted my MkI Vitesse to overdrive a few years ago, following a procedure similar to that described by Peter Williams and taking care to replace any worn parts. Since then the car has covered a further 30,000 miles with no problems.

The only difficulty I did have was the failure of the secondhand solenoid shortly after the conversion. Everybody knows these are expensive, and can cause a fire on failure as none of the wiring is designed to carry 20 Amps continuously! I took the precaution of protecting the new solenoid with a thermal circuit breaker. If the right rating of device is chosen, it will carry the 2 Amp holding current satisfactorily and will also take the 18 Amp pull-in current for the necessary couple of seconds before the micro-switch reduces the requirement. Should the current fail to switch down in the correct fashion, the trip will fire, preventing a conflagration! The device is simply wired in series with the solenoid supply and as it only costs about £3.00, it must be a good precaution.

A suitable device is the '4 Amp Subminiature Thermal Circuit Breaker' R.S. stock no. 335-974 which should be available through any electronics retailer dealing with R.S. Components Ltd., or mail order from Electromail, P.O. Box 33, Corby, Northants NN17 9EL.

In the May issue, Peter Williams asked about the removal of the overdrive pump. This can be achieved very simply with a home-made tool consisting of the correct size UNF bolt, about 2½" long, one nut and a small steel plate with a hole for the bolt. Once the non-return valve body (38) has been unscrewed, the bolt can be screwed into the pump body (37). The nut and plate are then screwed down against the overdrive body, pulling out the pump body.

I hope this is all helpful.

Nick Fane - Malvern, Worcs. 83/5199

SPLITTING BUMPERS

A temporary cure for those splitting rubber bumpers is white carpet tape or a similar fabric tape - preferably waterproof. This is followed by a coat or two of white-wall tyre paint so that it won't be detectable at first glance. At least this is a tidy-up job until sufficient pennies can be saved for a new set of bumpers.

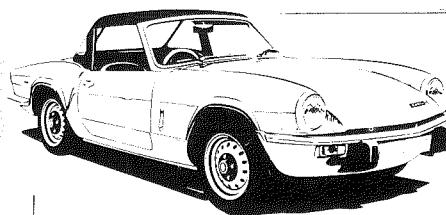
Headlining can be smartened up with white emulsion; I use vinyl silk. Use one of the better brands or you might get some runs if the car gets a bit steamed up inside.

John Townsend - Bracknell, Berks 84/8877

DID YOU KNOW

Here is some information that may be of use to TSSC members:-

1. *Specra Alloy Wheel Cleaner* is excellent for cleaning up your inlet manifold.
2. New, yes new, twin Strombergs for Vitesse and GT6s can be got from *Solomon Carburettors*, P.O. Box 129, Borehamwood, Herts WD6 3PN, phone 01-207 5664 for £112.41 the pair including VAT. They are extremely helpful.



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3. If, like me, you cannot remove your Vitesse cylinder head because after 16 years it is welded to the studs, do not despair. Take your courage in both hands and use a couple of bolster chisels after removing all the studs you can. The head is so massive and the important sealing surfaces are so far in from the edge, that the dents you will make don't matter. It took me most of a day to get mine off and in spite of the intensity of the struggle and the extreme force required, when it finally came off, it was perfectly alright except for one or two chisel marks at the edge.
4. A bent fork is ideal for holding back the timing chain tensioner when you are replacing the timing chain cover.
5. As a late, late reply to Anon. of Canterbury (January Courier) - see also reply in Feb. Courier p. 37 - it is not always necessary to abandon your Triumphtune oil filter kit. It works very well to eliminate low start-up oil pressure provided you use the right filter canister. The Unipart one provided by Triumphtune does not have a non-return valve, whatever they say. You need an AC-Delco X18 or equivalent.

Please will someone answer this: is there any loss of performance through using an AC-Delco D202 distributor instead of a Lucas 22D6 in a Vitesse 2L MkII? It is still possible to pick up the occasional new AC-Delco unit (as I did), but as far as I know, there are no new 226Ds available any more.

Oliver Brooke - London SW15

CAUTION: LET US SPRAY - August Courier: I have been asked to point out how dangerous bringing an aerosol can into contact with heat can be. As mentioned in my article, I was assuming that everyone had read the 'Technical Tip' from J A March in the March 1987 Courier and would follow his instructions on safety therein. I have, and it works, which is why I included it. So for those who don't inwardly digest their Couriers and for new members who haven't ordered their back-issues yet, NEVER BRING THE CAN ANYWHERE NEAR THE SOURCE OF HEAT OR STAND IT IN BOILING WATER AND DO NOT EVER OVERHEAT THE CAN - as Mr March points out, you should be able to bear your hand in the water! Pretty obvious commonsense I know, but if you're in doubt, DONT DO IT AT ALL.

Bernard Robinson



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BRITISH SPORTS CAR DAYS 1987

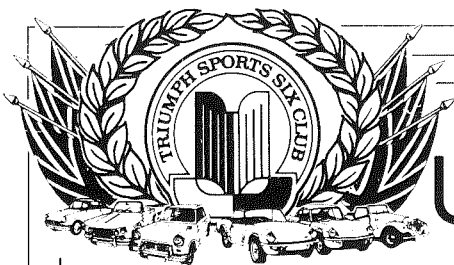
By Glyn Ridgewell - Chelmsford, Essex

The excitement of a trip to Europe in 'blazing June' is an experience known to some. Even better in our beloved sports car but the chase to Dover in my French Blue GT6 MkIII, with Matt Maudsley in his Signal Red MkII followed by Richard Smith in his Emerald Green MkIII was a sight 'indeed'. Through northern France and onwards to Belgium, brought us to the Belge-Luxembourg border. The roar of our six cylinders awoke the sleepy Customs folk, choking with the dust created by the friction of rubber against the tarmac, they peered into the distance looking for the rest of the rally to appear. Was this the first of the many - had the Authorities forgotten to inform the Border of this influx of British Sports Cars? A nod and we sped away into the undulating wooded countryside of Luxembourg. Our hosts, the British Sports Car Owners Club of Luxembourg awaited our arrival at Camping Romantique, near Vianden.

Our last Friday afternoon arrival caused quite a stir amongst the locals. An even greater astonishment occurred at six the following morning. Three figures were seen to be preening and polishing their cars for the Concours de Elegance. Those TSSC guys were really keen, and yes we did come away with some trophies for our efforts. Saturday afternoon saw us on the starting line for the Rally, amongst the assortment of 'E' Types, MG's of various varieties, the Dutchmen wearing their flying suits and goggles in their TR2s and 3s. We found support with Albert from Belgium in his early Spitfire MkII. The mad English raced around the minor roads looking to make their mark - what were those foreigners doing supping at the roadside cafes. I guess we got it wrong, the local knowledge won.

Sunday was reserved for the speed tests on both tarmac and grass. All those BHPs in our cars, let along the E Types could not compete with the control of Albert in his tired looking Spitfire. With little time to spare to make a 60 hour ticket deadline for Calais, we ate lunch followed by a brief presentation of our spoils and we left with handshakes galore. It seems like yesterday, but that experience was 1980.

Last week we returned from our 8th British Sports Car Days, in the Grand Duchy of Luxembourg. This year was also the tenth anniversary of the British Sports Car Owners Club of Luxembourg, formed in November 1977, who therefore share TSSC's birthday celebrations. Alas my GT6 was the sole representative from the TSSC in UK, but Steve Jarmyn, our former TSSC Membership Secretary made the trip in his Gilbern Invader MkIII, and 'Bomber' Paul Harris now a member of the BSCOC, acted as a sleepy co-pilot for Steve. For me the highlight of this years event was the presentation of the Distance Award by the British Ambassador - I must not omit the Continental-style greetings from Joelle and Sylvie, a fair reward 'indeed'. I now look forward to British Sports Car Days 1988, and hope that the TSSC can provide support to this friendly event, with its variety of Concours de Elegance, Rally and Competition. Luxembourg with its wooded charm, cheap petrol and beer need I say more, 'indeed' no!



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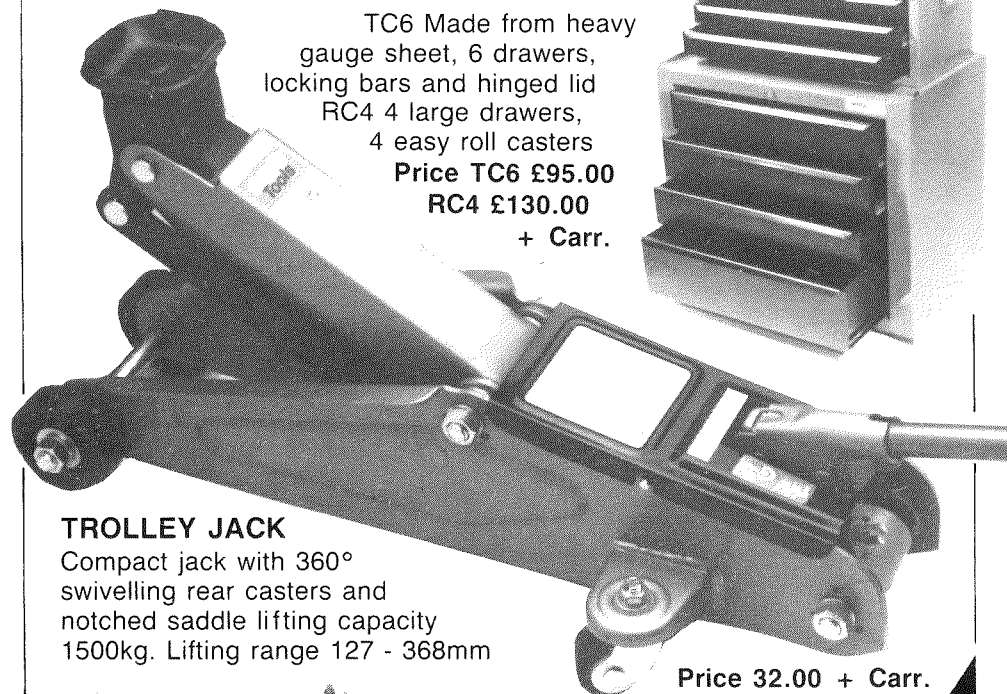
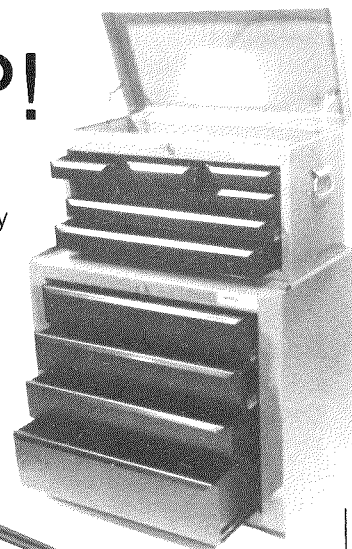
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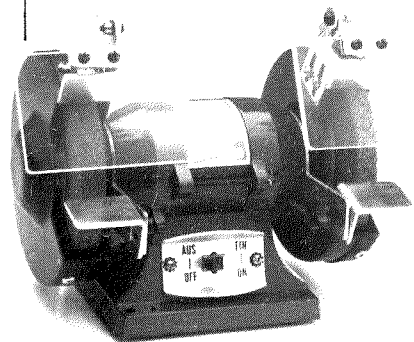
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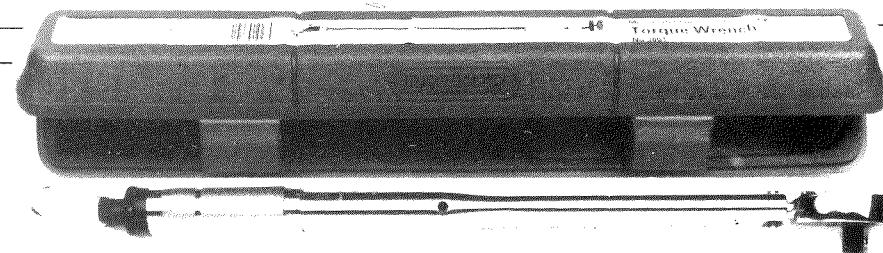
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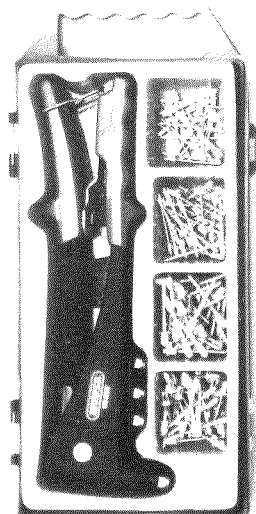


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GWK 884 SURVIVES!

PART 2

By Dennis Benson

GWK 884 - THE REMOVAL AND THE START OF DISMANTLE

Last months article very roughly outlined GWK 884D and its coming to light after 10 years lying at the bottom of a garden in Coventry.

Although she was originally owned by Standard-Triumph Motor Company, she spent many years in Derby before being sold to a new home near Stafford. GWK eventually came home to Coventry in 1976. In 1977 a final change of hands took place and by now GWK was in a very poor state and limped through an MOT before her last months on the road.

John Kipping and myself went to inspect the remains one evening when we made a detailed inspection of the structure of the car, the feasibility of its restoration /resurrection as well as the most important problem of removing the car as a whole to an indoor place of storage. The outcome of the inspection was that the main problem laid within the bodyshell, but although well and truly on the way to its grave, it could in fact be restored back to a roadworthy state.

It was decided that if I did not have the car, then John would and ensure that it was not broken up and used as spares and would only be re-sold to someone who would undertake the restoration properly. Whoever took this on would have to have a good knowledge of restoration, not just a 'filler and plod merchant'.

The question of money and space was also discussed and, although the price of £200 was by far in excess of what it was worth, the historical value of such a car cannot be measured with cash, so a final figure of £150 was agreed. This, incidentally, included a complete set of Leyland carpets! The next problem was to make space in my lock-up - yes, you've guessed it - Dennis's car collection once more appears to be " + 1"!

Saturday 30th May saw what appeared to be the impossible done: the near side front wheel was replaced with one with air in it and the other tyres actually pumped up. With front wheels in the air, WD40 was soaked into the front pads and the discs were oiled; luckily the handbrake was off so rear wheels turned.

Back on four wheels, it was agreed that the car would tow and the tow rope was tied to

the chassis - which, incidentally, appears to be in good condition. A few groans and creeks later and the haul was on from the rear of the garden to the road and awaiting trailer.

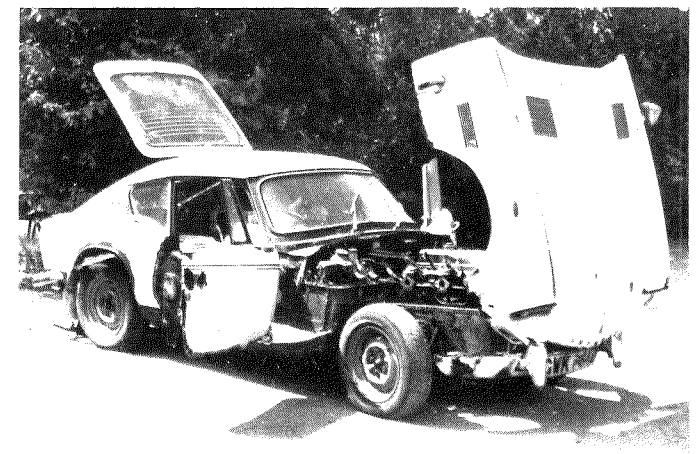
GWK was now to be seen on tarmac for the first time in 10 years. A slow trip back to Bromsgrove to its new dry dock saw only two things drop off: a huge lump of filler and some metal object last seen rolling down the M42!

GWK was shod in 5½J rims and associated tyres which were surplus to requirements, as I intended to fit her with the original type wheels (4½J steel rims), so these were sold off to make the cost of the car more realistic.

Since GWK was very wet, I thought that, to help her dry out, I would de-trim and remove all non-standard items in addition to those which are now beyond use or

restoration. The biggest problem here was the wiring because so many extra gadgets were added and all these wires had to be cut out - easy I hear you say; not in this case because normally the wires are contained within a black, plastic covered loom. As this is a pre-production prototype, the wiring loom looks like a modified Spitfire wiring harness with lots of additional wires added and with the non-standard heated rear screen, rear wipers, rear wash, electric ariel, electric front wash wipe, electric fan, extra lamps plus indicators on all four wings, not to mention the dash indicators and switches!! All of these gave me a huge problem to sort out. The answer was to trace every single wire and look at the connectors on the end. If it was a professional looking end, MR TRIUMPH fitted it; if it looked poor and/or non-standard, out it came. Guess who chopped through the reversing light circuit by mistake?! Incidentally, on the 1966 publicity photos, GWK had reversing lights - some of the first 9 didn't.

By now the basic car was coming to light and with the removal of seats and carpets and the home made rear seat, problems started to be all too clear. **Next month -**



GWK 884D, The Bare Shell



VITESSE

Triumph Vitesse

AREA NEWS REVIEW

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NEW AREA...NEW AREA...NEW AREA...NEW AREA...NEW COVENTRY

Coventry, home of the Triumph motorcar now has a local area
meeting. Come and join our first gathering at:

THE MAUDSLEY, ALLESLEY OLD ROAD, COVENTRY.
in the lounge at 8.00pm on the 6th October 1987.

NEW AREA...NEW AREA...NEW AREA...NEW AREA...NEW

AREA NEWS REVIEW

Anglia...Avon...Canterbury...Cornwall

Anglia

Despite no reports for the last couple of months, the Anglia Area is still going strong. The Birthday Barbecue was a great success with about 300 people turning up.

Some forthcoming events we shall be attending as an Area are:-

Saturday 19th September - we have a Club stand at Bottisham Village College for the college's Golden Jubilee. Anyone who wishes to show their car should attend Septembers Club meeting or contact Janet Horner on (0359) 40917.

Sat/Sun 26th/27th September - we will have a Club stand at the Meldreth Manor School Vintage Rally. Again more details at Septembers meeting or from me on (0954) 82138.

On Sunday October 18th the Essex Area will be turning up at our meeting place, The Coach & Horses. They will be arriving midday so let's have a few of our members there to greet them.

Simon Wisbey

Avon

First, may I thank all the new members we've seen at the last few meetings, for making the effort to support the Area by attending. Next, thanks must go to Rod Warren and Co. for organising a great weekend. It was well worth the hard work that must have gone into it.

News of one of our own events is our Annual Barbecue which is on Sunday 20th September at 7.30 pm, at Mike and Judy Wakefield's house. Bring your own meat and we are charging £1 a head for the salad which Judy is going to supply. This is always a great evening out so come along and have some fun.

Looking ahead slightly, our Annual Bonfire Night is on Saturday 7th November. As in previous years, there is a limit on the number of people who can attend, so it's first come, first served. For more details on both these events, come to the meetings at:

The Traveller's Rest, Filton on Monday 7th September, 8.00 pm.

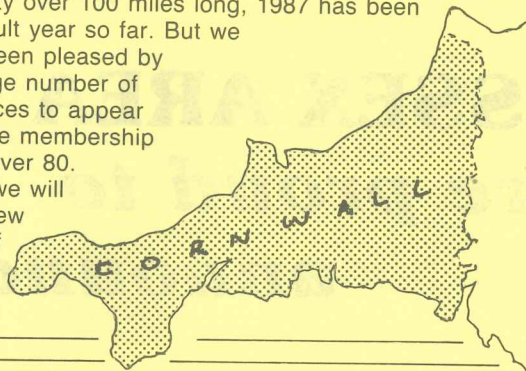
The Talbot, Keynsham on Wednesday 16th September, 8.00 pm.

