

# Triumph Special Offers

## WHEELS & ACCESSORIES

	R.R.P.	Our Price
Wire Wheel	£46.00	£39.50
Wire Wheel Chrome	£87.00	£69.50
Splined Hub Adaptor	£29.50	£25.00
Long Nose Adaptor	£32.50	£27.50
Hexagonal Nut	£11.90	£ 9.90
Eared Spinner	£11.90	£ 8.50
Copper/Hide Hammer	£ 8.90	£ 8.50
Wire Wheel Brush	£ 5.90	£ 4.50



## HOODS

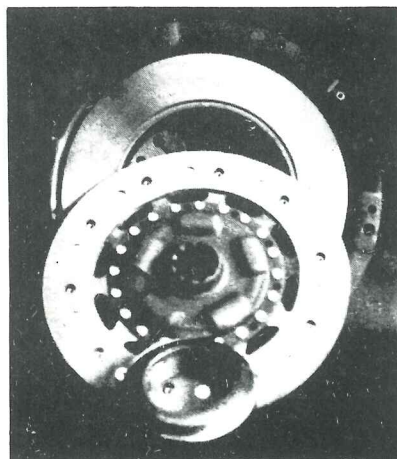
Spitfire MkI/II/III  
Spitfire MkIV/1500  
Vitesse/Herald  
HOOD BAGS  
TONNEAU COVER  
With Headrest

## P.V.C.

£49.00  
£59.00  
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£27.00  
£29.80  
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## CANVAS

£79.00  
£85.00  
£79.50  
£37.00  
£39.50  
£49.50



## CARPET SETS

GT6/Vit/Her £59.50  
Spitfire £49.50  
FRONT CARPETS  
Spitfire/GT6 ea. £6.00  
Vit/Herald Footwell ea. £9.90

## DOOR PANEL

Spitfire/GT6 ea. £15.00

## SPITFIRE WHEEL ARCH COVER

Pair £7.00

## CLUTCH KITS - 40% OFF

Spitfire/Herald	£55.00	£33.36
Spitfire 1500	£75.00	£45.00
Vitesse/GT6	£75.50	£45.00

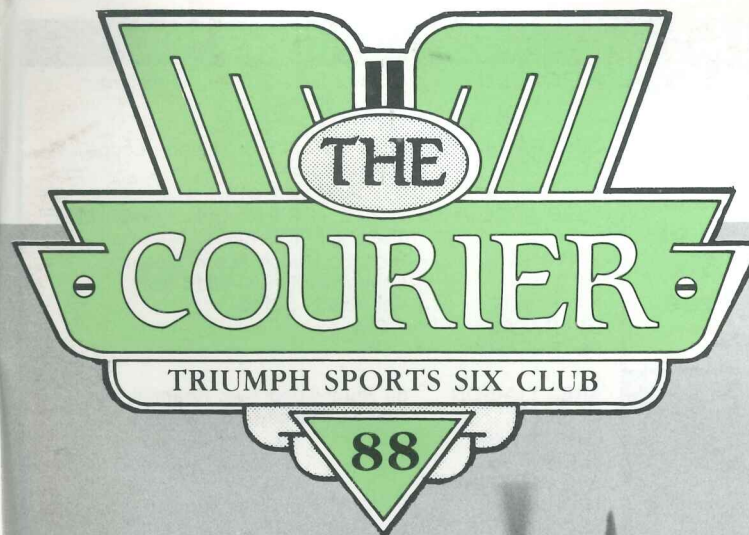
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October 1987







# Presidents Intro

John Griffiths

*Pam and I have just returned from a short camping holiday in the Isle of Wight. Two things in particular struck me - the lack of club cars, and of those seen, only one had a TSSC badge! I did see a very unusual red Spitfire with an E-Type look-alike bonnet and a couple of very early Vitesse 6's. The only GT6 we saw looked as though it came from Gloucestershire!*

## TUNING:

In the November 1986 Turning Circle on Spitfire Mk1, II and IIIs, I wrote a fairly lengthy exposé on the marque and included some basic tuning tips. Mr C Sutherland of Renfrewshire disputed in the subsequent January Courier, some of the points raised and in particular the availability of the 'Tite-a-Turn' kit (adjustable bottom rear wishbone kit, similar to Vitesse MkII arrangement). To get the information from the horses mouth, I asked Terry Hurrell, Director of Triumph Tune, to write a short piece for The Courier which is reproduced below:

"The SAH 'Tite-a-Turn' suspension system is now available to order via ourselves still using the original components as we have been able to purchase most of Dunham and Haines stock of tuning components which had been marketed under

the 'SAH' brand.

The 'T-A-T' system is very good for the competition car set-up which has a working length of nearly the same as the leaf spring.

I was involved in the design of this system from it's inception so it has always been one of the conversions that has been of interest to me.

The design of the lower wishbone is such that it is as near as possible to the working length of the leaf spring, therefore, giving an 'equal length' suspension system. Which is what we are after for competition use. I would not say that the drive shafts are over strong for a race 2.5 Litre motor but the failure rate for competition use was always fairly low, after we changed to the large diameter half shaft bearings.

The system is based on

the Lotus size rubber doughnut drive coupling which enable the shockers still to be fitted to the chassis member as standard albeit further outboard.

These extension brackets are also used for the MkII suspension to remove Vitesse lever arms or GT6 MkII change the telescopics of the bodywork and onto the chassis.

The uprights are the standard component modified to include the extra hub retainer bolt and also the points for the lower w/bones to mount too.

The outer hub is an alloy casting using two of the standard size outer roller bearings to give adequate support and strength to the half shaft.

The lower wishbone assy. is attached to the inner edge of the chassis



member using a single attachment position and an adjustable rod-end ball joint, which allows full adjustment of camber angle to suit most situations as regards the leaf spring camber.

The component parts are still available at the present time and we are looking to remanufacture the vertical links so that the whole kit can relaunched complete again."

As an aside, Terry tells me that the tuning side of their business is now running very well with new items being introduced at regular periods. On the standard spares side, they are improving the Spitfire and GT6 range all the time and have for example recently introduced the following new items:

- Original glove boxes for Spitfire/GT6 models (£6.50 each).
- Sun Visor mounting brackets for Spitfires (630932/3 - £2.25 each).
- Top Spring caps for front suspension are now being made (122137).

P.S. As many of you will know, Alick Dick died in 1986 at the age of 69. He was a former Managing Director of Standard Triumph, and held office during the birth of the HERALD.

P.S.S. No-one to date has been able to shed any light on the recent whereabouts of the "Herald" motor cruiser. The gauntlet remains on the floor!

## THE HERALD NAME:

Whilst going through some of my old papers recently, I came across the following letter from the late John Davey regarding the origin of the HERALD name. Whilst this was published in The Courier some 5 years ago, I am sure members who have joined since then will find it interesting:

"While talking about Alick Dick, who had so much to do with the Herald concept, I took the opportunity of raising the question of the name 'Herald' and its origins. Of course, it is widely known that Alick Dick had a motor cruiser named the 'Herald' - 22 ft. vessel kept at Milford Haven which was fitted with a standard diesel engine and I was under the impression that he had named the boat himself and that the name was simply adopted in favour of the widely canvassed Triumph 'Torch', which the car so nearly became. However, he now reveals that the boat was originally a tender for Sunderland flying boats (this should excite your aptly named editor!) during the war before he got it through the late Frank Carr (Carrs of Croydon, S/T distributors) who found it lying on a beach in Kent where, towards the end of hostilities, it had been used by some elements of the Armed Forces, for target practice! Alick Dick bought it, moved it to Milford Haven where it was repaired, converted to pleasure use and fitted with the diesel. It was at Lawrenny in Milford Haven for many years and the last information I have is that it was sold to the Manager of the Yacht Club there about fifteen years ago. When this un-named gentleman retired it was still running but what has happened to it since would be of great interest. Perhaps the most interesting point is that the name Herald was on it when it was an RAF tender!"