June Wrighton

Cornwall

Without a regular meeting place in the past year and with a county over 100 miles long, 1987 has been a difficult year so far. But we have been pleased by the large number of new faces to appear from the membership list of over 80.

I trust we will see a few more of you at CART



Formed in 1979 out of the old Westward Area, we are now as strong as ever. Why not come along to our next few meetings and get to know us. See us on the last Friday of each month:-

September 25th - Greville Arms, Nanpean.

October 30th - Grenville Arms, Nanpean.

November 27th - Old Quay House, Lelant.

Sunday December 20th - for lunch at Christmas.

January 29th - Sportsmans, Treburley, Lamceston

David Buxton

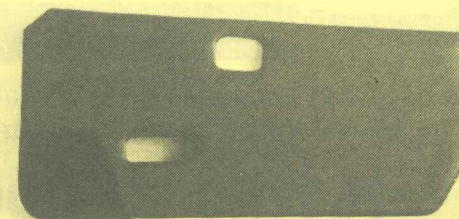
Canterbury

First of all I will have to start on a serious note. Having got a lot of volunteers for the Herne Bay Raft Race I went about obtaining entry forms and materials for the raft. However, when it came to the crunch nearly everybody backed out resulting in my having to telephone the organiser and requesting him to cancel our entry. On the strength of another list of volunteers I have organised a "Bat and Trap Challenge" against The Stage Owners Club. They are keen and are looking forward to this event. Let's hope we can meet their expectations.

I have been given the name of a body workshop in the Canterbury area, maybe we could have some from the Dover and Margate areas.

Andrew Mason

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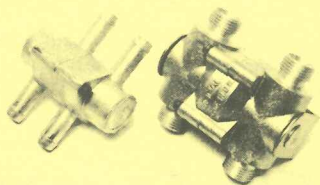
LIGHTWEIGHT OIL RADIATORS

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



MISCELLANEOUS PARTS

OIL TEMP TAKE OFF	3.30
PERFORMANCE OIL STAT	16.35
ECONOMY OIL STAT	7.27
SMITHS OIL TEMP GAUGE	24.75
HIGH PRESSURE OIL SWITCH	
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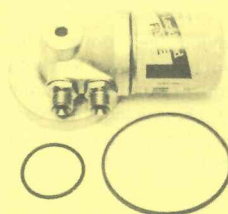
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GT6 SPIN ON CONVERSION



13.02

AREA NEWS REVIEW

Cleveland...Derwent Valley...Derby...Devon...Dorset...East Berks

Cleveland

Important dates for your October diaries are as follows:

Sunday 6th - Holker Hall Classic Car Weekend, Cumbria. We are camping overnight (Saturday evening). Anyone wanting to go, phone David on (0642) 700196.

Thursday 24th - Middlesbrough local TSSC Area meeting. The Ladle, 8 pm onwards.

Graham Hill. To find the start please telephone Nigel on Kingkerswell 2384 or Graham on Torquay 64088.

Somerset Area like last year.
See you all at the next meeting.

Andy Topp

Friday 11th September - Special North Devon meeting at the Hunters Inn, Newton Tracey. Meet at 8.30 p.m.

Sunday 13th September - Evening meeting at The Stable Club. Don't forget your swimming gear, and the new bar is now open.

Sunday 27th September - Evening meeting at the Dart Bridge Inn.

Friday 2nd October - Special Plymouth Area meeting at the Lynham Inn, Plympton, just off the A38.

Sunday 11th October - Evening meeting at The Stable Club to include skittles match vs. M.G.O.C. We need to win this time!

Sunday 25th October - Evening meeting at the Dart Bridge Inn.

Kathy

Gareth Beeching

John Eade

Derwent Valley

A number of TSSC members met recently to discuss the formation of a TSSC area to cater for central Derbyshire. As yet we have not decided on a venue, but the meetings will be held on the third Wednesday of every month. Please see October's Courier for further details.

Derby

Again a very poor turnout this month! I can only assume from this that perhaps a change of venue is needed, more room to gather, bigger car park etc. I would like to discuss it with members who come, or alternatively anyone in the Derby Area give me a ring and express some ideas. Perhaps it would be better to move nearer to Derby itself, but it's a case of you can't please everyone - so please!!!! contact me, either by phone or come to our next meeting, I'm sure we can better half a dozen people which is all that turned up for our August meeting.

Geoff Fletcher

Dorset

At last I have found time to sit down and write this letter after months of hectic work. Many of us would like to see all you new members who joined the club at this year's and last year's Yeovil Festival of Transport.

It would boost figures and it will make a chance for us to meet you all.

As many of you know we had a stand at Yeovil, where we had at least 10 new members join.

I would like to thank Rod and Sarah and the Somerset Area for organising such a good stand.

As many people know I was recently made redundant and have now started my own small business repairing and restoring Spitfires and G.T.6's. If I can be of any help to any members just give me a ring.

Forthcoming meetings at The Antelope in Sherborne at 8.00 p.m.
Wednesday September 30th, Wednesday, October 28th
Wednesday, November 25th, December's meeting will be decided at a further date as it will take the place of a joint Christmas meal with the

Devon

I'm sorry we've missed the print deadline for a couple of months, but we're alive and well! Please note these diary dates:-

Sunday 6th September - Final round of 1987 Treasure Hunt Championship organised by Nigel Whittaker and

East Berks

Some good news and some bad news this month. First the bad news. East Berks Area (the famous Nomads of the TSSC) are on the move again. Fed up with an uncertain reception from a somewhat disinterested new landlord and from having our ears sandblasted by paralytic cockney Country & Western 'singers', we have decided to pack our 'feely-bag' and move on.

The good news is that we are moving about 200 yards down the road to THE SEVEN STARS, Knowl Hill - a pub we considered seriously before but didn't have the sense to use. The landlords - Robin and Lyn Jones - are actually pleased for us to meet there (at last, somebody who realises we can bring them a bit of business). The pub is good and getting better. Early next year, East Berks will be able to challenge other Areas to Skittles on its own patch - and the Beer's cheaper.

So everyone please take note - East Berks Area have a new 'permanent' meeting place, on the A4 (Bath Road) at Knowl Hill. First meeting is the second Tuesday (as usual) in October (the 13th!!) at 8 p.m.

OTHER FORTHCOMING EVENTS:-

September 5th and 6th - Trip to Goodwood for BARC Trials/Sprint and visit to Bluebell Vintage Railway, North Lewes.

September 27th - Area Treasure Hunt

October 13th - First meet at the new venue

October 15th - Proposed visit to see our neighbours Hants & Berks Area
November - Ordinary Club Meeting + Quiz (2nd Tuesday)

John Reed

AREA NEWS REVIEW

Essex...Gatwick...Hants & Berks...Hants & Surrey...Hull...East Kent...Leicester

Essex

Not exactly been the weather to go for a picnic recently has it? No...! But it hasn't deterred the brave and hardy Essexites. For a start the Club stand at the Redbridge Roadcraft Weekend on the 21st June won the award for the best Club Stand and our thanks go to all those who took part, especially to Sandra Rowse and David Pethen for organising it. Also thanks goes out to all those who attended the Wings & Wheels event at North Weald in the wind and rain!

Hopefully our little run out to Southend on the 22nd August will have been a little less wet.

With a little luck an advertisement about our body repair and spraying course will appear in this issue of the Courier (see front page of Area News Review).

Our next Treasure Hunt is to be held on the 18th October and further information on this will be given at the September and October meetings - so be there (it will be shorter than the last one so that you can get to the finishing point before closing time!!) Oh - don't forget that it is intended to present a prize of some description to the team/individual who at the end of both T.H.'s has gained the most points.

See you all at the next meeting at The White Bear on Sunday, Lunch, 6th September. Best Wishes.

Crystal Harvey & David Bird

Gatwick

Following our successful Bowling on 21st April, our "Professional" Ten Pin Bowling team was again in action for 4th August. The results were: Game 1 - Kay Tickner 106 points and Game 2 - Dave Covell 120 points. Future Bowling Evenings are currently being planned and other Areas may be challenged - so watch out!

On 1st August we had a film and Barbecue evening, which went well apart from the usual downpour which

accompanies most events I have been to.

FUTURE MEETINGS:

Monday 7th September
Monday 21st September

FUTURE EVENTS:

Bluebell Railway Vintage Sunday in September. Please ring Chris Childs on (01) 330 1389 for date and meeting times etc.

David Loweridge

Hants & Berks

Thanks to the Somerset Area for the July Beach Party. The convoy on Sunday really was something else - I counted 28 cars.

Turnouts for the two regular monthly meetings continue to be reasonably good but we would be pleased to welcome more members. With summer drawing to a close soon and the end of the National Events main season, we will be organising plenty of interesting indoor events, some inter-Area, so please do come down and join us.

Hopefully the Hants & Berks Autojumble will have been the success that it deserved to be - report next month.

Graham Sturgess

Hants & Surrey

NOTE: With effect from October, 1987, we shall be unable to continue using our usual venue on a Wednesday night since the bar is being turned into a restaurant

ALTERNATIVE OPTIONS:

- (i) Use the other bar (not exclusive).
- (ii) Use The Acorn Bar on a Monday night, when the restaurant will be closed.
- (iii) Go elsewhere.
- (iv) A combination of the above.

Would you please let me have your thoughts and opinions in this connection as soon as possible. Thank you.

Also, any suggestions for the Christmas meal?

Maxine Watts

Hull

Our change of venue from Hull to Barton-upon-Humber brought many new faces to the August meeting of the Hull branch. There were 12 people attending and we all had a very good natter and exchanged tips and information on our cars. One idea was to start a photo album with photos of the Area members' cars and of locally organised events, so when you come along to the next meetings, bring along a photo of your club car for inclusion in the Area's photo album.

Our new venue is much better; you can hear yourself talking now and there's much more room, so don't forget our new venue for the Hull Area is at the Humber Bridge Hotel at Barton-upon-Humber at 8 pm every second Tuesday of the month.

Gordon Curtis

East Kent

The meeting on 5th August continued our trend of increasing in size. It has got to the stage that the bar is running out of glasses. We had a varied selection of cars in the car park, ranging from a 1200 Herald, up to a TR7 which a tuned V8 Rover engine conversion, which looked rather nice.

We had a couple who travelled up from Reigate in Surrey who we had previously met in Germany and who presented the A.O. with a framed photograph taken in Germany. Many thanks.

I also completed my Spitfire and it had its first outing in nine months to the monthly meeting.

Anyway, hope to see you in Holland.

M B Morrison

Leicester

Our first happening in June was our "Early Bird Convoy" to Cranfield National Event. 8 cars rendezvoused at Chez-Moi to transport the Area tent, Auto-Snooker equipment and P.A.

AREA NEWS REVIEW

Manchester...Mersey...North East

system to that event. My thanks to all who helped to take, operate and bring it all back again - it was much appreciated.

Sunday 14th saw a very depleted convoy leave The Gate for the Bond Weekend at Yaxley. Obviously not much love for Bonds in the Leicester Area, but thanks to Andy, Bruce and Anita for their company and Sally and Pete from Notts who joined us later. Don't they have big hailstones in Peterborough?

Thursday 25th was the Leicester Area Annual Barbecue at The Bath. This was undoubtedly the best attended meeting of the year and my thanks to Mick and Sue for the superb food provided - eventually. Some problem was experienced with a certain brand of charcoal briquette, which refused to burn despite liberal dousings of petrol and weird incantations from Mick (well, I'd never heard those words before!). Tim was a great help though with his electronic hygrometer and was able to inform us of a 53% water content in the said briquettes. Well, Mick said it was "a great help" anyway.

The next day our convoy set off for our weekend tour to Wales meet at Dyffryn Gardens, Cardiff. We stayed overnight near Tintern Abbey, had a fantastic dinner, then repaired to the local for a nightcap or two. After an enormous breakfast we continued our journey to the Wales Meet (great do Marion) which we really enjoyed and congratulations to Pete and Sue Barrett for winning with their GT6 MkIII. We returned to where we were staying at Tintern via the road through the valleys and wine and dined in style yet again.

Sunday, after another enormous Welsh breakfast, saw us on our homeward way rejoicing but not without a lunchtime stop in Upton-on-Severn to take in a Jazz Festival there and then "Home James and don't spare the horses".

With holidays and Stanford Hall Rally creeping up on us, not a lot was happening in July but it was nice to see Claire and Trevor again at our Sunday meet and to welcome Dave and Wendy with their very nice Herald

convertible to their first meet.

Thursday at The Bath was final rundown of arrangements for Stanford Hall the following weekend and I really want to thank everybody for turning up and giving me such fantastic support. I would have liked to thank everyone by name but so many of you offered to help. I am frightened of causing offence by forgetting someone. It is undoubtedly the best support our event has had in the five years we have been running it. Yes, it really was The "Sunshine" Rally.

Our August meets will be reported next month as at the time of writing, they have not yet occurred - if you get my drift. So what are we doing in September?

Sunday 13th - Meet at Gate Hangs Well, Syston 12 noon - 2.30 pm. Convoy to W.A.C. Avoncroft Museum near Bromsgrove. Please phone me for details.

Sunday 20th - Convoy to S.T.I.R. XII Hanbury Hall, Droitwich. Details of this event will have been discussed at our August meets. If you were unable to come to one of those and are unaware of what we are doing and wish to come with us, phone me now.

Thursday 24th - Bath Night. Leicester Area meet at The Bath Hotel, Shearsby - 8 'till late. Video Show including 1987 Le Mans.

John Thorpe

Manchester

In my final Area News before handing over to Paul Howarth, our new A.O. I would like to thank you all for your support and hope that you continue to support Paul even more enthusiastically.

Oulton Park's VSCC meeting was an excellent weekend, with Paul and Neil, myself and a visitor from the Mersey Area in a Damson GT6, going on the Saturday and Roland and Katerina Langstaff in his lovely 1200 convertible and myself (in my tatty old red thing!) on the Sunday.

Incidentally, Oulton was the first major run for my new overdrive gearbox; so far so good but I hope it

lasts longer than the one before (and the one before that!).

Kevin

Mersey

At the last minute we got together a Club stand for the Woodvale Rally.

A poor turnout of cars from the Mersey Area but the day was saved by the dramatic arrival of the Ribble Area convoy. Eventually we had 14 cars fanned out around our tent for an impressive Club display which attracted a great deal of interest. Thanks to everyone who supported our efforts.

Woodvale is such a good show, that I would like to make it our annual turnout and next year we'll win Club Stand Trophy instead of the Stags!

In the pipeline is a trip to Mouldsworth Motor Museum and a tour of the Ford Plant at Halewood. I'll keep you posted.

This months distance award goes to Chris and Lyn who came over from Germany for the August meeting. That was the main reason you came over wasn't it?

Tony Whitby

North East

First of all, I must apologise for no newsletter in last months Courier. For that you can blame the Royal Mail.

Anyway, on to the North of England Motor Show: I'd like to know what happened to all of you!! I had to turn cars away when I asked who would be willing to show their car and I was fully expecting 9 cars every day. Well, on the first day we had three cars, on the second day, three cars and on the third day, a grand total of five cars and even then we had to blackmail Peter to put his car on the stand, as it is in the middle of a re-build. Anyway, the car and dummy we placed under it attracted a lot of attention. I don't know if we will be invited back to the Motor Show next year. After being let down so badly by you lot this year (you know who you are!), I don't think I would accept a place for us. I mean, here I was, saying can we have a bigger

AREA NEWS REVIEW

North Midlands...Nottingham...Oxford...Peterborough

stand please and what happens? I get let down yet again as with everything else organised for you.

By the time you read this newsletter, our first camping weekend will be over. I just hope you haven't let me down over that! Anyway, I don't think it will matter coz I know for a fact that everyone who did turn up would have had a fantastic weekend.

September is election month for the Area Organisers, so everyone had better get their thinking caps on and come up with someone to become the new A.O. for the North East. I hope, after all the hard work that goes with the job, you will show them some appreciation by turning up and not letting them down. Well, with any luck, this will be the last time you will be bullied or insulted by me after two years. Good luck to the new A.O.

Judith Atkinson

North Midlands

I bet you all thought that I'd disappeared off the face of the earth, since this is the first report in many months. A lot has been happening, especially the dramatic increase in the numbers attending the monthly meetings, which are now averaging 15 members plus regularly. The Area has been represented at nearly every Club weekend going, including class wins at the Wales weekend, Tatton Park and the Leicester meeting at Stanford Hall.

Going back to the monthly meetings, it has become apparent that a lot of members cannot attend the third Thursday night meeting mainly due to working commitments and are missing out on the activities, so to solve this problem, there will be a regular Sunday lunchtime Noggin & Natter on the 1st Sunday of the month, at The Three Crowns, commencing on Sunday, September 6th and every 1st Sunday thereafter, between 12 and 2pm. Following these Sunday meetings we hope to have quizzes, treasure hunts and convoy runs and a possible Area concours/funday, depending on interest, and those wishing to help organise such an event.

My apologies must go out to Ian Petifor for not arranging a date for the 'Econe-run' as I had promised, but hopefully it will be Sunday, October 4th, to be confirmed next month.

Alan Mosedale

Nottingham

July Meeting: for a change we had a warm and dry evening which allowed us to get into the car park and have a good look at the cars. The standard of which is high, especially when you consider the age and that most are in everyday use. Space in the car park was very limited and late arrivals had a job finding room to park. It is not very often that cars have to park on the road, but I think the pub's mud wrestling match in the beer garden had a bit to do with this as it attracted much interest locally. Several new members managed to find us and were made very welcome. Hopefully they will come again soon.

A lot of interest was shown in our forthcoming barbecue; a report on that next month. Other planned events are: a Film Show in October and a Christmas Fun Night in December. There will be further details of these later.

Whilst on holiday in Southampton in July, we took the opportunity to visit the Southern Area meet at The White Hart, Denmead. They made Anne and myself very welcome. Thank you very much for an enjoyable evening. Looking forward to seeing you again.

Clive

Oxford

Our day out at Wroughton beautifully organised by Jan Brown and Geoff Timms was enjoyed by all the participants - nice scenic route from the Grapes. The kite display was an added bonus - never have I seen so many sizes and varieties - from a box kite one inch long (yes, one inch!) to strings 70 feet long, to a flying 'blow up' Superman - all incredible!

Andy Jones took his big black bird to the Barbury Castle barbecue and we all enjoyed the food and wine

provided by Jan and Geoff. Ann and Tim Haymes (+ one) upheld the honour of East Berks area but Swindon all went home - their loss our gain. Thanks again Jan and Geoff.

Hope some will make STIR XII at Hanbury Hall, Droitwich to help on the gate on Sunday 20th September - see you there.

John Cudmore

Peterborough

Our third Annual Barbecue was a great success with members coming as far as Saffron Waldon, Essex. New member, Tony from Folksworth, caused quite a stir when he arrived in his recently rebuilt Spitfire, complete with GT6 engine. Other new faces were Betty and Margaret from Stamford in a 1500 Spitfire.

Well done to Steve and Tina for winning Best Spitfire at Stanford Hall, and also a mention to hubby who won Best GT6. I was, unfortunately, competing in the Benson and Hedges Concours at Harrogate where Roger Rowley (of MkIII red Spitfire fame) is one of the judges. I have been the only person to win their class at all three regional events and am polishing hard for the final at Syon Park, £1,000 first prize, which, unfortunately is the same day as STIR.

Anyway, the Springfields Rally was a great success with 16 Club cars turning up, which beat the TR Register display by 4. Thanks to Phil and Denise for providing their caravan and numerous cups of coffee.

Our next event is the Boston and District Car Show, held on Sunday 6th September, so please feel free to come along.

Forcoming Events:

Sunday 6th September - Boston Classic Car Show. Leaving Spalding market place 9.15 am.

Monday 14th September - Monthly meeting, The Plough, Deeping St. Nicholas.

Saturday 12th December - Christmas Buffet/Disco.

Sharon Espin

AREA NEWS REVIEW

Ribble...Scotland Forth...Scotland West...Southern...Sussex...West Sussex

Ribble

Sorry about the lack of recent Area News - no excuses I'm afraid. Still, we've been busy with shows at Townley Hall, Woodvale and Westthoughton. The weather has been remarkably kind to us, despite its efforts to drown us during the convoy run to Westthoughton!

Woodvale was an excellent show, as usual. This year, Ribble met up with Mersey and Manchester Areas and a jolly time was had by all. The barbecue got some stick - I think we were cooking for a good 2 hours!

A date for your diaries: Blackpool Vehicle Preservation Group are holding their Historic Vehicle Rally in St. Annes on Sunday September 13th. Details and forms from me.

Finally, good luck to Kevin Atkinson in his new job (who'd have him?) - he'll be a sad loss as Manchester Area Disorganiser. Welcome to Paul who will be taking over: I hope Ribble-Manchester socialising will continue to be as good!

Bill Coulshed

Scotland Forth

Now that the Scotland Forth Area has been on the go for nine months, it would be nice to see some more of the local Triumph owners. I am looking for someone to replace me as A.O., so why not come along and help choose. The Fairmile Inn is easy to get to and does a pleasant pub lunch.

David Bouchard

Scotland West

July was eventful after June's blow-out en-route to Aviemore in a Mk1 Spitfire. Glamis Castle Extravaganza was as big as ever. I picked up bits for my Rover for peanuts as well as a BL doughnut for £2 for the Vitesse. The weather was very nice until 5pm when it poured. But the sun came out as we drove home.

The Barbecue at Loch Lomond was absolutely brilliant in weather, turnout and enjoyment. Triumphs lined up on the beach beside the glistening water

and the charcoal smoked amongst the trees, while the wind carried smells of food being cooked, and filled the sails of the boats.

It was decided at the last meeting to hold Gymkhanas and the like of the same night, so the ones on the 22nd July and 20th August were changed to 10th August and 14th September respectively.

Well, that's the summer over and events have dried up except for the John O'Groats to Land's End Convoy on 12th, 13th and 14th September. Members are invited to tag on behind and/or join in the social gatherings at the evening stop-overs in Aviemore 13th and Motherwell 14th. Please phone me for exact details nearer the time on 0292-56624.

This actually clashes with my favourite event this year. The East Ayrshire Car Club, Arran Weekend with special prices for ferry and hotel. It's so popular that an optional 2 day extension to the weekend has been offered this year. Maybe we'll get a group together for next year.

John Malcolm

Southern

The last two meetings have had disappointingly low turnouts, but this has been offset by the presence of other Area Organisers, who have either been on holiday (hope you enjoyed your stay John) or to arrange events, which bring me nicely onto the subject of skittles.

Peter Reed came over on Tuesday to throw down the gauntlet for an evening of skittles. Like a fool, I picked it up and now am in desperate need of assistance to save my face. If you would like to help me, the contest will be held on Friday 18th September at the Barley Mow, Walderton. Full details from me or Peter but I'm afraid we do need £2 from each of you, as soon as possible as the hire fee has to be paid in advance.

Finally, if anyone is interested, I will be going to Goodwood on the 5th - see me and we'll have a convoy there maybe.

Ian Ward

Sussex

It was nice to see John's Vitesse back on the road again after Patti's little indiscretion. The silver lining on this cloud being that John has bought another Vitesse from the other people involved in the incident.

A reasonable turnout on the 5th August, with all the Walheim family turning up, albeit in a non-Club car.

Because of holiday commitments, the Wednesday meeting in September will be on the second Wednesday of the month.

We now have a Sussex Area Photo Album, so any members with photos of their club cars or events that they would like displayed, there are 175 spaces left.

On the third Sunday in September, it is hoped to hold the Autumn Sussex Area Treasure Hunt in conjunction with the West Sussex Area, starting at The Fountain, Ashurst at around 2.00 pm.

DIARY DATES:

Sunday 6th September - Bluebell Railway Vintage Sunday.

Wednesday 9th September - Five Bells, Chailey.

Sunday 20th September - Treasure Hunt with W. Sussex Area.

Nigel Wilce

West Sussex

Our idea of a Strawberries and Wine Picnic with the Sussex section in July was met with amazing enthusiasm - there was my own car, plus one other; pretty chronic aye? Just like my tummy after having to eat 6 lbs of strawberries and cream! Never mind, perhaps the sun will shine next year and then you'll have no excuse.

Having said that, it is nice to see new faces at our evening meets; I hope you'll come again and try to join in our Sunday events, too.

We hadn't had our August Wine Tasting trip at the time of publishing but I'm hoping it will be enjoyed by all - you can't say we don't try to please!

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AREA NEWS

REVIEW

East Sussex...Thames...South East Wales...West Midlands...Wolverhampton

September:

Thursday 3rd - White Hart at Stopham Bridge from 7.30 pm.

Friday 18th - Skittles Night at The Barley Mow, Walderton.

We are meeting up with Ian Ward and the Southern section for this event, so if you think you'd enjoy a bit of team spirit (or spirits of the other kind), please let me know. I would like £2 in advance, towards the hiring of the alley. The only other condition the pub makes is that you have a meal - but the most expensive is £2.50 only and the food is very substantial!

Sunday 20th - lunchtime drink at The Sussex Pad, off the A27 near Shoreham Airport.

Thursday October 1st - The White Hart Inn, Stopham Bridge from 7.30 pm.

Please remember, we can't possibly make the Club enjoyable without your help and support. Try and make it next time!

Peter Reed

East Sussex

An encouraging attendance at our second meeting on 3rd August. We were fortunate to have some 'first timers' to welcome, namely Paul Crompton and Darren and Mandy Agg. We hope to see a few more next month. We also had two young lads arrive in another Triumph: Richard Gilmore and Warren Herridge who hope to join the club soon.

Steve and I will be canvassing our listed club members in the near future, this having been delayed whilst the printing of suitable forms was carried out. I know this is early days yet but, if you do not support your local group, it is likely to collapse, so please can we have some more faces attend, even if not directly contacted. This is especially important currently, while we are establishing meetings as we may not have your details due to a full, reliable membership list being unavailable.

Our forthcoming diary dates are:

Monday 7th September - The Wheatsheaf, Little Common.

Monday 5th October - The Wheatsheaf, Little Common.

Karen and Steve Voller

Thames

Hi Triumph drivers (most of you anyway). What a good weekend some of you missed in Somerset with Nigel Mansell there as well! After we found the bar, we pitched our tents in the dark and they actually stayed up overnight. The rounders match on the beach was very entertaining, just as well, as there was no sea to look at, it was miles out on the horizon. After the match, about 30 people squashed into the back of a Landrover and a trailer but I don't think the driver realised there were any speed ramps on the campsite! When we arrived back, we all learnt to cook on a barbecue, not too much was burnt. That was the dry weekend and the wet one? HILLINGDON - so many cars and so much mud and rain By the time we took our cars away, they were swimming but no-one had an Amphicar. August 27th at The New Inn was possibly the final barbecue for this year, unless of course, you know different! See you on Thursday.

Tracy Ludmon

South East Wales

Many thanks to the Somerset Area who hosted the Beach Party at Brean Sands at the end of July. Only a small contingent from Wales attended (Brands Hatch being the alternative temptation), but we all enjoyed the informality, friendliness and fun of the weekend with John winning a concours prize for his Spitfire (for the dirtiest engine!!), meeting Nigel Mansell (!!) and all of us participating in games of rounders, against the wind, on the beach! We would hope that the success of the weekend would secure the possibility of its becoming an annual event and would, again, convey our thanks to Somerset for a great time.

A fine evening for our August meeting provided the opportunity to talk outside over newly re-built cars

and repairs; Steve's Spitfire attracted some attention and it was pleasing to see Mary's GT6 in attendance again. It was good to see some old faces turning up this time and thanks, of course, to the usual healthy number of regulars. For those of you who weren't at the meeting, and therefore wouldn't have received a copy of the local newsletter; the Club Area Caravan now contains comprehensive volumes of literature about our Club cars, including Workshop Manuals. If anyone wishes to make use of the library, please contact me. A deposit will be require on the hiring out of manuals (in consideration of their value) and a small fee for the service will be charged, which fee will, of course, go towards Club funds. If you'd like a newsletter, please send an s.a.e. with your request.

Please don't forget to check your calendar of motoring events in Wales for forthcoming shows etc. There are two in September at which we are usually represented - Margam Park on the 6th and Tredegar House on the 20th - please take your camera as well as your car and record the events for our scrap book!

Marion Firman

West Midlands

Our thanks must go to the Somerset Area for putting on the Beach Party, which was very well supported by our members. Area members won two prizes: Ken Heaton and the Rustyist Hulk (very worthy) and Scott Bethal, Best Car. It was a great weekend and I hope it will be an annual event. Nothing more to report at this moment, except: **next meeting, Tuesday 9th September and Sunday lunchtime 27th September.**

Tony Spicer

Wolverhampton

Apologies for the lack of news in recent Couriers - we'll make it up to you folks! A lively meeting with John having to call for quiet frequently. Paul set the quiz, giving us all some real teasers: do you know were the

AREA NEWS REVIEW

Worcester West...North Yorkshire...South Yorkshire...TR Driver's National

gearbox came from for the first Herald? No, neither do we. Vi's committee won the quiz with an amazing 11 out of 16 (us mere mortals got 4!). Plenty of Sales and Wanted, though why Vi wants a sun visor beats me (what sun?). New members included Nigel and Julie with a Herald 13/60, Karen and Paul with a GT6 MkIII, Brian with a Spitfire 1500 and Ian and Nigel with a Vitesse convertible. Linda told us of the forthcoming Beer & Skittles versus the MG Club (probably 24th September). Let's win our trophy back from them this year. And Hayley suggested we pitch our tents before going into the pub for the Fun Weekend, 25th, 26th and 27th September. Everyone welcome at The Unicorn, Hampton Loade for Welly Wanging and much drinking.

Next meeting 14th September (Monday) at Merry Hill pub. See you there with our tales from Arcen on Sept. 5th/6th (look out for Lizzie, the red 1500 Spitfire).

John Cox

Worcester West

First of all many thanks to the Central Somerset Area from all of Worcs. West for the splendid weekend Barbecue at Breen Sands. Everyone enjoyed themselves, even the weather came to order. I think the Worcs. Area won the rounders knock-out with yours truly putting on a star performance.

Sorry I couldn't make the club night but it was a good turnout with 16 club cars and 35 members including some new faces. Graham arrived in his new Metro (thought it was a Triumph in disguise). W.A.C. 87 was discussed. Plenty of new ideas coming forward, keep them coming. New outings and meetings need to be arranged! **Next meeting 7th September, 8pm at the Anchor Inn, Kempsey.**

C Chawra

North Yorkshire

The August meeting proved a very respectable turnout of members, some of whom had their car hoods

down due to the pleasant afternoon sunshine. However, storm clouds loomed as darkness fell and this was enough to send one Vitesse owner scurrying for home as fast as six cylinders would allow him to. The rest of us put our faith in full tonneau covers whilst the rain fell and by closing time, the roads were relatively dry again.

At the meeting I announced that I shall be sadly standing down as A.O. from October, due to work commitments. But all is not lost as there seems to be a few volunteers (mugs!!) to take on shared responsibility in running the Area (hint, hint!). All this shall be discussed at our **next meeting on September 2nd**, so if you want to raise any points of view on our Area, please attend this meeting.

Don't forget that we have two local events in September, namely the 6th North Yorkshire Concours and Moors Run on Sunday 6th September and the York Historic Vehicle Rally on Sunday 13th September. Full details available from me.

Finally a message to the Cleveland Area: the rumour is true, I have purchased a vintage stationary engine which has a piston the size of a saucer. Six of these in a Vitesse would be quite something!! See you soon!

Stephen Boyne

South Yorkshire

Thanks to all who turned up to our 'Fun Saturday' despite the slight confusion, even if the total attendance was a bit disappointing. I think everyone had a good time and the pig went down a treat - what a size it was! Congratulations to Dean for winning the concours with his beautiful Vitesse and to Mark for coming a very close second with his ever immaculate GT6. We will make appropriate presentations. The rusty spanner? That went to Lynda's rather sorry looking Spitfire (my next rebuild project - again!).

The Autotest provided hours of fun and was won jointly by Harry (Spitfire) and Keith (Burlington), both returning times of 43 secs. Keith also won in

reverse but then he would, wouldn't he!

I'm not clear who won the egg throwing or welly wanging but I suspect it was Keith again. All in all a great success (except financially - we are now stoney broke). Huge thanks to all who helped but especially Harry and Keith.

The joint meeting with the Stag Owners Club was spoilt by only two things: the weather and the TSSC turnout. Thank you Colin and Manchester!

Don't forget: renew your membership! Area Organiser elections are due soon - get your thinking caps on. North Yorks Concours: please support them if you can. And finally, I fear our local newsletter has bit the dust. Will it be missed I wonder?

Chris Stabler

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with The Triumph Sports Six Club Ltd. for 1987/1988.

Signed Date / /

My address is

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Meeting Place

Address

..... Time

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AREA ORGANISERS REGISTRATION FORM 1987/88

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2 Litre MkII Profile

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56 WORCESTER EAST
57 **WORCESTER WEST**
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59 **YORKS SOUTH**
60 **YORKS WEST**

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Teresa Chad
Andrew Mason
William Hall
David Buxton
Karen Pitt
John Eade
Julian Chittibuck
Andrew Topp
David David/Crystal Harvey
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| Moshall Hall | The Merryhill |
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| The White Bear | |

TOWN

- | | |
|------------------------------|------------------------------|
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| FILTON, KENSHAM | 1st Mon/3rd Wed |
| BERKHAMPTSTEAD (A41) | 4th Tuesday |
| WATERTON IND EST, BRIDGEND | 3rd Mon 8pm |
| CANTERBURY | 2nd Tuesday - 8pm |
| LUGGATE LANE, M.BORO | Last Thursday |
| ALLESLEY OLD RD, COVENTRY | Last Friday 7.45pm |
| HEATH VILLAGE | 1st Tuesday |
| CLYST ST MARY, BUCCFASTLEIGH | 1st Wednesday |
| SHERBORNE | 2nd Sun / Last Sun 8pm |
| KNOWLE HILL, NR. MAIDENHEAD | Last Wednesday |
| STAMFORD RIVERS | 2nd Tuesday 8pm |
| GATWICK | 1st Sun, Lunch |
| SELLACK, NR. ROSS | 1st & 3rd Mon 8pm |
| PADWORTH COMMON | 2nd Tuesday 8pm |
| PRIORIGHT | 1st Tues & 3rd Thurs 8pm |
| LITTLE COMMON | 2nd Wednesday 8.30pm |
| WHITWELL / HENLOW CAMP | 2nd & Wednesday 8.30pm |
| NEWGATE ST WILLAGE | 3rd Wed 8.30pm |
| BARTON UPON HUMBER | 2nd Tuesday 8pm |
| PSWICH | 2nd Wed/4th Wed 7.30pm |
| GRAVESEND A227 | 1st Wednesday |
| SUNDERIDGE | 1st & 3rd Wed 8pm |
| SHERBELL, SYSTON | Last Thurs 8pm/ 2nd Sun lun |
| BLONDIN GROVE E14 | 1st & 3rd Thursday |
| BENDEN | 2nd Monday 8pm |
| FARNWORTH VILLAGE, WIDNES | 2nd Wednesday |
| HELLANDS, M. KEYNES | 1st Mon 8.30pm |
| NORWICH | 3rd Wednesday |
| MAIDWELL | 1st Mon 7.30pm |
| WINLATON | 2nd Mon / Last Mon 8.30pm |
| CHINGFORD / ARKLEY | 1st Sun lunch, 3rd Thurs 8pm |
| STONE | 1st Sunday 2pm |
| NEWTONABBAY | 2nd Wednesday 7.30pm |
| SHARDLOW | 2nd Wednesday |
| VARNTON | Alternate months 2nd Mon |
| VAXLEY / DING ST NICH. | 4th Sun 12.30 pm |
| WITHELL | 2nd Mon 8pm/last Sun lun |
| CLAY COTTON/BUBENHALL | 1st Thursday 8.30pm |
| WADDON | 2nd Sunday 12.30 pm |
| NEWPORT | 3rd Sun 12.30pm |
| EDINBURGH | 2nd Monday, 8pm |
| SEACORD RD, ABERDEEN | 2nd Monday |
| ABERTSCHING ROAD, PAISLEY | 2nd Wed / 3rd Thurs 8pm |
| PAWLETTS BATHPOOL | 1st Wed / 3rd Thurs lunch |
| DEWEND | 1st Monday 7.30pm |
| CHAILEY / VARIOUS | 1st Thursday |
| BLUNSON | Alternate Wednesdays |
| PILBOROUGH | 1st Thursday |
| HAM COMMON | 2nd Tuesday 8pm |
| PANFORD, NR. NEWARK | 1st Wed 7.30pm/3rd Mon |
| ROSETON, BRIDGEND | 2nd Tuesday |
| BRIDGESTONE | 2nd Tues 8pm/last Sun 11am |
| HAYES VILLAGE/NORTHOLT | 2nd Tues / Last Sun Lunch |
| WISHAW | 2nd Monday 8pm |
| MERRYHILL | Last Tues 7.30pm |
| HARRINGTON | 1st Monday 7.30pm |
| MAIN RD., KEMPSEY | 1st Wednesday |
| DEIGHTON | 2nd Sun lunch/ Thurs 8pm |
| RIVELIN VALLEY / MALTBY | 2nd Sun lunch/ Thurs 8pm |
| NORWOOD GREEN (off A56) | 2nd Tuesday 8pm |

MEETING DAY

- | | |
|------------------------------|------------------------------|
| 1st Thursday | 1st Mon/3rd Wed |
| 4th Tuesday | 3rd Mon 8pm |
| 2nd Tuesday - 9pm | |
| Last Thursday | |
| Last Friday 7.45pm | 1st Tuesday |
| 1st Wednesday | 2nd Sun / Last Sun 8pm |
| Last Wednesday | |
| 2nd Tuesday 8pm | 2nd Tuesday 8pm |
| 1st Sun. Lunch | 1st Sun. Lunch |
| 1st & 3rd Mon 8pm | |
| 2nd Tuesday 8pm | 1st Tues & 3rd Thurs 8pm |
| 2nd Wednesday 8.30pm | 2nd & 4th Monday |
| 1st Wed / 3rd Tues 8.30pm | 3rd Wed / 8.30pm |
| 2nd Tuesday 8pm | 2nd Wed/4th Wed 7.30pm |
| 1st & 3rd Wed 8pm | 1st & 3rd Wed 8pm |
| 2nd Thurs 8pm/ 2nd Sun lunch | 1st & 3rd Thursday |
| 3rd Thursday | |
| 2nd Monday 8pm | 3rd Wednesday |
| 1st Mon 8.30pm | 2nd Mon / Last Mon 8.30pm |
| 3rd Wednesday | 1st Sun lunch, 3rd Thurs 8pm |
| 1st Sun lunch, 3rd Thurs 8pm | |
| 2nd Wednesday | |
| 2nd Wednesday 7.30pm | |
| Alternate months 2nd Mon | 4th Sun 12.30 pm |
| 2nd Mon 8pm/last Sun lun | |
| 1st Thursday 8.30pm | 2nd Sun 12.30 pm |
| 2nd Sunday 12.30 pm | |
| 3rd Sun 12.30pm | |
| 2nd Monday 8pm | |
| 2nd Monday | |
| 2nd Wed/last Thurs 8pm | |
| 1st Tues / 3rd Thurs 8.30pm | |
| 1st Wed/5th Sunday lunch | |
| 1st Monday 7.30pm | |
| 1st Thursday | |
| Alternate Wednesdays | |
| 1st Thursday | |
| 2nd Tuesday 8pm | |
| 1st Wed 7.30pm/3rd Mon | |
| 2nd Tuesday | |
| 2nd Tues 8pm/last Sun 11am | |
| 2nd Tues / Last Sun Lunch | |
| 2nd Monday 8pm | |
| Last Tues 7.30pm | |
| 1st Monday 7.30pm | |
| 1st Wednesday | |
| 2nd Sun lun/4th Thurs 8pm | |
| 2nd Tuesday 8pm | |

"THE HARD WAY FOR HERALD ANGEL"

PART THREE

Pink Camper Vans!