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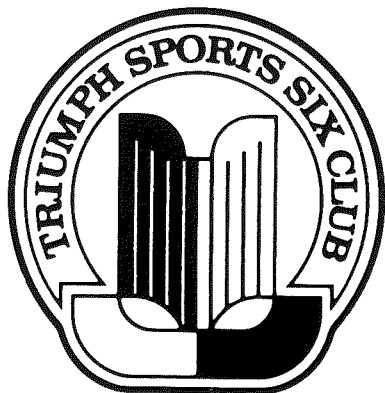
\*Winners in 1984 (Courier) & 1986 (Sidevalve)

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# NEWS REVIEW



## New Opening Hours

John Kipping has changed his opening hours the new ones are as follows Mon - Fri 9.30 to 5.30 Sat 9.30 to 3.30 Sun CLOSED.

## A Moving Time

Sports Car Supplies will be moving on the 5th October, their new address will be Victoria Garage, Jubilee Terrace, Swalwell, Tyne & Wear NE16 3AG Tel: 091 - 4960522 (2 Lines) 24 Hours.

## The First and Last

Dennis Benson (show car register) has sent in this shot of the earliest Spitfire 4 FC8 and the last Spitfire 1500 of the production line both these cars were at the T.S.O.C. annual rally at Tatton Park, the latter normally kept by B.L. Herriage.

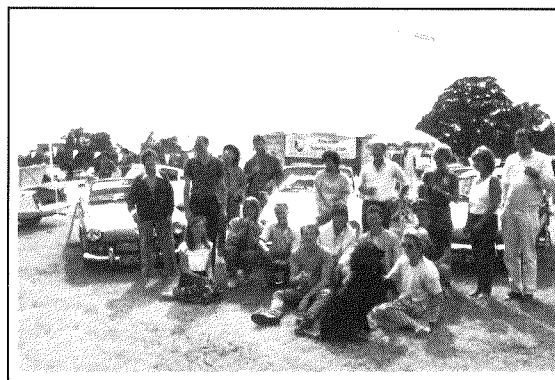


## WESSEX Shows 1987

by J Longhurst & N Williamson

The two main show events in the Wessex Area this year were our annual outing to the Breamore Motorcade and an invitation to represent the club at the Classic & Restoration Show at Beaulieu.

Breamore has been our number one show for the past five years and this year was to be the best ever. Within our Area and the Salisbury Area, we have many models of Club cars which are good display material. Everything from a very early Bond 2 plus 2 to a recently completed Burlington Arrow. There were more club stands than ever before ranging from Aston Martins to Messerschmitts and it was very pleasing to collect the trophy for the Best Car Club Stand. It has taken us many years to be able to display a selection such as this



and the hard work of all the Area has at last borne fruit.

As Beaulieu was only two weeks after the Breamore event, we decided to carry on the same basic theme. This was to have a Herald as the main attraction with all the good features shown on marker boards. Also, as this year was the birthday of the Spitfire and Vitesse (celebrating 25 years) and the GT6 (21 years) we had these cars situated right at the front with a birthday cake for each.

The weather was kind, although not exceptionally hot and everyone showed boundless energy in making the stand one of the best with the limited funds that were available.

## W A N T E D

### 6 Cylinder Technical Secretary

Ideally with a good knowledge of Six Cylinder Club Cars and willing to answer members technical enquiries and write some articles for The Courier magazine. With the Club now having over 10,000 members, this will entail possibly 6 - 8 hours a week if you think you could run this important position please write to the Club office giving as much detail about yourself as possible.

### Specials Register Secretary

Looking after the needs of current and potential Specials owners, possibly being a Specials owner and with the foresight to expand this colourful side of the TSSC. One of the main duties would be spreading the word through The Courier, letting other members read about these often ingenious machines their creators build. I would estimate your duties would take you about 2 hours a week.

If you are intrested please write to the Club Office with your details.

**Bill Sunderland - Club Manager**

If you have any news of which may help and inform members, or snippets of information, send them in marked 'News Review'.