Leon Guyot - London

We spent about three hours here taking photos, filming with the video, freezing our tails off in the bitter wind, buying, writing and sending postcards in the restaurant/hotel, buying a few stickers and a present for mum of a Reindeer fur bonnet with same lacework around the edge.

We sent a postcard to our friends in Southern Finland, just to prove we did it, but we beat it back by one week!

All around in Nordkapp, on the various memorials, walls etc is Graffiti by the many and varied visitors from all around the world. Florence-Nordkapp, Paris-Nordkapp in Citroen 2CV's and the like. Being responsible types? - we wrote on the sticky paper from the end of a row of postage stamps "TSSC-Thames Area, did it first, Leon & Bill, Herald 1200, 27/8/86" - so if any TSSC member is passing Nordkapp, it is in the restaurant on the wooden window frame of the most Northerly window in the middle.

Bill threw a rock over the side of the cliff and said that he couldn't hear it hit the sea and I said I wasn't surprised, since it was 307 metres down - I further pointed out that you couldn't even hear the sea hitting the base of the cliff.

On arriving back in Honningsvåg and filling up with petrol at a very futuristic looking shell garage, we awaited the ferry in a queue of vehicles in between a pink Italian Camper-van and a Spanish registered SEAT. The little orange ferry shortly arrived and disgorged its passengers, including a party of about twenty-five 7-10

year old schoolboys, who, on noticing the Herald, appeared to go mad and started running round and round the car, this reminded us of the way certain TSSC members behave, so, we gave them club leaflets, upon which, they demanded that we write down our names, where we had come from and how old the car was! - we did this and instructed them to keep the leaflets until they see another Triumph and to put them on that car. We even managed to video some of these children, which, with the words BBC, had the effect of scaring them off.

Back on mainland Norway, we followed a new route, south-east, back towards Finland. We soon came to one of the small coastal-road tunnels through the mountains, the tunnel was about 7 km long and quite wet inside. We also had an articulated lorry behind us, which we thought must be returning after delivering postcards to Kafjord for onward transmission and sale in the gift shop at Nordkapp!

When we got to the southerly end of the tunnel, our progress was blocked by a large yellow 'roll-top' type

metal door. We stopped and stared at it, the artic stopped too, it's air brakes hissing in the tunnel.

Suddenly, without warning, the door rolled up into the tunnel roof, like some old 'Thunderbirds' T.V. serial and off we went - we figured that it must be designed to stop Reindeer, some of the white around here, from wandering along the road. We continued south through Billefjord, Stabburselv, Lakselv and Skoganvarre, in the pitch dark, we had a magnificent view of the night sky and its myriad of stars and a very clear view of the milky-way, somewhere along the way, we stopped to post yet more postcards still with Norwegian stamps on. Whilst walking back to the car we glanced up and saw a sight that we will never forget as long as we live - The Aurora Borealis - green and drifting across the sky. After this, we drove along staring up at the sky and stopping every so often just to stare at it, straddling the entire northern hemisphere, green, wafting and drifting, spiralling, moving faster than the few clouds in the sky, in sheets and bands and only viewable from certain

positions, but not from 5 metres further along or back.

Then, on to Karasjok and now back in the darkness and across the border, back into Finland, the solitary border guard hardly even looking up as we flashed past, now in the deep forest of the Muotkatunturit region. We became concerned about our rather low petrol, we suddenly ran out of tarmac and the car was slewing all over the road on a mixture of large stones, pebbles, gravel and dust. However, I fought to regain control and managed to slow down and continue on this teeth-loosening surface at around 30mph for about 30kms during which time, it felt like the car was going to fall to pieces at the worst, if not get four punctures at the very least, but luckily, it, and to a lesser extent, we, survived.

We arrived at Kaamasmukka, no petrol and on to Kaamanen, no petrol and on to Sikovuono, yes you guessed it - no petrol - and finally Inari at 2.30 am, no petrol, just a few closed petrol pump racks and a campsite on the shore of lake Inarijärvi, a sign at the entrance said something in Finnish that might have said 'no entrance and noise after 10.30pm', but we couldn't read Finnish, so that was alright!

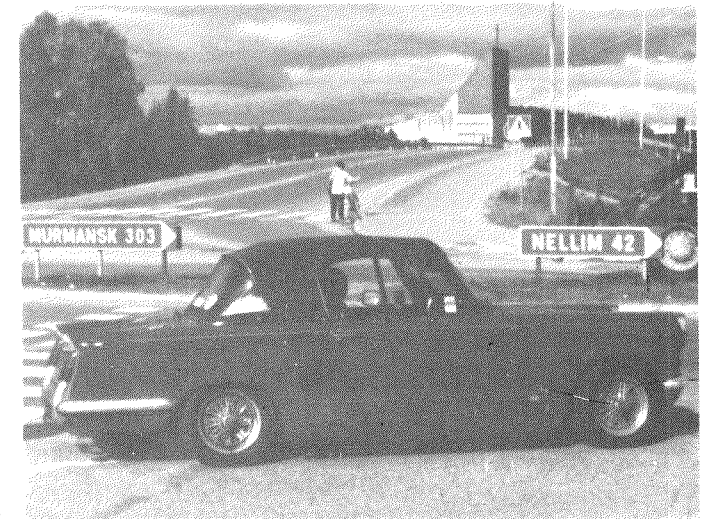
Strange as it seems, after 2am, it starts to get light, but it is not actually light enough for dawn, this is called The Blue Time, when the sky is three distinct colours, orangy at the bottom, blue in the middle and indigo at the top. However it was light enough to see to erect the tent at 3am and take a photo without artificial light.

Next morning, we were

awakened by the engines of a seaplane, which started up, far too close to the tent for comfort and after a free hot shower, and charging up the video unit, we went to pay for the camping in the very nice log cabin restaurant and when you're that hungry, even raw cold Silli (herring) on hard black rye bread has its attractions, actually it was very nice.

Now, the 28th August, we headed south once more with a full tank of petrol and since there was no 20W/50 Castrol GTX left, or for sale, I bought some Shell Super Plus II 10W/40 which I thought better than nothing, but it turned out to be very good indeed. At this point, we were becoming increasingly concerned about the Firestone S660 rear tyres, which were both showing signs of rapid wear over their entire surface - in fact they were fast becoming slicks, but since the weather was dry and they both still had rubber on them we decided to press on, although at a slower speed. We stopped at Ivalo for a photo of KGF with a signpost to

Murmansk, the famous Soviet military base and port on the Baltic. We could see no tyre depots and carried on, although increasingly slower and slower, but the tyres wore out still faster, all across Lapland, through Laanila, Vuotso, Peurasuvanto, Petkula and Sattanen. We finally stopped for petrol at the town of Sodankylä, the garage/restaurant had a tyre fitting bay! We enquired as to the possibility of fitting a new tyre, the garage owner did not speak English and I suspect not too much Finnish, Laplanders speaking a type of dialect. No one else in the place spoke any English either, so we showed him what was left of the rear tyres, now both down to the fabric and he agreed that we needed a change and telephoned the main depot in Rovaniemi, about 130km away. He managed to tell us, somehow, that they had just one 185x60x13 tyre, which was a Michelin MXV that they used for display purposes and it would cost us 600 Finnmarks, about £84 including tax and fitting. I



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Front wing MkIII	59.80
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Spitfire MkIV	69.40

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thought this a lot, but agreed because I had no real choice. He said he would go and get it right away and would be back in about 4½ hours - he jumped into his little red FIAT pickup and was gone.

(On returning to England, I found out that Michelin MXV's are fitted to Montego Turbos and cost about £84, not including 260km to collect them!)

So, just what could we do for 4½ hours?, we had some coffee, looked around the place, recharged the video and spent a lot of time, buying and writing postcards, during which time, a bus load of policemen arrived and showed more than a passing interest in KGF. I kept a very low profile in the corner of the Cafe and hope that they did not look too closely at the rear tyres! Meanwhile Bill went for a walk and was gone for around two hours, the depot manager returned around 8pm and directed me to take the Herald into the tyre depot, but when I pointed out the distinct lack of ground clearance, due to that SAH exhaust, and my depleted rolling radius, we decided that it would be a better idea to remove the rear wheels from the car and take them into the depot ourselves - why is it that almost all garages have such large concrete steps specially designed to prevent cars from entering them?

The new tyre was soon on the car, along with the new spare that I had in the boot. I think the garage owner was pleased because I did not seem to mind getting my hands dirty, helping them (only because it was THAT car).

I paid for the tyre with an International Eurocheque,

which I am very glad that I had had the foresight to bring along. I wrote it on Thursday 28th August. so it was just as well that I was paid on Friday 29th August. as I had only about £1 left in that account at that time!

It was now 'dusk' and we had to get to the Puijo tower at Kuopio by 6pm on the next day, so we had to really fly. I drove through the night, via Kemijarvi, recrossing the Arctic circle, through the Oulangan national park, around 15-20 miles west of the Soviet Union, south through Kuusamo, past Suomussalmi, where I became too tired to drive any further,

especially as it was now very dark again and we were running out of fuel. We looked for a campsite and after finding the AA recommended campsite firmly locked up for the night, we located a smaller more friendly campsite at Ristijarvi, where we pitched our tent at about 3am, made some tea, without milk and cooked the very last meal we had left, which was six boiled eggs which we both enjoyed immensely.

Friday 29th August and we arose about 11am, enjoyed the free hot showers, paid the very reasonable camping fee to the nice young lady in charge, of

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the site and left.

We soon found a petrol station in Kajaani, where we took on more fuel and had some breakfast in the Cafe - I do appreciate the way that so many Finnish petrol stations have decent Cafes. We set off once more at 12.30 and noticed that traffic was becoming denser again, through Iisalmi, past very many lakes and so into Kuopio and after some difficulty, we located Puijo tower and arrived about 6pm, exactly the pre-arranged time. On the approach to the tower we saw a very nice Cactus-Green Herald 1200 Saloon in the 'rush-hour' traffic.

When we arrived at the tower, it had just closed to the public, but the very nice young lady, all Finnish girls seem to be very nice!, told us to wait a little while in the restaurant and she would take us up the tower, so we sat in the log cabin restaurant and watched a video of 'The man with the golden gun' in English with Finnish sub-titles. Then we went up the Tower to enjoy the unparalleled view of a very beautiful part of a very beautiful country, took lots of photos, made some more video film and very nearly froze to death in the strong and bitter wind. Once back in the restaurant, I telephoned Jukkis, a good friend who lives in Kuopio, to come and meet us, very soon he arrived, closely followed by Ari and his brother Hari from Lahti and we all had another coffee then set off for Jukkis' house.

We were then told that we were going out to a night club in town and because there were now six of us, in the obviously well practised way, a couple of taxis were called

- we got the black Mercedes 190, what a very civilised way to travel - sometimes I wish I was rich enough to own one of these as well as all my Triumphs! The night club was called Samanthas after, yes you've guessed it, Samantha Fox! with pictures of Sam and her obvious attributes all around and her new song in the background, amongst other better music, we had a thoroughly good time. When I pointed out that she now lives in Richmond-upon-Thames, just a few miles from both Bill and I, also that I had seen her three times in the last couple of months in the area, with her black Ferrari GTB 'FOX111', which she cannot drive - can't reach the steering wheel!, also in her pink Rolls Royce 'SAM9', I was immediately given several free drinks, the rest of the evening seems to have slipped my memory.

Saturday 30th August, early, much too early, after a very nice Finnish breakfast, we set off to the meet of the Triumph and Classic Cars Club of Finland near Savonlinna in the South East, well known throughout Europe for its Opera I believe.

It was raining heavily now and we had to hurry to get there by 3pm, when the meet was due to commence. Aris 80-90 miles away turned out to be about 130 miles, and as per usual, he drove at lunatic speeds and very nearly caught us up!

We travelled from Kuopio, via Pellesmaki, Oravikoski, Leppavirta, past Varkaus then down smaller roads via Tiemassaari, Rantasalmi, Parkumaki and Kallistahti to Savonlinna.

Before arriving at the site, we stopped at a supermarket,

which I think was near Savonlinna, some of the signposts just before the town were in Cyrillic Script and there seemed to be rather a lot of military types around - apparently on our side! We stocked up with food, including some of those scrumptious arctic brambleberries.

On arrival at the site of the meet in a forest on the edge of a lake at Punkaharju, Aris Spitfire 1300 and my Herald 1200 both created quite a stir, partly due to their both being red, both with dual twin choke Webers and both with twin SAH exhausts. Also because Spitfires were never imported into Finland and no factory built Herald Convertibles there either.

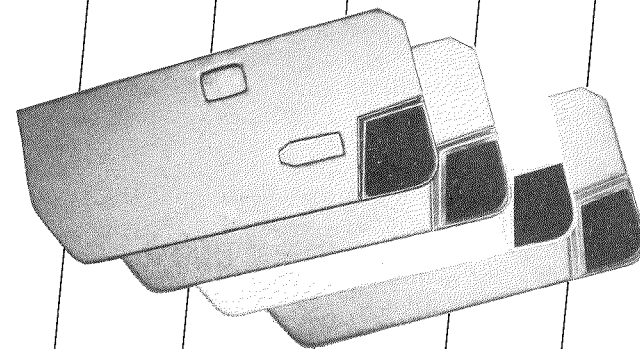
The rain was, by now, drying up and we unpacked the cars into the real log cabins which we were sharing with other members of the T&CCC of Finland. The first part of the meet started with everybody looking at each others cars for new ideas since just keeping 'our cars' on the road in Scandinavia needs an above, (British), average amount of thought, effort and improvisation, due to the non-availability and high cost of spare parts. British members could learn a lot and should regard themselves as lucky in comparison. At least they've got a Unipart outlet, where they can be told "No, now what's the question?" For instance, all the Herald Convertibles in Finland have homemade hoods and frames, unless I have sent them one! (so if anyone in Britain reading this has a hoodframe for sale, please contact me).

Many diverse and interesting cars were to be found, such



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cars as Herald 1200 Saloon, Herald 13/60 Saloon (roof used as hardtop), T.2000 Mk.1 Sln, Spitfire Mk.3, Spitfire Mk.2 with Vitesse 1600 engine and MG sprite? rear lights. Spitfire Mk.1V, T.2000 Mk.2, Herald 1200-Mk.1 Sln with black fleck dashboard, Vitesse 1600 Sln, nice body, shame about the mechanics, 13/60 Sln converted to Convertible with T.2000 Mk.2 engine/gearbox and large Volvo servo on brakes, then Hoot, Hoot and we were all off down to the lake for a two hour trip on the paddle steamer around the Puruvesi lake region near Punkaharju, the weather was by now bright and sunny, if a little chilly on deck. All the Finns promptly left the deck and vanished into the reserved cabin - perhaps they are not quite so hardy as we 'mad dogs & Englishmen', not so daft either. The sunset was really beautiful and typical of many we witnessed in Finland.

Drinks and food were provided on board, all part of the event, arranged by the club and paid for out of the very reasonable entry fee for the weekend. On our arrival, back at the cabins, a barbeque was quickly set up and the Finnish craze for Savoloy/Frankfurter

type sausages was entertained with much 'Triumph-Natter' and merrymaking, aided and abetted by alcohol, which just seemed to keep on appearing from who knows where?

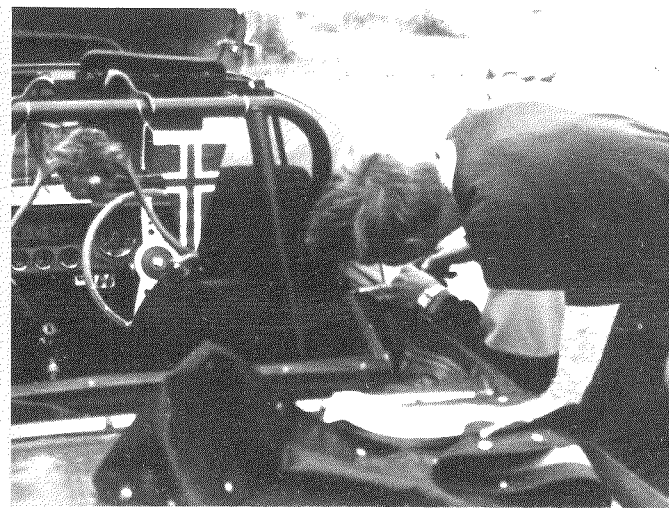
The Finns don't often get the chance to 'let their hair down', so to speak, but when they do, they really know how to enjoy themselves, and if my Finnish was half as good as their English after a few drinks, I would not be too upset! By the end of the barbeque it was quite late and time for our first ever sauna - yes, yes. I know, what philistines we are! anyhow, unsure of the formalities of such activities, we need not have worried as no clothing at all is the norm and quite natural, but after the cold shower you don't mind the heat too much, at first that is, until it begins to hurt the edge of your nostrils and lips when breathing - about 65°C I think, after about half an hour of this we all, about 15 of us, went outside in towels and sat on the balcony in the cold night air to cool down, then back into the sauna via the cold shower for another 'sadistic punishment' session - this went on about 3 - 4 times, until we had spent about 1½ hours in the sauna altogether with the

temperature about 75°C for the last ½ hour. For all that discomfort, however, you do feel so much better afterwards and it did get rid of my backache, which I suffered after driving 2,000 miles in 4 days.

n.b. Never let anyone put Finnish beer on the sauna, it smells even worse than it tastes!

Up bright and early on Sunday, 31st August - farewells and off we go, Triumph exhausts roaring and echoing through virgin forests, for about one mile to the Retreitiin Art Gallery, which is the most fantastic art gallery that I've ever been to, posing as students, we got in free. On the ground floor nothing very remarkable - apart from the plethora of beautiful young girls which seem to inhabit such places. There were paintings by famous Finnish painters such as Eero Järnefelt and Jewellery by Finnish Jewellers - mostly modern but all interestingly styled - nonetheless, all very different from what we are used to in England.