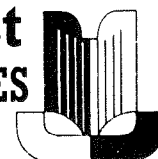
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Tel: (0533) 812129

## SPECIAL OFFERS FOR OCTOBER 1987 (TSSC MEMBERS ONLY)

### HIGH QUALITY SOFT TOPS

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

### SUPERB QUALITY Contains every carpet in the car

CARPET SETS	Rec. Price	TSSC Price	P/P
SPITFIRE all models (Steam moulded G/box Carpet)	£49 + VAT	£43 + VAT	3.50
SPITFIRE all models (Stitched G/box Carpet)	£42 + VAT	£37 + VAT	3.50
HERALD all models	£42 + VAT	£37 + VAT	3.50
VITESSE all models	£42 + VAT	£37 + VAT	3.50
GT6 State which model Includes all rear deck & arches	£66 + VAT	£57 + VAT	4.60
WOODEN SLATTED boot luggage racks		£15 + VAT	2.75
Chrome Air Filters		£3.75 + VAT	60p
Rubber Handbrake Gaitors - Spitfire 4 to 1500, Heralds/Vitesse		£7.00 + VAT	60p
Steel Front Qtr. Valances - Spitfire MkIV/1500 GT6 MkIII only		£29.00 + VAT ea.	1.75
Or Quality Fibreglass Qtr. Valances		£13.00 + VAT ea.	1.75
Plus many Fibreglass panels in stock		£25.00 + VAT pr.	2.85
Super Quality, Super fit Spitfire/GT6 - Full Sills at a Super Price		£10.00 + VAT	2.85
Spitfire/GT6 Steel Front and Rear - Wheelarch (Flair) (State Model)		£19.50 + VAT	1.15
Spitfire/GT6 High Quality Door Skins (Handle holes already cut on later models)		£15.00 + VAT	2.30
Vitesse/Herald High Quality Door - Skins (with handle holes cut)		£18.00 + VAT	2.80
Spitfire Fibreglass g/box tunnels		£15.00 + VAT	£2.85

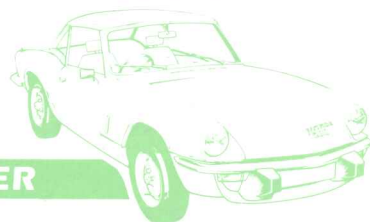
### FULL CLUTCHES!! (cover, centre, plate, bearing) JUST LOOK AT THESE PRICES

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

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

## THE 1988 TRIUMPH SPORTS SIX CLUB INTERNATIONAL EVENT

Jonty Wild

1987 saw the largest TSSC event ever, over 2,000 people and between 1,100 and 1,200 cars attended the event at Cranfield. This certainly gave us an indication of the future possibilities for this event.

Although the event was certainly a success, I hope that this was just the start and that over the coming years the event will grow in stature and importance until it is not only the biggest and best Triumph event, but is also the envy of all the other car clubs.

Obviously, as with all the events, there are always lessons to be learnt by the organisers. The main lesson of last year is that we need a larger organising team. This is necessary in order to spread the work-load and to enable the event to continue to improve and particularly if the event is to become a full two-day event. We also need to continue to look for venues that are even better and perhaps even more suitable - any suggestions would be gratefully received.

Organising an event of this type is both hard work and very enjoyable. We need members to come forward and offer their help. The commitment needed can vary from being involved from now, to just before/during/and just after the event, to solely involved at the event itself. It doesn't matter how far away from the event you live (bear in mind that the event may not be at Cranfield next year). It doesn't matter whether you have been involved in an event before or whether you are involved in organising another event. What is important is that you are keen and that you are reliable. Whatever commitment you take on, whether large or small, we must be able to rely on you to do it, i.e. if you say that you will do something, then you must do it, if you don't want to do a particular task then simply don't say yes.

It is an excellent way of becoming more involved with the club and meeting people. So if you are interested, whether a new member or an old member, whatever sex, whatever age, then contact me:- Jonty Wild, either phone (0462) 56315 or write to 13 Common Rise, Hitchin, Herts SG4 0HN.

I promise you hard work and a very sociable and enjoyable time; your accommodation and event expenses will be subsidised to varying amounts, depending on the work you are prepared to put in.

### GOOD NEWS FOR THE BRIGHTON CLASSIC CAR SHOW

Friday 30th October to Sunday 1st November

We are being offered very special rates for entrance to this event, so come along to see the most prestigious of the indoor shows. We would like to bring the most members through the doors out of all the clubs attending, so come along and support us.

The club stand will feature three very special club cars and will celebrate the drawing to a close of this very special year for the TSSC, i.e. The Club's 10th Birthday The GT6's 21st Birthday The Vitesse's 25th Birthday and The Spitfires 25th Birthday

The offer prices are as follows, but remember that your ticket order must reach me by the 10th October, so be quick.

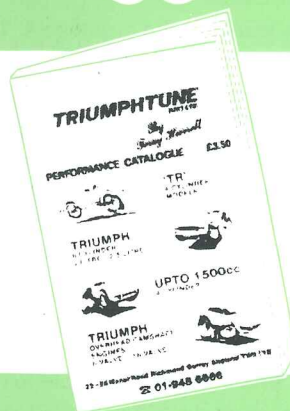
	Normal Price	Offer Price
Adults	£5.00	£2.50
Children (under 14)	£2.00	£1.00

Send a stamped (first-class), self-addressed envelope to me: Jonty Wild, 13 Common Rise, Hitchin, Herts SG4 0HN. Don't forget YOUR ORDER MUST REACH ME BY THE 10TH OCTOBER.





## SPECIAL EQUIPMENT FOR TRIUMPH SPORTS CARS



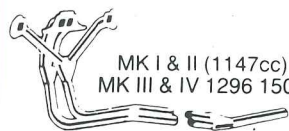
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GT6 II & III  
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Twin Silencer System  
Oval Silencers ..... £52.50  
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for Spitfire & GT6 models ..... £121.00



Replacement Twin Pipe  
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Spitfire III "OVERDRIVE" Scroll Boot Badge With Fixings.....	£7.95
Herald "1200" Boot Badge With Fixings.....	£3.55

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Vitesse/GT6 (STATE MODEL).....	£29.50!!!

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Spit IV/GT6 Rear Valance (Lower).....	£29.00
Spit IV/GT6 III Front Quarter Valances.....	£29.00
Spit/GT6 Outer Sill..... (B.L.) £17.00 .....	(Pattern Steel) £8.50
Spit/GT6 Sill Extension (Rear of Sill).....	£5.50
Spit/GT6 Rear Quarter (Below Bumper).....	£5.90
Spit/GT6..... Inner Sills £6.50..... Sill Strengtheners.....	£3.90
Spit/GT6 Full Floors (State RH/LH).....	£24.00
Spit/GT6..... Front Floor £10.50..... Rear Floor £15.90	
Spit/GT6 Bottom "A" Post Repair.....	£5.90
Herald/Vitesse Rear Centre Valance (State Model).....	£16.00
Herald/Vitesse Rear Quarter Valance (State Model).....	£12.00
Herald/Vitesse Doorskin (State LH/RH).....	£18.00

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**THE SEQUAL** - After an exciting but wet weekend at Le Mans, our two heroes awake in a corner of a foreign campsite that will be forever muddy.

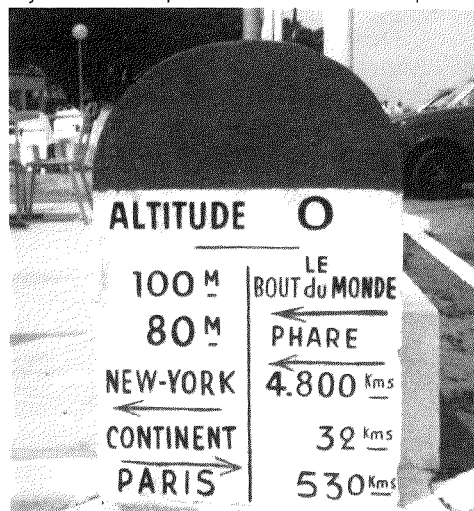
The campsite was situated near La Rochelle in western France and as with just about every continental campsite I'd ever been in, it was full to overflowing with Germans. When we'd pitched our tent, there hadn't been a German in sight but now they were all around us - they must have pulled off some sort of pincer movement during the night.

Today's destination was 'Lle d'Oleron' - a large island off France's west coast. The weather had brightened up sufficiently for us to pull the top down for a while. The island was 30 KM long with several villages as well as an old fortification. To get on to France's second largest off-shore island, one had to cross a very modern, impressive toll bridge. A sign by the roadside on the approach insisted that the toll was only 18 Francs, but on arrival at the Frechies answer to Check Point Charley, we were told in no uncertain terms by a gun toting Gendarme that the toll was 35 Francs and with no chance of escape, we were parted with yet more of our hard-earned beer vouchers.