Sculptures with many in metal, using welding as a sculpting technique, many of these by women - then, the big



surprise, down some deep escalators, into a huge dark cavern, hewn out of Granite bedrock, with special effect lighting directed at the most out-of-this-world sculptures in metals, mostly alloys of bronze, that we have ever seen over 20 feet high. Horses, people and various parts of people in every conceivable and inconceivable position that you can or cannot imagine, mysterious caverns and caves leading off from and into one

another, peculiar 'things' that appeared to be parts of peoples insides floating in perspex boxes on oblong shaped white pedestals rising out of rocky pools and bathed in iridescent shades of blue, purple, red etc. light, cleverly placed, just far enough away, so that you can only guess at what they might be!

The many and various sculptures in glass were fascinating in themselves and quite how materials such as

metal and glass can ever be persuaded to assume so many peculiar shapes is hard to conceive. The huge, synthetic underground waterfall was also mind-blowing, placed behind the glass wall beside the underground restaurant and functions room/theatre - whoever designed and built this place has certainly got what it takes!

Back on ground level we walked through a small forest, some of it real, some less so, like the fibreglass boulders, some the size of small houses and virtually impossible to tell from the real thing - until you touch them, cement and concrete trees and "people" made out of bushes? and apparently growing, but far too realistic for comfort. We then went up the three storey wooden pagoda, which afforded a view of the local countryside, well worth seeing, then a walk around the pottery factory shop, shame the money was running out, maybe next time I'll have enough Markka to pick up some Arabia or some of the fascinatingly different styled Finnish Pottery from Kermansavi at Heinavesi.

After coffee and cakes in the restaurant, we left for the drive back to Lahti. Some few miles away I told Ari that I wanted a photo just to prove that the Herald had been alongside the Soviet border, so we set off heading south-east from Savonlinna, through Kulennoinen, past Patikko, through Sarkisalmi, past Parikkala. Just after this we stopped very briefly for photos of Aris U.S.Specification Spitfire with a little sign just behind it which said 'Frontier Zone' no photography etc. etc. Also in the background could

be seen watchtowers etc.

A Soviet express train hurtled past on the nearby railway, possibly destined for Leningrad. I asked Ari what the small huts on the Finnish side of the road were for and he replied "billets for the Soviet border guards". I said that I thought Finland wasn't in the U.S.S.R. to which Ari replied "what do you think our cars have SF on them for? - I'll tell you, Soviet-Finland!" and I thought it meant Suomi-Finland!

Then, off again, south-east past Simpele and we came across possibly the worst public 'road' that it has ever been my misfortune to drive over, the tarmac had all been hacked up. Some 30 yards to our right and our 'road' consisted of a muddy track through the forest interspersed with two foot deep potholes, which had most cars pitching



and rolling like cross channel ferries in a force nine gale. I lost count of the number of times my exhaust hit the ground and I'll never under-

stand exactly how I got through without losing exhaust, suspension, chassis, the lot?

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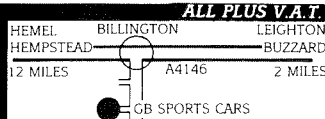
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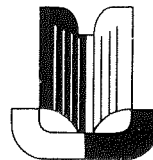
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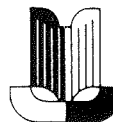
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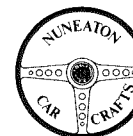
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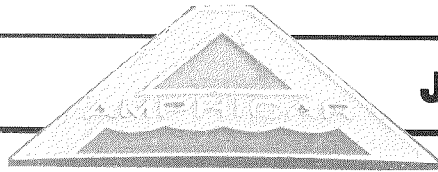
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AMPHICAR OWNER PROFILE

LMV 7C



John Aspray

My association with Amphicars began in 1984 during my annual pilgrimage to the Beaulieu Autojumble held in September.

The museum had displayed an example of the car for a number of years, but for some reason I had never really taken much interest in it. This year it was different, I spent longer looking over the car then moved on. Later I took my usual peek down into the museum's workshop; you can look down through a window situated in the motorcycle display area.

To my surprise there was another Amphicar in the workshop. My appetite was wetted so I contacted the Museum Curator. The car I had seen had been purchased by an American and was being tarted up prior to shipping over. I was a bit disappointed about this but was given the name of Ivor Newby who lives near Bromsgrove.

Ivor has owned an Amphicar for many years, at one point I believe he had five. I rang him with the hope of gathering more information on the cars and where I might find one. After a short conversation Ivor informed me that, apart from his working example (which some of you may have spotted in the TSB TV commercial), he had two others in varying states of condition in the local garage. Would I like to buy them he said.

In December of 1984 I drove up to Ivor from my home near Poole in Dorset. Of the two cars available, one was dark green, right-hand drive and very rusty. The other was light greenish, left-hand drive but had no visible, serious rust problem. I purchased the latter. Ivor agreed to box up as many bits that I should require and trailer the whole lot down.

By late January a rolling shell and various tea chests consumed my garage. The rebuild began.

The search of the car's history revealed quite a coincidence. The first owner lived in north London but during the first year, he holidayed at a caravan park two miles from where I live. He said that a photo of the car appeared in the local paper in August. A quick visit to the paper's offices and I had a picture of it cruising through Poole Harbour in 1965. The car was sold to a man on the Isle of Wight and was used for commuting to London for a couple of years, then after a short stay in a showroom purchased by Ivor in 1968.

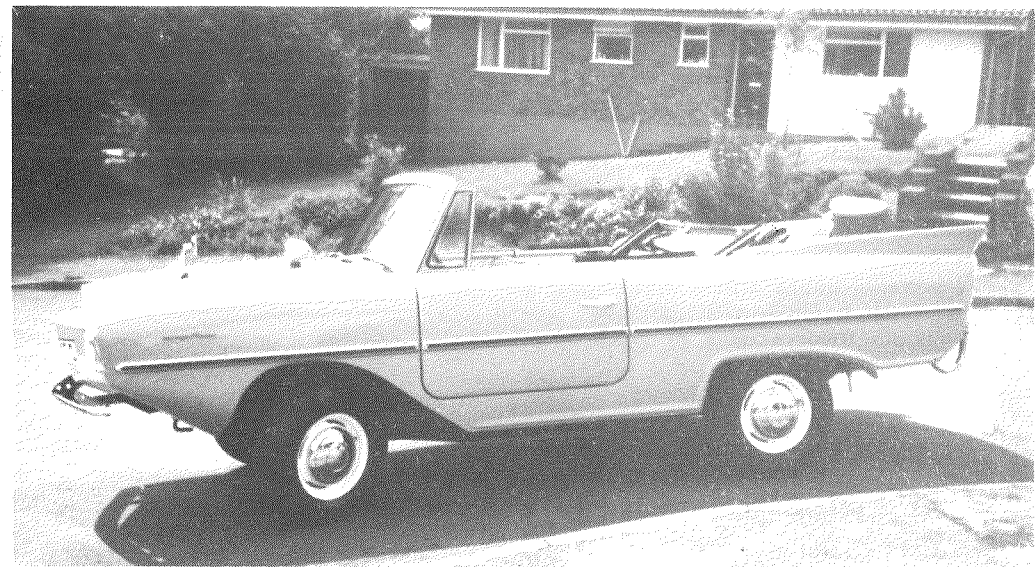
My first job was to remove the engine and gearbox. This would normally entail the use of a winch to lift the mated units from the rear of the car. This I could not do because they had been taken from the dark green vehicle and had been laid across the middle of the car where the front seats should be. Two hefty planks and lots of loud grunts and the lump was on the garage floor. Ivor had been unable to separate the engine from the gearbox due to rust on the

drive spline, it took me three days but I eventually managed to do it.

The engine was OK, apart from rusting in the bores, the block was rebored, head flatted and big end shells replaced, most of the other engine ancillaries were replaced. The gearbox was less straightforward.

The Hermes box is in two main sections. The land-drive part is very similar to a VW Beetle box. This section was locked solid mainly due to an excessive amount of sand which had found its way in. Luckily Ivor had supplied a brand new land section box in the tea chests. The water drive section bolts onto the back of the land drive box and runs in an independent oil bath, this meant it was in good condition. I mated the new land section to the original water box. I was later to purchase a complete new gearbox fairly cheaply so I now have a good spare worth a fair bit of money. The reason for this will be explained later.

As summer approached I began on the bodyshell. As I stated no serious rust existed but the whole body was pitted, therefore, I decided to strip the whole body back to bare metal.



This was done and the respray undertaken by my local garage, Gables of Lytchett Matravers.

The doors were a problem, the lower halves being holed and rusty. On advice from a workmate, I gave the doors to a traditional body works firm, Smith and Cave of Blandford Forum. They replaced the lower areas and although costly well worth the money. The bonnet and rear engine lid were rusted beyond repair. Luckily Ivor had some GRP moulds made, so he arranged some new items to be laid up for me. The bonnet was a straight fit but I had to cut holes in the engine lid and mate the louvered section from the original lid. Unfortunately the rust has refused to die on this bit so I will have to renovate it.

It was now time to fit all the other items to the shell. I had most of the bits but still needed to replace a lot. It was now that I came across my two spares suppliers.

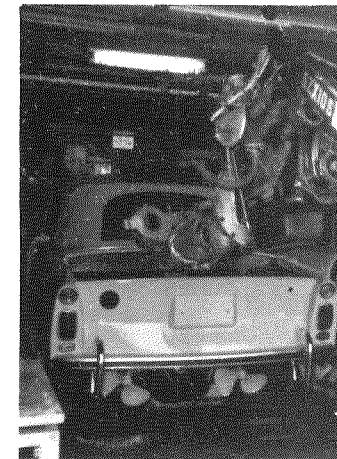
When the Amphicar factory closed, all spares were purchased by a Dutchman

called Bert Storey. Around 1970 he sold a fair majority to Hugh Gordon in California. A stark contrast can be made between these two suppliers: on the one hand, Gordons have a comprehensive catalogue, a five day delivery time and are reproducing obsolete parts. On the other, Storey has no proper set-up and all parts are thrown into old Nissen huts willy-nilly - you have to visit his garage and try and locate any part you require. The only advantage of

Storey over Gordons is price: the USA prices are heavy, especially after you add on Air Freight and Import Duty. Storey is cheap but you risk a wasted journey as he has very little left. He speaks excellent English, which is useful.

You may be interested to learn that Hugh Gordon is a direct descendant of Gordon of Khartoum, Amphicars breed silly facts like that.

As I investigated the spares situation, I located my most useful contact. I owe a very



special thank you to Les Frampton of Gerrards X. Les purchased what must be one of the last new Amphicars to come from Germany in 1969. Some laid as dead stock in showrooms for a few years after the factory closed. Les has a small stock of spares which he has collected in what I believe were bi-annual trips over to Holland. He had a system whereby owners could give him a list of requirements and he would go to Holland on a massive spending session. This he did for me in early 1986. Of the parts he acquired for me were the very last set of front and rear bumpers, one of the last decent gearboxes and a vast assortment of trim items.

The body trim parts I replaced give the car a very polished appearance. Now a warning to prospective Amphicar rebuilders: due to the lack of parts left in Holland, Les told me that he doubts whether he will make the trip again.

My rebuild was now nearing completion, the MOT was passed and then disaster struck. As I had the car in the garage and not touched it over the winter of 1986, I forgot to put any anti-freeze in. When we had that very cold spell and temperatures dropped to minus 15, the core plugs decided to go walkabout. One was a bit peeved about this but every cloud has a silver lining: the plug behind the manifold came out and, on removal of the exhaust, I found a nasty split in it, something I would not have found normally.

The car is now ready to sale. I have thoroughly enjoyed my ownership and the relatively easy rebuild. Most owners appear either very accentric or at the best, slightly detached.



If you want to own a vehicle which attracts a crowd, this is it. It may be a slow old dog, but you can't have everything in life. I have to keep reminding myself that it was developed in the late 1950's and not be too critical of its drawbacks. They have crossed The Channel in them - try that in a standard Herald!

Unfortunately, I now have to sell the car for financial reasons. I still like the idea of Amphibious cars but as the local water is salty, I have decided to build my own car from scratch. This will be



designed on a more practical brief but at present, my design utilises Herald mechanics and drive with a bit of Mini thrown in. Keep your Club subs up and you may read about its launch in a future issue.

As with all unusual vehicles, the age-old question of prices crop up. These cars keep appearing from the woodwork quite often. Obviously condition is very variable and to find one in very good condition rare. Common prices go like this,

Grotty/Submarine £800 - £1,800

Needs a good strip-down £1,800 - £3,000

Runs/Needs work for water £3,000 - £5,500

Good condition - £5,500 - £6,500 Like mine - £6,500 +

Of approximately 3,500 cars built, about 2,000 still exist in the U.S.A. A good model over there can fetch £12,000. Gordons have a list of cars for sale (sail) if you really want a wide choice.

If anyone really wants to know more about these vehicles, I can gas on for hours. Contact Jennie Coombes for my number if you want to give me a call or view a good condition car. As I said, I am now open for offers for mine and it won't be over priced.

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ON SALE 27 AUGUST

THE CRANFIELD EXPERIENCE

By Irene Fussell

"Paging Jonty Wild, Jonty Wild - to the marquee please". Now where have you heard that phrase before? If you have heard those words recently, you must have been one of the hundreds of people who went to the TSSC International at Cranfield during the weekend of 6/7th June. What a well-attended event this was - with more than 2,000 people and well over 1,100 cars on the airfield.

The campers had a trying time on the Saturday night. Torrential rain and gale-force winds did not help tent and marquee erection (well done to Mike Crewes for pinning down a marquee and saving it from being blown away!) and I hope the girls with the soggy sleeping bags managed to find a dry place to sleep. When I arrived at the airfield in Roland Drew's Rover Coupe in the afternoon, poor Jonty had his head in the generator, trying to get it running so that the campers could have hot showers - he was soaked to the skin!

The disco and buffet in The Dakota Club started about 8pm. By this time the place was already getting busy. We were having to turn people away at the door as some had turned up without previously booking tickets. The Club was soon full to overflowing which made for quite an intimate evening. I think Rod Warren and I made very good bouncers!! Thanks must go to the staff of The Dakota Club for laying on a superb buffet (but where were you when we needed you for teas and coffees in the marquee on the Sunday?) I hope everyone had the pleasure of seeing magic before their very eyes, beautifully performed by (probably our most famous member) Fay Presto (who we have since seen again at the Cambridge Brithday Barbecue, by the way). Thank you to Veryl Joe and his team for a great disco.

"Paging Jonty Wild - to the marquee please!" Yes, I'm sorry I had to start calling him so early, but a large show does take a lot of trouble-shooting on the day too. Bleary-eyed campers were the first to appear on Sunday morning as the show was opening - possibly only beaten by the "wild bunch", namely the Arizona Trailblazers, who were also up early! By the time the Club stands and craft stalls were set up, the show was already bustling, with cars queuing at the entrance. Thank you to everyone who manned the gate at any time during the weekend - we definitely need more volunteers on or before the day next time.

I believe the traders were some of the busiest people at the show - a lot of interest was being shown in their wares, so I expect they did a roaring trade. Or were the queues for the pig-roast instead!

Perfectune was also kept on the go with cars being tuned two at a time all day - in fact, they were still working after the show had officially closed. I'm sure there were many quietly-purring engines leaving on the Sunday.

Unfortunately, some of the stalls and side-shows didn't do as well as the traders, and although many people "window-shopped", they didn't buy much (probably because they had spent all their money at the trade stands!). The gymkhana, run by the North Herts/South Beds Area also had a slow day with only a few people taking their cars round the course - perhaps it was just too difficult for some people to cope with careful manoeuvres and a hangover!

The high speed driving tests and competition runs out on the runway (overseen by Val and Dave Young who are now globe-trotting for a few months) were fun to watch even though it was windy out there. I could never see the joy of driving around with cones stuck under your wheels, or for that matter, having to partially rebuild your back end (of you'll pardon the expression!) before going home - at least all the parts would have been readily available.

One of the highlights of the afternoon was the show performed by the Arizona Trailblazers, complete with wagon, and black "gunpowder" in their guns. The other, of course, was the Concours, arranged by the West Midlands Area. The prize-giving was good - Janis did well to compete with the aeroplanes flying overhead! It was good to see some new faces going up to claim the trophies:

TSSC NATIONAL CONCOURS RESULTS

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1st	Bill and Bev Dixon	Spitfire III
2nd	Clive Spencer	GT6 MkIII
3rd	Geoff Fletcher	Vitesse MkII

WORKING ORIGINAL CLASS

1st	Jim Carter	Herald 13/60 Estate
2nd	Mark Turner	GT6
3rd	Phil Pearson	Spitfire

MODIFIED CLASS

1st	Mike Fothergill	Moss
2nd	Steve Love	Spitfire IV
3rd	Roger Dane	Herald

WORKING MODIFIED

1st	Hugh Roberts	GT6 MkIII
2nd	John Cambell	GT6 MkIII
3rd	David Beardsley	Herald

ELITE:

Mike Fothergill - Moss

BEST BOND:

Hugh Roberts

BEST HERALD:

David Beardsley

BEST SPECIAL:

Mike Fothergill

BEST SPITFIRE (Pre '71):

Bill and Bev Dixon

BEST SPITFIRE ('71-'80):

Steve Love

SPITFIRE UK BEST CONVERTIBLE:

Dennis Benson - Vitesse MkII

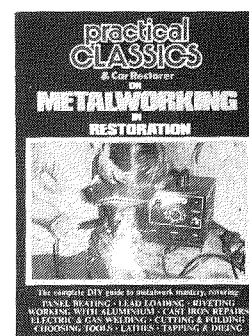
ACS CLASSICS BEST SALOON:

Hugh Roberts - GT6

MIKE LONG BEST GT6:

Clive Spencer

Paging Jonty Wild - if you don't come to the marquee this minute" All in all, and despite the cloudy weather, and my voice on the tannoy, the show went very well and, hopefully, will continue to gain popularity each year. ★



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Spitfire 1500 Downpipe Gasket and Overheating Problems

Had Mr C Lavis (Brighton) have written to The Courier earlier than the May issue, I would have been on to him straightaway to find out how he managed to make his Spitfire downpipe gasket last for as far as 2,000 - 3,000 miles!

Having had a series of earlier Spitfires, Heralds and a GT6, I wasn't quite prepared for what would happen when I bought a Spitfire 1500 just over a year ago. The car had been badly abused, but was basically sound and was soon back on the road looking pretty. The least of my problems, I thought, would be a blowing downpipe gasket - particularly since it came with a brand new exhaust fitted by one of The Courier's regular advertisers. Clearly all it was going to need was tightening or a new gasket at the most, I kidded myself.

The problems started as soon as I started to use the car last Autumn for fast, motorway commuting into London; the gaskets wouldn't withstand one return journey of 80 miles. They would seem to last "forever" driving around below 50 mph but one faster motorway burst flew them out - and always in the same place, facing out towards the carburettors. After a month or so of putting in a new gasket every weekend and sounding like a tractor from Monday night onwards, it was clear that either something had to be done or the car had to go.