The expense had been worth it; we toured the island on what had turned out to be a lovely afternoon. The main industry on the island is oyster farming and it seemed as if every house was selling them - that's a lot of lead for a lot of pencils.

The evening was drawing in and it had been nearly twenty-four hours since any alcohol had been consumed. With the town of Cognac not so very far away, a visit seemed inevitable. We found the campsite without too much trouble and promptly set about preparing a meal. That morning we had paid a visit to a market and had purchased some fresh fish, bread and fruit. The fish needed gutting, a task which fell to Mike whilst I tried to light the fire. If gutting fish with a blunt penknife was difficult, then trying to light a fire with a couple of soggy matches was impossible. It was the Spitfire that came to my rescue - I siphoned a few drops of petrol from her tank and sprinkled it over the charcoal. When it lit, it burnt gently but briefly and before the charcoal caught we were back to square one. By now my patience was at the end of its tether, so I siphoned a mug-full of petrol for my second attempt (how primitive man coped with rubbing two sticks together beats me!). What must have amounted to half a pint of incredibly expensive French petrol was poured over the charcoal, a match was thrown from a safe point, i.e. behind the nearest tree, and 'cor blimey' up it went. Hair was singed for miles around. We kept a low-profile until the inferno died down - if nothing else, it got the charcoal glowing nicely.

Later that evening we ventured into Cognac for a much needed bevvy. The Spitfire caught a few eyes as we drove around the town looking for a place to park. I finally spotted one in the square. 'Over there', I yelled. At that very moment a flaming German in that symbol of all that is aryon, the V W Beetle, pulled into our space and to top it all, their stereo was playing U2. The first thing to emerge from this German Deux Chevaux was a beagle. 'That's strange', I said, 'I wouldn't have thought his feet could reach the pedals!'. But the dog was promptly followed

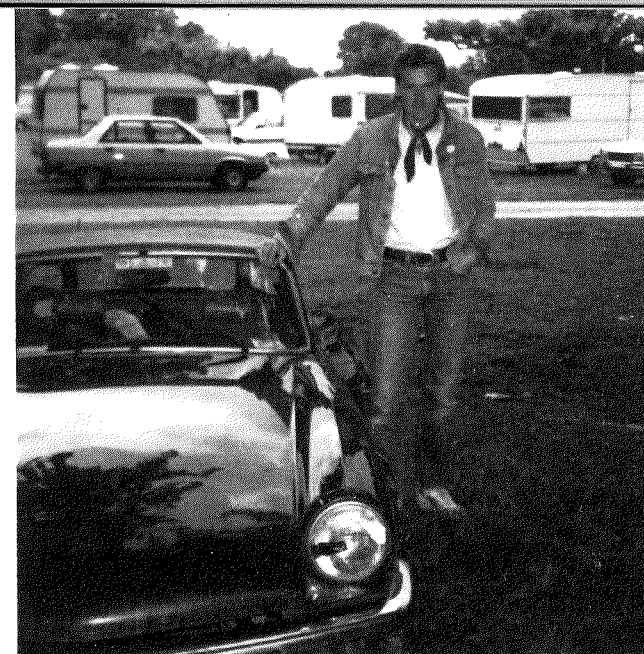


*Which Way? Sign on the headland of the "Ile d'Oleron"*

by that other symbol of the German race, a tall, leggy blond and by the looks of her, she could definitely reach the pedals.

All you people who read the first installment of this comedy of errors will remember that the stereo in the car had put into action a ban as regards my U2 tape and hearing my favourite album being played prompted me to have another prod at our cassette back at the camp. Whilst I cursed and swore at the infernal machine, Mike gave the car a good look over. He spotted that the exhaust gasket was looking decidedly dodgy and of all the spares we had brought along, an exhaust gasket or any of that gungey stuff that looks like toothpaste, wasn't amongst them - that's always the way isn't it? He decided that it would hold until we could get to a spares shop. Other than that slight problem, the old girl showed no signs of the beating she'd taken on several hundred miles of poorly maintained French roads.