Local Triumph agents and exhaust centres all knew about the problem - all they had to say was that it was something which you had to live with and that they all did it. When I

started to talk to other owners, it was clear that they didn't all do it, there were two distinct categories: those with an acute problem and those with no problem at all. I assumed that it was a gasket problem, made one from thick sheet copper, annealed it and found that it blew even quicker. With the gasket finally ruled out, everything was taken off for inspection and the problem was clear enough to see, the culprit was the downpipe itself.

As sufferers will know only too well, the downpipe/manifold junction has two ports, and the manifold studs are arranged in a triangular pattern so that each port has only two studs across it. This is such an appalling piece of design that everything has to be in good order to maintain a gas-tight seal. It was probably designed by the same person who thought that thermostat housings only needed two bolts to stop them leaking as well! When I looked at the flange on my downpipe, I found that the central part between the two ports was an amazing 1.5mm higher than the outside of the flange. Since the gasket was only 2mm thick, it was clear that on screwing down the joint, the centre would be compressed tightly with hardly any pressure around the outside, through which it quickly blew.

I solved my problem by putting my downpipe on a milling machine and levelled the flange, but I think an effective cure could have been carried out with care using an angle grinder. What surprised me greatly was what I found when, out of interest, I went around my local discount exhaust centres: out of the five new downpipes I saw, four were humped in the middle of the flange just like mine had been, only one was flat!

There are two other smaller points which may help other Spitfire 1500 owners to ensure a gas-tight seal at the offending joint. Firstly make sure that you, or your exhaust centre, have used the correct nuts: these should be brass 1/2" AF with a UNF thread, not brass 13mm AF nuts with a metric thread which, unfortunately, fit all too easily. Tightening these up distorts their thread so that they work loose quickly. Secondly, the copper in the gasket becomes much softer after it has been heated by the exhaust; after a hundred or so miles, tighten the nuts again, they will be surprisingly loose.

Whilst trying to sort out my exhaust problems, I came face to face with another Spitfire 1500 idiosyncrasy, that of ragged running and apparent petrol starvation when hot. One of the contributory factors for this turned out to be ex-

haust gases from the manifold squirting all over the carburettors. When the seal was gas tight, the car performed better, but by no means perfectly.

If you have this problem, first of all drop down your number-plate so that the radiator grille isn't blocked. You can easily mount the number-plate using the same brackets via holes drilled in the plastic grille. If you look at other Spitfire 1500's you will see that more people than not seem to have done this already. On its own, this is the biggest improvement you can make. Secondly, consider removing the right hand side engine bay valance to allow a better flow of air through the radiator and over the carburettors. Check that your carburettor heat shield is fully intact, too.

Look inside the viscous coupling on your fan, mine was dry and was free-wheeling far too easily. You can prize out the oil seals and refill. The original manufacturers of these units (Holset, Huddersfield) don't make them anymore but put me in touch with the company in London who took over that part of their operation. They suggest that they be refilled with silicone fluid of 200 centistokes viscosity. I couldn't find a supply for less than a minimum charge of £50, so gave up in disgust and packed mine with medium grease. This stiffened up the fan to about that of a properly working unit but only time will tell how long the seals will last. Anyway, the hot running performance improved!

**Kevin Martin -
Sheffield Beds**

SOME FURTHER POINTS CONCERNING TRUNNION BUSH REPLACEMENT

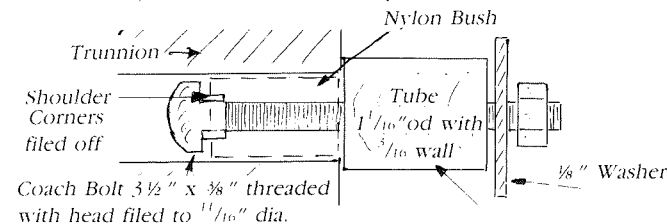
By John Dann - Craven Arms, Shropshire

Renewal of the nylon bushes in both the front and rear trunnions is a straightforward job if rusting-up has not occurred and can be done in the garage from the outside of the car.

Another advantage of our cars having a chassis, is that using a 12" square, solid, hardwood block is then a matter of preference to using axle stands and does not necessitate jacking-up all round. Albeit a little difficult to obtain, such a wood block is, of course, extremely necessary to use in conjunction with a jack when working under the car. It has already been implied in previous articles that the scissor jack in the car is designed only for use in the emergency of changing a wheel on the road. Those members who do not have a trolley jack would find that it is a pleasure to use when compared with a screw or short-lift hydraulic jack which usually entail double-lifting to obtain a reasonable height. As 11" lift (15" overall) hydraulic trolley jacks are now more competitively priced, they are a worthwhile buy.

During re-assembly of the rear trunnion bushes, the one difficulty is to fit the bolt attaching the tie-rod end between the two locating flanges on the side of the vertical link can be aligned and easily pushed through the rubber on lowering the wheel assembly, that is, if a mirror is used to view the centering of the bolt in the hole in the far flange. Further, it is important that the bolts with rubber bushes should be lightened when the wheel assemblies are jacked-up, to allow these bushes to be at the correct position when the car is at running height.

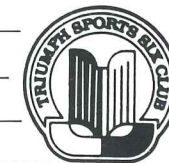
Removal of the old nylon bushes is usually different and the simple made-up tool as shown (with optimum sizes but not to scale) makes extraction easy.



Cut the flanges from the nylon bushes with a junior hacksaw and use the tool to pull the bushes through the trunnion in two stages after removal of the first bush.

It is recommended that the bushes should be greased on fitting but it is difficult to apply much grease to the bearing surfaces between the distance piece and nylon bush because of the tight fit of these parts. Molybdenum disulphide grease is suggested as the most suitable for this purpose as it does not break down as easily as LM grease on air-harden as Castrolase or equivalents. When assembling the bushes, smear the distance piece with this grease and also coat the bolt shank liberally to retard the rust build-up on the bolt.

EXCHANGE WIPER MOTORS	Balast Resistors £1.50	GT6 Spit Upper all Joints per pair £12.61	Boss Kit GT6, Spit .. £11.44 (State year and model)
Spitfire 71-80 £25.90	Oil Pressure T-piece..... £1.50	GT6 Spit Track Rod Ends per pair £7.95	Chrome Pancake Air Filters
TR6 PI 70-75 £25.90	Top Ball Joints (pair) Spitfire £11.71	GT6 Spit All Models Prop UJ £3.27	SU1¼ £3.00
GT6 71-74 £25.90	Rear Drum Spit £15.00	H/Shaft UJ £3.27	SU1½ £3.00
2000, 2.5 PI £25.90	Rear Drum GT6 £21.00	STANDARD SHOCK BSORBERS	SU1¾ £3.80
Exc. Deposit £10.00	COMPLETE CLUTCH BORG & BECK	GT6 Spitfire Front £12.72	45 DCOE £4.80
CABLES	Plate, Cover, Bearing	GT6 Spitfire Rear £10.07	Stromberg £4.37
SPEED CABLES	Spit 1500 (74-80) 7¼ £48.11	LEAF SPRINGS	SILICONE IGNITION LEADS
Spit IV Std Trans £?.??	Spit IV (71-74) 6½ £35.50	Spitfire MKI II III £61.78	SETS
Overdrive £3.52	Spit II III £33.95	GT6 11 III 69-72 .. £51.18	Spit MKIII IV 68-74 £6.60
III Std. Trans £3.02	GT6 All Models £56.86	Add Securicor Delivery	1500 74-80 .. £6.13
Std. Trans 70 on £3.08	TR3 & 4 £68.80	Rotoflex Coupling GT6	GT6 66-74 £8.77
Overdrive 66-74 £3.13	TR4A £52.48 £9.42	Lucas Sports Coil £7.49
THROTTLE CABLES	TR5 & 6 £52.57	STANDARD SILENCER SYSTEMS	Piranna Elect. Ign. £33.04
Spitfire MKIV 70 no POA	COMPLETE CLUTCH ECONOMY	Spitfire 1500 £50.62	Peco Rear Box
GT6 MKIII 70-73 .. POA	Plate, Cover, Bearing	MKIV £42.03	Twin Chrome Outlets £27.96
CHOKE CABLES £1.90	Spit 1500 74-80 7¼ £40.77	MKIII £34.29	STEEL BODY PANELS
BRAKE CABLES	Spit IV 71-74 6½ £26.23	GT6 MKIII 70-74 £67.35	'A' post lower (handed) to use when fitting outer sill £4.35
Spit MKIII/IV 62-74 £1.40	CLUTCH MASTER CYLINDER	Add Securicor Delivery	Door Skin MKI II III (handed) £9.75
1500 74-80 .. £1.40	Spitfire All Models £27.90	CIBIE LIGHTING	Door Skin MK4 (handed) £10.50
GT6 66-73 £1.40	GT6 All Models £27.90	Auxiliary Lights	Sill Closing Plate (handed) £2.10
BRAKE & CLUTCH BRAKE MASTER CYLINDERS	CLUTCH SLAVE CYLINDER	Super Oscar £23.40	Stainless Steel oversill (handed) £10.50
Spitfire 67 on ... £34.24	Spitfire 62-67 ... £15.52	Oscar £20.80	Stainless Steel Finishing Strip to use with TS 14 £3.60
IV 1500 72 on ... £79.67	57-77 ... £19.94	Oscar Plus £20.80	Full Outer Sill (handed) £6.75
GT6 70-72 £25.64	77 on ... £22.58	Type 35 Rect Stainless £16.90	Inner Sill (handed) £5.25
72-73 £28.98	GT6 70-73 £27.02	Type 45 Round Stainless £19.18	Inner Sill reinforcement (handed) £2.62
BRAKE CALIPERS per side	COOLING	Halogen Conversion Kits	Stainless Steel Threshold Plate £4.42
Spitfire 67 on ... £34.24	Water Pumps	Cibe Z180 with Bulbs ... £28.53	Rear ¼ Panel Repair (Rear of Sill, handed) £4.42
GT6 70-72 £67.15	1500 £31.85	Quadoptics with Bulbs ... £10.00	Rear ½ Below Bumper (Rear Wing, handed) £4.87
REAR WHEEL CYLINDERS	MKIII £16.87	Relay £2.08	Complete Floor Front and Rear Side (all models) £23.63
Spitfire 67-70 £6.68	GT6 £16.19	Bulbs - Halogen 12 volt	Front Footwell Repair (Handed) £8.85
IV 1500 70 on ... £???.??	Radiators	H1 100 Watt £2.95	Black Floor Repair (handed) £15.00
1500 75-81 £6.50	Spitfire MKI £42.73	H2 100 Watt £2.95	Floor Cross Member MK4 (handed) £7.88
GT6 70-72 £6.50	MKII £43.83	H3 100 Watt £2.95	Front Cross Rail (all models) £13.13
BRAKE ADJUSTERS	MKIII/IV £51.56	H4 100/55 £4.80	Rear Valance MKI II III & GT6 £24.00
All Models £5.74	GT6 £67.90	Main/Dip £4.80	Rear Valance Lower Panel MK4 £19.13
Hoses (Each)	Radiator Hoses	H4 100/80 £4.80	Front ¼ Panel MK4 (handed) £42.00
Spitfire 62-80 £5.20	All Spit & GT6	STEERING	Front Wing Lower MK4 £49.50
Rear 67-74 £4.83	Top Hose £1.10	STEERING RACKS	Rear Wing MK4 £100.50
74-80 £5.77	MKI-III Bottom Hose £1.30	Spit 63-80 (Exch.) £33.35	Front Wing MKI II III £63.00
GT6 Front 66-74 £4.57	1500 Bottom Hose £1.62	1300 65-70 (Exch.) £33.35	Rear Wing MK I II III £48.00
GT6 Rear 72-74 .. £5.77	GT6 66-74 Bottom Hose £2.01	1500 70-73 (Exch.) £33.35	
Aeroquip Hoses .. £7.90	Thermostats	GT6 MKIII 66-73 £45.00	
CUPRO NICKEL BRAKE PIPE	All Models £1.82	Add Securicor Delivery.	
Seamless 25ft length..... £6.84	Fan Belts	ACCESSORIES	
BRAKE PADS	All Models £1.60	Boot Rack	
Spitfire III IV 67-74 £3.10	SUSPENSION	All Chrome £16.00	
1500 75 on £3.10	Spit & GT6 Trunnion	Chrome/Wood Slat £16.00	
GT6 MKIII 72-74 .. £4.27	Bush Kit	Seatbelt Harnesses	
BRAKE SHOES	Complete Axle Set £23.81	Britax 3 point £21.00	
Spitfire III IV 67-74 £4.20	Spit 62-80 Wheel Bearing Front £7.63	Standard Inertia £16.94	
1500 75 on £4.20	Rear Inner £7.31	Moto Lita	
GT6 MKIII 72-74 .. £4.29	Inner and Outer £6.55	Steering Wheels	
BRAKE DISCS Each	GT6 66-74 Wheel Bearing Front £6.50	MKII Woodrim Dished or Flat £34.67	
Spitfire All Models £10.66	66-68 Rear Outer £7.31	MK4 Leather Rim Dished or Flat .. £28.02	
GT6 I II III 66-71 £13.40	Inner and Outer £6.55		
Add Securicor Delivery	68-74 Rear £9.70		
Shoe Return Springs:			
GT6 £1.98			
Spitfire £1.98			



CLASSIFIED

Triumph Herald 1200 1962: 3380 TE, 67,000 miles. Taxed Oct '87, MOT July '87. Run daily up to MOT date. Sale due to lack for time for renovation. £125. Contact: Neild, tel: Sheffield (0742) 554027 - 85/9699.

Vitesse 2L MKII convertible: O/D, steering lock. Dark Blue. Previous owner since new. Beautiful, original condition. 59,000 miles. Full MOT. Years Tax. All bills. Offers around £2,500. Contact: Bicknell, tel: Woking (04862) 21564 or (09905) 8020 - 84/9096.

Spitfire MK4 - not a write-off: £1,000 spent. Rear n/s wing and light strip damage. White. 1300cc. £30 no offers. Contact: Simmons, tel: Axminster (0297) 34227 after 6pm - 85/11514.

GT6 MKIII: O/D, long MOT and tax. Recently restored. Excellent condition. White. £1875. Contact: Andrew, tel: Suckley, Worcs, (08864) 392 - 85/11907.

GT6 MKIII 1972: Emerald Green, engine professionally rebuilt 5,000 miles ago. New clutch, exhaust, Spax adj. shocks. MOT April '88. £1250. Contact: Paul, tel: Beckenham (01) 658 3514 - 84/8673.

Vitesse 2L MKII convertible O/D: white, K&Ns on H56s, extra gauges, new clutch, rotoluxes, dampers, battery, regulator. April MOT, fast and reliable £760 o.n.o. Cosmic alloys, SAH rocker, Kenlowe, boot and rack etc. Sold separate or with car. Contact: Chris, tel: Hexham (0434) 605038 - 85/11606.

1972 MKIV Spitfire for restoration: no MOT (outriggers). £250 o.n.o. Contact: Maria Harrison, tel: (01) 278 2424 x 246 day or SE20 (01) 778 7333 eves - 81/3169.

Spitfire 1500 1977 O/D: H/S tops, rebuilt engine. All receipts past 3 years. Full MOT. Boot area needs little attention otherwise totally solid, including Hammerited chassis. £1050 o.n.o. Some spares. Contact: Stu, tel: Fleet (0252) 614277 - 85/10620.

MkIII: H/S tops, Pale Blue, recon. engine. Many new parts. Good tyres. MOT failure - needs floor panels replaced and steering o/hauled. Good restoration potential. Offers. Tel: West Norwood (01) 761 1070 after 7pm - ex-member.

Triumph Spitfire 1500 August 1980: H/S tops, tonneau, radio. Two owners. V.g.c. £2475. Contact: Sturrock, tel: Dorchester (030588) 538 - non-member.

Triumph GT6: Pimento Red, completely rebuilt, too many new parts to list.

Investment at only £2,350 o.n.o. For details contact: Richard, tel: Gourock (0475) 30877 - 85/10159.

Rare GT6 III convertible, 1972: immaculate black, professionally built 9 months ago. Recon. engine, quad exhausts. No expense spared, reluctant sale because moving abroad. Car to fall in love with. £2995. Contact: Nigel, tel: E. Molesey, Surrey (0932) 784195 - 86/14274.

1962 Triumph Vitesse 6 saloon: white/black. 68,000 miles. Number plate 6691 NF worth £450. interior in excellent cond. Bodywork in need of renovation. £575 o.n.o. Contact: Richard, tel: Colmworth (023062) 8855 eves - 79/00969.

Vitesse MkII, 1971: Red, sunroof. 12 months MOT, Taxed. New gearbox, clutch, exhaust, steering assembly, radiator, brake discs. Plus more since Nov. 86 (bills available). Bodywork poor, mechanics good. Ideal restoration project. £950. Contact: Nicholls, tel: SW9 (01) 733 1848 - 87/16829.

GT6 MkIII: M reg., Valencia Blue, MOT June '88. Tinted windows, new interior, bonnet, sills, exhaust, tyres. Recent respray. First class condition throughout £2450. Contact: Taylor, tel: Staffs (0785) 841242 - non-member.

Herald 1960 saloon: 35,000 miles. MOT, original condition. Used daily. Regret must sell. Offers invited. Contact: Millard, tel: Cheddar (0934) 743036 - non-member.

1966 Triumph Herald 1200: 52,200 miles. Needs attention. MOT Nov '87. Licence Nov '87. Contact: Lewis, tel: Fishguard 873639 - non-member.

Herald 13/60 saloon 1970: Saffron Yellow, one elderly owner and genuine 26,000 miles. Utterly original, almost as new inside and out. Must be seen. £1850. Contact: Clover, tel: Shere, nr. Guildford 3109 - non-member.

Herald 13/60 1971: JGH 24K, 11 months MOT. Mechanically sound, reasonable bodywork. V.g. chassis. Sienna with tan interior. Vitesse forces sale. £400. Contact: Edward Morris, tel: Hull (0482) 847944 eves - 84/8611.

Herald 1200 saloon, 1969: reasonable condition for year. Baby forces sale so only £295. Contact: Pratt, tel: (07555) 8204 - 85/12754.

Spitfire MkII 1962: 3 parts finished restoration project, good engine,

bodywork racing bonnet, 4 good tyres. Many spares inc. engine, gearbox, prop. Most parts available. £450 for the lot. Contact: Dave, tel: Kent (0795) 521309 between 6-7pm.

Spitfire 1500 1977 S reg: Green, H/S top, tax, MOT, new tyres, battery. Exc. runner. Needs minor cosmetic attention. £1200. Reluctant sale. Contact: Nigel Douglas, tel: Clapham (01) 673 7584 - 87/16695.

Triumph GT6 MkI: bodywork excellent, mech. v. sound. Interior needs attention. Over £1000 receipts. Recon. gearbox, clutch. New brakes and front suspension. 1 year MOT, 6 months Tax. £1000 TSSC Agreed Value. Contact: Chris Jarvis, tel: (0784) 39181 (days) - 86/14732.

13/60 saloon: new tyres, tubular manifold, clutch, radiator, engine witter towbar, brakes. Rebuild chassis. £450 o.n.o. Tax/MOT. **13/60 convertible:** new radiator, clutch, towbar, running. £150. Both with plenty spares. New towbar £35, s.rack £30, suspension kit £40. Contact: Peter, tel: Altrincham (061) 928 3466 - 82/4892.

MkII convertible Spitfire 1970: long MOT, white. £750 o.n.o. Contact: Humphreys, tel: Cheltenham 521370 11-7pm - non-member.

Triumph Herald 13/60, 1971: OV 707J. Pale Blue. Due to acquiring company car, the above is for sale either as a whole or as parts. No MOT but has always been reliable. New gearbox, new starter motor, new dynamo, four new tyres, and has been maintained by expert. Bodywork needs attention due to slight bump. Hence £200 o.n.o.! Contact: Lord, tel: Kettering (0536) 790142 or (0536) 790505 answerphone - non-member.

Herald 1200 G reg: unfinished restoration. Complete but needs finishing off. Also club newsletters, Turning Circle and Couriers from March '79 to Sept '84. Offers in writing to Steve Wyeth, 36 Maltward Avenue, Bury St Edmunds - non-member.

Spitfire 1500 V reg in Fife: engine, g/box, O/D and diff reconditioned by John Kipping. New MOT. Tax September. New hood. Loads of extras including Sharp stereo, car alarm, adjustable shocks, Kenlowe fan. £2300 o.n.o. Contact: Hook, tel: Glenrothes (0592) 743334 - 84/7654.

1981 Spitfire 1500: 2 owners, H/S tops, tonneau, soft cover, 1 year MOT. New

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GT6 MkIII N reg: one of the last 20. New exhaust, carpets, wheels, tyres. New MOT. Sunroof. V.g.c. £2500. Contact: Howard, tel: Guildford (0483) 232559 - 87/18748.

GT6 MkII 1969: needs work. Some new parts. £395 o.n.o. Wanted: early Spitfire up to £850 or P/X? Contact: John, tel: Swindon (0793) 484319 - 84/9593.

Triumph Vitesse 2L: 2 owners from new, 58,000 miles. 9 months MOT. V.g.c. £750 o.n.o. Contact: Chapman, tel: Halifax (0422) 834488.

GT6 MkII 1970: good chassis/engine and mechanicals. Was an excellent driving car! Still a runner but not lawfully driveable. Good for restoration or breaking. £400 o.n.o. Contact: David, tel: Sussex (0323) 896953 - 86/14393.

Triumph Vitesse MkII 1971: red, convertible, O/D. Excellent body and mechanics. MOT and Tax. £1,500 o.n.o. Contact: Mark, tel: Manchester (061) 434 4595 after 6pm or (061) 873 7288 (work) - 84/8223.

Vitesse MkII saloon 1970: years MOT, extensive chassis rebuild. Recent Kipping exchange gearbox and full S/S exhaust. O/D. Sunroof. Contact: Peter, tel: SE17 (01) 703 1758.

GT6 MkIII 1974 M O/D: yellow with 11 months MOT, recon, gearbox and diff. 175 x 13 tyres and many new parts. In daily use. Contact: Rob, tel: Notts (0602) 289980 eves - 86/15396.

Herald 13/60: 9 months MOT, Tax. Good runner. Used daily. £250 o.n.o. Contact: Giles, tel: Milton Keynes (0908) 367507

Collector's car Bond Equipe 2L: red, 1969, years MOT, new clutch and gearbox. Serious offers please. Contact: Dawn, tel: N9 (01) 884 3299 - 86/14292.

GT6 MkIII 1973M: full r/r specification. Rebuild from chassis. Alloy wheels. All new mechanicals. New interior. Stereo. Hammerited, Waxoyled. Full history from new. V. fast. Many extras. Superb condition. Resprayed blue. V. reluctant sale. £2500. Contact: Allcott, tel: Rochester (0634) 272012 - 86/13134.

Spitfire MkIV 1300: unfinished project. Runs well, good chassis, new tyres, shocks, f/glass front end, boot lid. Offers. Contact: Andy, tel: Swindon (0793) 812172 after 6pm - **Spitfire MkIII 1970:** v.g.c. Red. Recent engine and g/box o/haul. New springs, s/absorbers, exhaust and hood. No rust. MOT Apr 88, tax Oct 87. £600 o.n.o. Would suit enthusiast. Contact: Mr Miller, tel: Skegness (0754) 3671 between 8.45 am and 5 pm - 85/9916.

GT6 MkIII: good condition. MOT July 88. O/D. Rebuilt front and rear suspension. Stereo R/C. New carpets and silencer. £1650. Contact: Elms, tel: Maidenhead (0622) 56395 after 6pm

Vitesse 2L convertible: good condition. Used daily. To pass MOT, garage estimates £400 of work on chassis, propshaft and exhaust. Hence only £300. Contact: Bainbridge to view this bargain, tel: Chester (0244) 673702 - 86/15203.

Triumph Spitfire 1500: white, O/D, hard/soft tops, tonneau. 1977. Excellent cond. 64,000 miles. Taxed and MOT until June 88. Addition to family forces sale. Offers please. Contact: Chris, tel: Bishops Stortford (0279) 53703 - 84/7559.

Herald 13/60: good chassis, rear axle and suspension need attention. £100 o.n.o. Contact: Pusey, tel: Milton Keynes (0908) 661941 eves - 87/18163.

GT6 MkII 1969: white, long Tax and MOT. Many new parts. Alloys. Must sell hence £795 o.n.o. Contact: Dave, tel: Sunderland (091) 528 0282 - 87/17453.

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Toledo 1974 (late): MOT Apr 88, Taxed Oct 87. Excellent cond. Many new parts. V. reliable. £590. Contact: Christine, tel: Brentwood (0277) 228861 after 6.30pm - 79/00693.

GT6 MkIII 1972: Pimento Red, O/D, factory sunroof, 83,000 miles. Excellent bodywork, taxed and MOT'd, towbar, £1800 o.n.o. Contact: Richard, tel: Aylesbury 21041 - 86/16463.

Triumph Spitfire 1500 MkIV O/D: August 1981, X reg, red immaculate, near concours cond., soft top, tonneau, factory hard top, 13500 genuine mileage, full history. One of last 2,800 built. £3,995. Contact: Dare, tel: Epsom (03727) 20635 day/eve or (01) 606 3070 day - non-member.

GT6 MkIII: Pimento, recent gearbox, tyres, carpets, 11 months MOT, 6 months tax. Radio, sunroof. C/w v.g.c. spare engine, O/D g/box, propshaft plus other parts. House purchase forces reluctant sale. £1,395. Contact: Geoff, tel: Clifton (0602) 418248 ext. 3314 daytime - non-member.

GT6 MkIII: 46,000 miles. 5 months Tax. 11 months MOT. Bodywork excellent, interior clean. New exhaust, near new tyres. O/D, rad/cast, elec aerial. White. Waxoyled. £1,650. Contact: Mike, tel: Fleetwood (0253) 701117 - 86/13222.

GT6 MkIII PTJ 296M: brilliant white re-spray, subject to total body rebuild, 60,000, blue and white leather trim, alloys, tinted windows, head, carbs, exhaust all new. 12 months MOT. Must be seen! £2,200 o.n.o. Contact: Karl, tel: Coventry (0203) 74771 - 87/17591.

Vitesse MkII saloon 1970: very solid, 6 months MOT. Recon. O/D g/box, engine sound, bottom end recon. Recent clutch, rad, front wings, UJs, carpets, telescopic shocks to rear, heavy duty spring. £500 spent, bills to prove. £725 o.n.o. Contact: Jim, tel: Durham 3731353 - 81/01910.

1963 Triumph Vitesse 6 saloon: pristine condition. Powder Blue with black flash. 81,000 miles, original Log, taxed Sept 87. MOT Feb 88. Must be seen. £1,250 o.n.o. for quick sale. Tel: Wheatley 08677-2058 after 7.30 pm.

Triumph Spitfire 1500 Mk4: O/D, recent new hood, undersealed, red in colour. Good throughout, must be seen. £1,200 o.n.o. Contact: Baker, tel: Bristol area (0272) 650786 - non-member.

Triumph Spitfire MkIV: fully race prepared. New engine. Piper cam. Twin 40's. Stage IV head, ported, polished Duplex chain, close ratio box, Spax dampers, GT6 front rear suspension 5½J alloys. Yokohama tyres. V. fast. Contact: Graham, tel: B'ham (021) 421 5161 - 86/16051.

Herald 1200 convertible 1966: Gunmetal, one owner only. Maintained by same firm since new. Engine excellent. Original tools and tonneau covers. MOT until June 88. In daily use. £700. Contact: Matthews, tel: Devon 040 923 228 - non-member.

Herald 1200 saloon: green, 20,000 miles only, little to make concours, outstanding example, Contact: Jenny, tel: Hull (0482) 503155 - 84/8514.

Spitfire 1500 1977 T reg: white, soft top, tonneau cover, excellent condition, 12 months MOT, owned 3 years, everything renewed. Company car plus house purchase forces sale. £1525. Contact: Charlie, tel: Kingston Hill (01) 642 1879 - 84/7989.

GT6 MkI, 1967: white, O/D, one years MOT, new exhaust, clean and tidy example. All original. Genuine reason for sale (Bank Manager!). Offers around £750. Contact: Mark, tel: E Sussex (04352) 4814 - 86/14666.

Vitesse 2L saloon: two-tone Wedgwood Blue and red, O/D, S/S exhaust, Grand Prix S tyres, Kenlowe elec. fan, oil cooler with thermostat, servo brakes, 2 petrol tanks, 4 spax adjustables. 30% uprated springs, all brakes and suspension fully o/hauled, brake and fuel pipes non-corrosive, various new chassis rails fitted, interior v. tidy and totally original, exterior body sound but old paintwork needs tidying up. MOT til Mar 88. Must be driven to be believed. Contact: Paul March, tel: Galashiels (0896) 57337 - 82/3543.

Vitesse MkII 1970 saloon with detachable roof. V. sound cond. Some new parts. MOT Nov. Needs tuning. £600 o.n.o. Also two unused steel front wings for 12/50 Herald £20 each. Contact: Ian, tel: N. Kent (0795) 872096 - 85/12521.

Triumph Herald convertible: excellent condition. Really pampered. All original. Genuine 47,000 miles on clock. New MOT. Offers in region of £2,500. Contact: Deacon, tel: Hampton (01) 979 6509 - non-member.

Triumph GT6 MkII 1969: blue body and mechanics in v.g.c. Tax and MOT. £995 o.n.o. Contact: Tim, tel: Whitstable (0227) 264077 - non-member.

Spitfire 1500 V reg: 35,000 miles, T&T, excellent cond. Genuine reason for sale. £2,250 o.n.o. Contact: Andrew, tel: Leicester (0533) 606929 after 3 o'clock - 86/15787.

GT6 Plus (USA spec. MkII): J reg., full MOT, O/D, original high back seats, emission carbs etc. New doorskins, new full respray. Signal Red. £1750. P/EX considered. Contact: Brian, tel: Driffield (0377) 87670 - 86/14958.

Spitfire 1500 1980: genuine 37,000 miles. Immaculate Bergundy bodywork. Rustproofed. New balanced stage 2 engine. 4-branch exhaust. E/ignition. Twin Dellortos (standard carbs available). Vitesse 5½J wheels. Spax. Roll bar. H/top. Years MOT. Contact: Phil, tel: Kent (01) 692 7595 - 86/16489.

Triumph Spitfire 1500 V reg: blue, soft top, new clutch, bonnet, front valance. Needs some bodywork. 54,500 miles. MOT Nov 87. Good runner, reluctant sale £1595 o.n.o. Contact: Helen, tel: Barnsley 206781 ext. 59 (day) or Wakefield 822677 eves - 86/16209.

GT6 MkIII PAJ 4M: MOT 2/88, O/D, fact/fit cloth sunroof, alloys, tinted windows, stereo rad/cast. Over £1,000 spent last 12 months: recon engine, new gearbox, 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.

Triumph TR8 convertible, 1980: Persian Aqua. 5-speed, taxed, MOT'd. This vehicle has superb performance and looks. Genuine reason for sale. £3995 o.n.o. or possibly P/EX 1500 Spitfire. Contact: Neil, tel: Fordingbridge (0425) 52301 for details - 80/01290.

Vitesse 1600 O/D saloon 1966 (D): met brown, gold roof, good cond. No Tax or MOT hence £280. Also luggage rack and blue Spitfire seats v.g.c. Offers? Contact: Larcombe, tel: Branksome, Poole 764123 after 6pm - 85/10344.

Spifire MkIII 1968: full years MOT, new brakes. Bodywork in excellent cond. Mechanically perfect. Car unused for the past 10 years. £850. Contact: Cowig, tel: Romford 768680 - non-member.

Spitfire MkIII 1967: good condition. £1,000. Contact: Jim, tel: Leicester (0533) 771641 - 85/11697.

Herald 13/60 1969: 62,000 miles, 2 owners from new, used daily. Excellent runner. MOT Jan 88. Good condition. £500 o.n.o. Contact: Sharon, tel: Cowford, Sussex 864701 - 86/13500.

Spitfire 1500 P reg: 107,000 miles. Good runner. Needs tidying. 12 months MOT. 5 months Tax; £850 o.n.o. Contact: Chris, tel: Kidlington 5603 - 86/1622.

Spitfire 1500 1979: Pageant Blue. Lady owner, low mileage, 6 months Tax and MOT. Recent service. Full and half tonneau. New exhaust system, steering and front suspension. Professionally maintained. Price £2,100. Contact: James, tel: Solihull 021 356 5575 day or 06755 2925 eves.

Spitfire MkI on GT6 running gear lowered suspension, Pirelli P6 tyres, 2 Litre, de-seamed, bucket seats and GT6 convertible with Spitfire MkIII body. MOT May 88. Each £995 o.n.o. Contact: Philip, tel: N11 (01) 804 4163 - 86/16350.

Triumph Vitesse MkII convertible 1971: superb condition bodily and mechanically. Valencia Blue. Cosmic alloy wheels plus originals. 65,000 miles. Recent engine overhaul. New clutch, radiator and battery. Summer use only. Reluctant sale. £1650. Contact: Nick, tel: Leeds (0532) 670896 - 82/4935.

1960 Herald coupe: reg. No. 228 SPF. Reg worth £350. Rebuilt engine 86. Full MOT. Wire wheels, walnut dash, white clocks, v.g.c. Slight attention for concours condition, outstanding rare example £950 o.n.o. Contact: David, tel: St Albans (0727) 52908 eves - non-member.

1961 Triumph Herald saloon 1200cc: two-tone green/white. 64,000 miles. One owner. Excellent condition for year. Offers. Contact: Coulter, tel: Lincs (0282) 867442 - non-member.

Spitfire MkIII 1970: good running order but unused for 2 yrs. Steel hardtop and soft top, excellent restoration project complete with spare bodyshell and many spares. £200. Contact: Williams, tel: Camberley (0276) 24447 - 85/10608.

Spitfire MkII 1965: recon engine, new clutch, taxed, MOT, hard top detachable. Good bodywork, classic car. British Racing Green. Must be seen. £1,500 o.n.o. Contact: Paula, tel: (01) 409 5863 day - 87/17930.

Spitfire 1500 1978 T reg: 68,000 miles. Green, v.g.c., well maintained, 12 months MOT. Radio/cassette, v.g. tyres. £1650 o.n.o. Contact: Stephen Joyce, tel: Wheathampstead (058283) 2363 - non-member.

GT6 MkIII 1973 (M): excellent original interior. Sound body/mechanics. Two owners. Genuine 56,000 miles with history. Electric fan. Pioneer stereo. £2150. Contact: Graham, tel: Epsom (03727) 26766 - 81/2767.

Spitfire 1500 R reg: Java Green, Soft top. 10 months MOT. £800 spent recently. New clutch, brake m/cyl, differential. Many other new parts. Full tonneau and hood bag. Company car forces sale. £1500 o.n.o. Contact: Robert, tel: Chingford (01) 529 1825 - 85/12837.

Triumph Spitfire 1966: hardtop, knock-on wheels. Good mechanics. Offers. Contact: Heywood, tel: (01) 300 3944 eves or Swanley 69999 days - non-member.

Vitesse MkII convertible rebuilt 85/86: alloys, O/D, full and half tonneau, cloth seats, twin 1 3/4" SUs. Servo, gas spax all round. Everything rebuilt, replaced or recond. over past three years. Royal Blue. £1,950 o.n.o. Contact: Gary, tel: Derby 882690 non-member.

Herald 13/60 convertible: taxed and MOT. Excellent condition for year. Restored chassis, recond engine and running gear. Too many other items refurbished to list separately. Arrival of GT6 forces sale. £875 o.n.o. Contact: Dennis, tel: Luton 598761 - 84/9256.

Herald 1200 convertible (answers to name of Hartley) wedgewood blue taxed 11 months. MOT, waxoyled plus many new parts. Very reliable, new job forces reluctant sale £1,000 o.n.o. Contact: Christina, tel: Staines (0784) 64978 - 86/15739.

Spitfire 1500 P Reg. Six months tax and MOT. Recent bottom end rebuild, new carpets, padded rollover bar, new clutch, tonneau, two new tyres. Tidy reliable friend £1100. Contact: Howard, tel: Brighton 596665 - 85/10996

1964 Spitfire 4 9 months tax and MOT. Sound, many new Stanpart panels, but paintwork rough. New clutch, radiator, hardtop plus new soft top. Many spares. Good basis for rebuild. Offers? Contact: Mrs. Taylor, tel: Rotherham (0709) 815721 - 81/2443.

Triumph Herald 12/50 saloon 1967 full length sunroof, 12 months MOT, new front and rear outriggers, good all round condition, very low mileage, runs beautifully £900 o.n.o. Contact: James, tel: Brackley (0280) 702316 after 4 p.m. - 84/9368

Herald 1200 1962 saloon: reg. 6591 RK. MOT, taxed. Used daily. Good condition. £800 o.n.o. Contact: Andrew, tel: Dundee (0382) 77062 - non-member.

Triumph Herald saloon D reg: good home required for faithful one family car. Grandmother to granddaughter. White, 35,000 miles, regularly serviced, MOT and taxed. Offers please. Contact: L Thomas, tel: Surrey (0883) 712185 - non-member.

Triumph GT6 MkIII 1974 (M) reg: reluctant sale, Yellow, 62,000 miles. O/D. Long MOT. Radio/cass. 2 months Tax. Good condition. £1,650 o.n.o. Contact: Welch, tel: Paignton (0803) 554608 - non-member.

Spitfire MkII: Conifer Green, H/S tops, rebuilt MkIII engine 7,000 miles ago. Recent new starter motor, dynamo etc. 5 1/2" wheels, some new chromework. Good cond. Needs rear valance and front wing to be perfect - panels supplied with car. £875. Picture page 36 Nov '86 T. Circle. Contact: Ewan, tel: nr. Evesham (0789) 772480 - 81/3004.

1966 Triumph Herald 1200 convertible: excellent cond., new hood, British Racing Green. £900 o.n.o. Contact: Dave, tel: Bradford (0274) 498297 anytime - 86/6588.

Triumph Herald saloon 1200 1965: one lady owner since 1969. 86,000 miles. Full mechanical history and documentation. Excellent tyres, battery and exhaust. Long MOT. Taxed. Good bodywork and interior. Regular use. Everything original. £900 o.n.o. Contact: Bedford, tel: Beds (0462) 812458 - non-member.

Spitfire MKIV 1973 Unfinished Project: bodywork complete, new wings/boot lid/sills/hood/carpets. Requires tidying/respray to complete. £200. Contact: Mark Andrews, tel: Bicester 248404 - 86/13813.

Vitesse MkII 2L 1971 O/D: Sunroof, long MOT, 6 months Tax. New shocks. O/hauled brakes. Good runner. Body needs some attention, hence £500 o.n.o. Contact: Pat, tel: W5 (01) 567 3783 - 87/16982.

Triumph Spitfire 1500 T reg. 1979: excellent cond., 50,000 miles. O/D. New tyres/MOT, rad/cass. £1950. Contact: Breaks, tel: Teddington (01) 977 1454 - 82/4162.

Spitfire 1500 O/D, S reg: Russet Brown, good cond. Tax, MOT, £1250 o.n.o. **Also Triumph Herald 13/60 convertible:** ideal for rebuild, much work done, professional engine rebuild, new soft top, good tyres. £400 o.n.o. Contact: Robinson, tel: Hungerford 83247 eves/wends - 82/4858.

Spitfire MkII 1300cc: impress the girls (or boys!) with a E-reg. sportscar! Hard/soft tops, wire wheels, white. Good condition for age. 11 months MOT. £550 o.n.o. Contact: James, tel: Banbury 811363 - non-member.

GT6 MK3 K.Reg. good condition, new gearbox, new back exhaust. Front footwells need attention, hence bargain £875. o.n.o. Contact: Paul, tel: Coventry 616952 - 87/18104

Bond Equipe 2L H Reg. Superb example of rare convertible, white with black upholstery. Full history from new. Used as second car last two years. House move forces sale £2000 o.n.o. Contact: P. Johnson, tel: Bishops Stortford (0279) 57156.

Vitesse 6 convertible 1966: white body, red hood and interior. Excellent engine and chassis. Ideal for restoration. £500. Contact: Danny, tel: (01) 434 2100 day or Essex (01) 508 3750 eves -

CARS WANTED

Wanted Vitesse 2L saloon Mkl or MkII with O/D: must be in immaculate cond. (A1 or better). Contact: Ian, tel: Mansfield 792901 - 85/9934.

Spitfire MkIII: exceptional condition. Example required. Must be standard spec. O/D and wires desirable. Would prefer 1971 model. Would consider Mkl or MkII in similar cond. Up to £1500 for right car. Contact: Christopher, tel: Slough 23783 - non-member.

Wanted Spitfire MkIII 2L GT6 conversion (incl. suspension) and Spitfire MkIII for rebuilding mine after a friend wrote it off. PX Spitfire MkII bonnet. PLEASE PLEASE HELP. Contact: Till Vidal, tel: Cottesmore (0572) 812241 ext 584 work hours only though - 84/7992.

Left hand drive Spitfires wanted in any age or condition, complete or incomplete. Contact: Terry, tel: Chelmsford (0245) 257739 or 71883 - 86/13828 (TRADE).

GT6 MkIII wanted: prefer non-rototex model. Must have O/D and be in excellent condition. P/ex or swap my TR7 convertible, 1981: many extras, value £2300. Contact: Garry, tel: Thrapston (08012) 4825 or Kettering 5228755 (Northants) - 86/13671.

Vitesse 2L MkII saloon wanted: preferably with O/D. Must be in A1 condition and would be subject to independent engineer's report. Contact: Dave, tel: Thatcham (0635) 68640 eves and wends - 84/8015.

948 Herald wanted: any body style, would prefer runner with MOT but anything considered including early Mkl 1200. Contact: Rob, tel: Kineton (nr. Warwick) (0926) 640869.

PARTS MART

GT6 MkII inner wing (N/S) various interior parts as well £75. Contact: Bruce, tel: Nailsworth 5628 - non-member.

Vitesse spares: 5 1/2" Cosmic alloys with 175/135, SAH rocker cover, Kenlowe, boot and rack, trim, etc. Contact: Chris, tel: Hexham (0434) 605038 - 85/5038.

GT6/Vitesse 2L MkI engine, cost over £1200. Modified head, F/R cam, blue printed oil pump, lightened flywheel, bottom end balanced followers, rocker shaft and crank tufttrid. 1 3/4 SUs, 2,300 miles. £750 o.v.n.o. Contact: Fisher, tel: Romford (01) 590 1497 - 85/1208.

Vitesse and Herald parts: conv rear body section £45 (rotten floor). Vit MkII bonnet and bootlid - good condition. Vit MkI front and rear suspension complete. 3.89 diff. 1200 engine and gearbox. Vit MkII engine. Vit 1600 engine and gearbox. Contact: Paul, tel: Plymouth 880756 - 84/8058.

Triumph Vitesse: rolling chassis fitted with SAH 2.5 litre engine. Purchased from A T Johnson Sale of the Century - see April Courier. Now no longer required. Transportation may be arranged. £695. Contact: Gordon Morris, tel: Plymouth (0752) 562855 - 87/16931.

Hardtop Spitfire MkIV/1500 v.g.c. £120. Hardtop Spitfire MkIII v.g.c. £60. MkIV/1500 body tub fitted new wings, just needs stills, offers. Brand new Spitfire MkII exterior passenger's doorhandle (613234) £6. Loads of other bits. Contact: Dolphin, tel: Swepstone, Leics. (0530) 71326 eves/wends - 80/01105.

GT6 MkIII O/D g/box dismantled, good cond £50. O/D unit dismantled £10. Speedo head £2. Contact: W Kendall, tel: Welwyn Garden City (043 879) 457 - 83/6138.

Vitesse MkII/GT6 MkII new: carbs, and carburettor parts, Herald 1200/12/50 new front valance. Vit II rear suspension incl. hubs, vert links & shafts (S/H). Herald boot. Also door trims. Vit rev counter, bumpers. Lots more. New & S/H parts. Contact: Bill, tel: Twickenham (01) 995 0218 eves - 86/14330.

Herald 948 bonnet few rust spots, set of 13/60 wheels, tyres couple of months old. Contact: Marion, tel: Plumstead (01) 854 3233 - 85/10963.

SAH 6 cylinder alloy rocker cover £35, injection equip from 2500 powered Vitesse. Everything good cond £75. Her/Vit/Spit original 1960s Workshop Manual £15 mint BL. Inner sills £10 pair, Spit IV/GT6 III inner drivers door mech. £7. Contact: Ewan, tel: nr. Evesham (0789) 772480 - 81/3004.

Spitfire 1500 engine, O/D g/box complete plus ancillaries. Contact: Phil, tel: Machynlleth, Powys (0654) 3222 -

13/60 and Vitesse new parts: L/Hand door handles with push button £6.50. Door handle locking barrels with button and keys £2. Gear lever re-bushing kits (23 parts) £5. Contact: Dave Hall, tel: Manchester (061) 436 4020 - 80/01481.

Breaking accident damaged Spitfire IV 1300: body and mechanics are generally excellent, almost all parts available including bonnet, doors, bootlid etc. Professionally rebuilt engine £150 (900 miles, with bills). Contact: Jonty Wild, tel: Hitchin (0462) 56315 - 79/852.

Spitfire 1500 engine 1977: 64,000 miles, including all ancillaries except carbs, v.g.c., £85. Also gearbox from above, v.g.c. £50, tonneau cover and hood cover, hardly used £10 each. Contact: Dave, tel: Manchester (0742) 462694 - 84/08688.

Vitesse Spares: MkII engine c/w cyl. head (partly dismantled), new hood, two hood frames, overdrive gearbox, differential, tonneau cover, bonnet locks, distributor, water pumps, starter motor. Many other spares. Reasonable prices. Contact: Coats, tel: Bracknell 53303 after 6pm/weekends - non-member.

Spitfire MkII parts: must clear garage. Reasonable offers for: 3 windscreens, 2 extractor manifolds, overriders, seats, covers, original wheels with good or new tyres, excellent works hardtop (white). Contact: Nick Lord, tel: Kibworth 2810 - 83/6018.

GT6 spares: fully renovated chassis, sand-blasted and Hammerited, giveaway at £30. Good rear spring £10 petrol tank £10 steering column (O/D) £5 wheels £5 wheel discs, alternator starter, stub shafts etc., offers. Contact: Mark, tel: Letchworth (0462) 675143 - 86/15699.

GT6 MkIII spares: tailgate, no rust, HRW, Sundym. Professionally fitted rear wash/wipe and Yale M69 security lock £75. Front bumper v.g.c. £20. Virtually new windscreen (Sundym) £35. Servo £45. Various other parts available. Contact: Steve, tel: Tottenham (01) 801 4577 - 82/3806.

Breaking GT6 MkI for spares: good bonnet - no rust, engine, gearbox, diff, front and rear suspension, rear bumper, wheels, tyres etc., etc., etc. Contact: John, tel: Alton (0420) 63606 - 84/9609.

5 wire wheels (13"): with adaptors and hexagonal spinners. 4 with v.g. Firestone 5211's. £90. Contact: Chris, tel: Westbury (0373) 864216 - 86/16640.

Spitfire MkIV steel hardtop: white, 2 opening qtr. lights. V.g.c. £100 o.n.o. Contact: Swavesey (0954) 30470 -

Final clearance: driveshafts (short), Spitfire cyl. heads, instruments, various mech. parts. Spitfire MkIII g/box propshaft. Contact: John, tel: Hull (0482) 813895 - 85/9950.

Spitfire MkIV/1500 parts: including works style hardtop, O/D g/box, distributor, flywheel, sill, alternator, water and fuel pumps, twin SU carbs, cylinder head, inlet manifold, tonneau cover, offer please. Contact: Colin, tel: Denny 823282 eves and wends - 84/8930.

Triumph Tune 6 branch exhaust manifold c/w twin silencers. 1 3/4" SU carbs on gas flowed manifold, new jets, springs, etc. to suit 2000cc Vitesse or GT6 offers. Contact: Richard, tel: (0475) 30877 - 85/10159.

GT6 MkIII recon. engine, gearbox, petrol tank, radiator, steering rack, various odds and ends plus some trim. Open to offers. Contact: Mark, tel: Newcastle 611007 - 87/17611.

Breaking Herald/Spitfires/Vitesse: all parts available. large stock of removed parts. Postal service available. Contact: Max Wallace, tel: Eastleigh (0703) 642117 anytime - 87/16852 (TRADE).

1300c full race short engine c/w lightened balanced and tufttrid crank. Alloy rods. Forged pistons. Alloy front pulley. Kent TH7 cam. Duplex gears. Oil pump. All brand new never used. £300. Many other parts. Contact: Diane, tel: Aylesbury 748921 - non-member.

F/glass hardtop for MkIV/1500 Spitfire black, leathergrain finish, used briefly last winter, like new £140. Spitfire tonneau, headrest type, new £18. Spitfire IV/1500 chrome windscreen finisher (left and right hand), new £18 pair. Contact: Shawcross, tel: Oxon (0993) 882879 - 85/12136.

Herald 1200/13/60 spares: all secondhand, most parts available except bonnets and hood frame. Please phone for details as I have two garages full to clear. Contact: Rob, tel: Kineton (nr. Warwick) (0926) 640869 - 81/2929.

Herald/Vitesse S/H spares: some complete cars for restoration. Good condition 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.

Vitesse 2L MkII rad, new core, p-tested, unused £30. Spax front gas adjustables new, unused £40 pair. For Vit/Her conv. roll over bar, alloy HT30TF F.I.A. rally by aleybars, new unused £80. Original Lucas 7 spots, chrome on brass throughout, mint condition, £50 pair. Contact: Geoff, tel: Bolton (0204) 495219

Spitfire reclining seats: black/white check with headrests. One pair in good cond. £30. Vitesse MkII exhaust, new £26. Contact: Mark, tel: Billingshurst 4378

Vitesse, GT6, Herald, Spitfire spares: hundreds, new and used. Contact: Eddie Evans, 4 Bank Top, Cark-in-Cartmel, Cumbria. Tel: 044 853 8848 - 77/0010.

Garage clearout: mainly Vitesse parts including 2L engine and O/D prop. Loads of other odds and ends. Far too numerous to mention. Everything must go. Contact: David, tel: Bucks (02404) 3461 - 82/4043.

Spitfire MKIII breaking rear end, write off. New gearbox, all parts available, was good runner. Contact: Peter, tel: 01-561-1458 N.W. London - 85/9727

Spitfire MKIV breaking, windscreen door glass wheels tyres registered chassis fibre glass front fuel tank hood frame etc. Contact: Alex, tel: Andover (0264) 790961

Spitfire 1500 clutch complete £30. adjustable rear spax shocks £20. two silver powder coated wheels with G 800s £45. All unused. Contact: Andy, tel: Wolverhampton (0902) 634045 - 85/11405

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

1200cc Herald engine: includes manifold and solex carb. £30. Contact: McCleery, tel: Nr. Stroud, Glos (045 387) 3562 - 87/17366.

Spitfire MkIII O/D gearbox £75, diff £30, hardtop £35, wheels with new tyres, new hood with frame £50. Also 1147cc engine, gearbox, diff, manifold, original spoked steering wheel £25. Could send anywhere. Contact: Mike, tel: Plymouth 268130 - 85/9893 (TRADE).

GT6 MkI 1967 for spares or rebuild. Stored inside for years. Almost complete restoration intended, space now required. Offers. Also GT6 MkI: new B.L. chassis, never used £350. Contact: Chris, tel: Hungerford (0488) 83797 - 79/00783.

GT6 MkIII bodysell with vinyl sunroof aperture 30" x 30". Completely stripped of parts. New sills fitted. Lack of space forces sale. Any offers, please contact: Richard Francis (West Kent A.O.), tel: Sevenoaks (0732) 460039.

Breaking 1969 Vitesse MkII saloon: no engine, gearbox, front suspension. Will sell as job lot. Offers? Also Herald 1200 recon short engine. Offers? Contact: Timothy, tel: Wells, Somerset (0749) 76657 - 86/14060.

Spitfire IV bodysell (v.g.c.) and bonnet now available for restoration. No doors, hardtop or bootlid. For further details, phone Dave or Sue Bayliss, tel: Brookwood (04867) 3998.

Herald spares: convertible door, glass tonneau cover, black seats, some trim, dashboard, instruments, cyl. head, s.roof, bootlids, radiators, bent chassis. Suitable kit car. New exhaust manifold leaky diff. Details contact: Marcus, tel: Wargrave 2186 - all spares cheap. 85/12629.

Spitfire 1500 breaking: most parts including steel hardtop, hood, seats, trim, doors, bootlid, some panels, front bumper, g/box, diff, brakes etc. All v.g.c. fair chassis. Contact: Dave Williams, tel: Fareham 221231 (eves), Southampton 445144 x 3625 daytime - 85/12172.

Spitfire IV, Spitfire III, Herald convertible breaking all parts: bonnets, doors, engine (driveable) £100 complete, gearbox, diffs, chassis £40 or parts chassis, halfshafts, f/suspension, seats in various colours with matching trim, w/dash hoodbags, tonneau. 7 days and postal service. Tel: Forest Gate (01) 534 1981 - 87/17737. TRADE.

Spitfire 1500 engine: rebuilt 3,000 miles with 601 roadrace camshaft. Distributor to suit. Balance crankshaft and balance flywheel. Engine can be driven. £250. Contact: Sharp, tel: Forest Gate (01) 5341 981 - 87/17737. TRADE.

Spitfire chassis: excellent condition, shot-blasted to bare metal, cotted with Hammerite, rebuilt with new shockers, bearings, bushes etc. Suitable for kit car. With engine, gearbox, propshaft and radiator £425 to take away. Contact: Steven, tel: Irvine (0560) 83861 eves - non-member.

Clearance sale, all prices negotiable: breaking Herald estate, good Vitesse bonnet, restored GT6 MkII body tub, Vitesse MkI engine ancillaries, separate alloy wheels. 13/60 convertible abandoned near complete project: excellent engine and body. Contact: Tim, tel: NW5 (01) 485 0092 - 85/11044.

Hood frame Herald 13/60 complete and in good condition, £70 o.n.o. Contact: Christie, N19 (01) 281 0143 - 87/18647.

Breaking engine, gearbox, diff, driveshafts etc. from 2-litre MkII Vit for sale. Also many other smaller parts. Garage space needed so first sensible offers accepted. Contact: Peter, tel: Gravesend, Kent (0732) 822064 anytime.

Spitfire IV and 1500 spares plentiful of suspension parts. Good bootlid. Also Spitfire I engine, cheap. Contact: McCarron, tel: Hemel Hempstead (0442) 43941 - 83/5163.

Vitesse 2L MkI: excellent passenger door (Valencia Blue), £40, KSCs. Rebuilt diff, £60. Many other parts or complete car. No bonnet or rad. Offers. Contact: Julian SE8 (01) 691 2562 eves/weekends 3793014 1pm - 8pm weekends -

13/60 Saloon being broken most parts available for next to nothing. Contact: J.A.R. Marshall, tel: Leicester 707124 -

PARTS WANTED

Wanted Spitfire IV/1500 rear wing and BL sill (off-side). Other new Spitfire and Herald body parts also urgently required for projects. Please contact: Dolphin, tel: Swepstone, Leics. (0530) 71326 if you can help - 80/01105.

Vitesse 6 front bonnet trim finisher with front centre section bumper please. All must be in v.g.c. for my car in first-class condition for French Triumph enthusiast collector. Contact: Michel Dupressoir, 49 rue de Morinval, 95100 Argenteuil, France. Tel: 39/80/05/26.

Diff unit 4.55-1 ratio. Contact: Graham, tel: work (021) 382 4141 or home (021) 421 5161.

Wanted Spitfire IV/1500 bodysell in good cond. Contact: Julian Guy, 27 Victoria Street, West Bromwich B70 8EX

Wanted works steel hardtop, Inca Yellow for Spitfire 1500. Must be immaculate condition with all fittings. Write to: P. Wilson, "Running Waters", Les Queritez, Vazon, Castel, Guernsey, C.I. all replies answered - 84/8959.

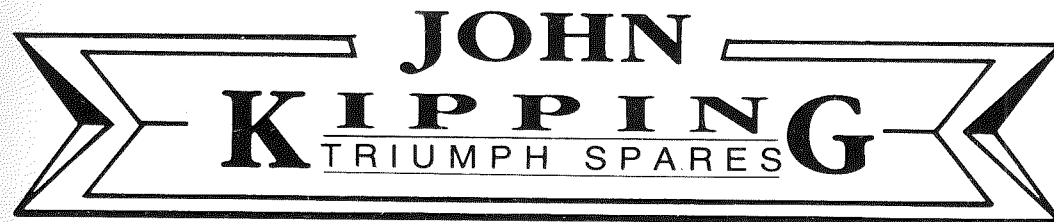
Hood frames wanted for Vitesse/Herald and Spitfires. Also hardtops wanted for all models. Collection arranged. Contact: Terry, tel: Chelmsford (0245) 257739 or 71883 - 86/13828 (T).

Differential spreading tool for Spitfire/Herald range (Churchill S101). Also pinion height gauge (Churchill 5124). Contact: Colin, tel: High Wycombe 713455 - 86/15970.

White-faced fuel and temp gauges, 948 TC wooden dashboard, set of carpets. All required for 948 Cope rebuild. Contact: Rob, tel: Kineton (nr. Warwick) (0926) 640869.

Wanted Vitesse MKI bonnet must be in excellent condition. Also off-side rear wing, boot lid. Contact: Tel: 0527-71186 ask for John. - 85/10271

Wanted GT6 MK3 5½ J wheels with or without tyres. Contact: I. Scrivener, tel: Cambridge (0223) 860970. - 87/17849



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