A days drive inland saw us to Perigueux in the Dordogne. This area is famed for its Paté de Foie Gras and its truffles. I was keeping my eyes peeled for little old French blokes with their pigs ferreting around the countryside for this expensive fungus. I find it hard to believe that a pig can sniff out these truffles several inches below the forest floor and that little French guys grab this grotty looking fungus out of the mouth of the poor pig and then sell it for hundreds of Francs. And who was it in the first place that decided that the easiest way to make a fast buck was to dig up a brown squidgy thing with a filthy old pig to sell it at a ridiculously high price as a gastronomic delicacy? And



*The Writer Dave with trusty Spitfire, surrounded by German Motor Homes*

what's more, does the pig ask for a percentage? I never did see a truffle hunter except on a postcard which just added to my theory that the whole thing was just a big con for the tourists!

The further we travelled inland, the more demanding the driving became as we were climbing up into the Massif Central. The only place of real interest we passed through on our way into the Massif was a small town called Rocamadour. This is an old medieval site, built on a sheer cliff face. For centuries it has been the destination for thousands of pilgrims who used to climb the cliff on their knees. Well, each to his own I suppose but personally I had enough trouble reaching the summit on my two feet with at least three stops for tea and cakes. Why couldn't they build it somewhere flat like Holland? Judging by the number of Dutch people there,

it wouldn't have been such a bad idea.

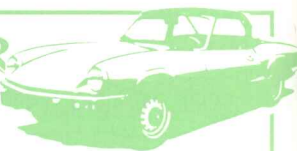
We stopped at a campsite in a small village whose name escapes me right now but it was here due to the lack of open bars that evening, that I started to think about writing a book entitled, 'Places not to be seen dead in', French edition. We did find one establishment open. We walked in and the place suddenly became deathly quiet, like a scene out of a John Wayne film. We were watched closely as we downed a quick half. Trying to remain cool, we left and as the doors closed behind us chatter broke out again. I felt about as welcome as Martin Luther King at a Klu Klux Klan garden party!

Back at the campsite, the proprietor had decided to lock the toilets, causing us to make good use of the bushes by the river. And to top it all, the rain was coming down again .....





# CLASSIC AUTOMOTIVE



ST MICHAELS WAY, MIDDLEWICH,  
CHESHIRE CW10 9DX

HERALD • VITESSE • SPITFIRE • GT6

## BRAKE PARTS

Master cylinder Herald, Spitfire	£26.50
Master cylinder Vitesse, GT6	£26.50
Master cylinder Tandem Spitfire 1500	£82.00
Master cylinder kit Herald, Spitfire	£2.99
Master cylinder kit Vitesse, GT6	£2.99
Brand new Lockheed servo installation kit as advertised in Courier. Complete with all required fittings, plus piping, unions, non-return valve, bolts, washers etc. Now one kit fits all club cars.	
5" unit Herald, Spitfire, Vitesse, GT6	£85.00
New alloy cap for master cylinder	£2.50
Rubber seal for master cylinder cap	50p
Servo seal kit late GT6 MKIII	£37.50
Caliper assy. type 12sp Herald (exch)	£35.00
Caliper assy. type 12sp Spitfire (exch)	£35.00
Caliper assy. type 12sp Vitesse 6	£35.00
Caliper assy. type 1411 Herald	£25.00
Caliper assy. type 1411 Spitfire	£25.00
Caliper assy. type 16p Vitesse, GT6	£35.00
Caliper assy. type 16p Vitesse, GT6	£35.00
Caliper assy. type M16p Late GT6	£35.00
Caliper seal kit all type 12sp	£6.99 pair
Caliper seal kit all type 1411	£3.99 pair
Caliper seal kit all type 16p	£7.25 pair
Caliper seal kit all type 16p	£6.99 pair
Caliper pistons all type 12sp	£7.99 each
Caliper pistons all type 1411	£4.99 each
Caliper pistons all type 16p	£5.99 each
Caliper pistons all type 16p	£5.50 each
Brake pad set front Herald, Spitfire	£4.50
Brake pad set front Vitesse, GT6	£6.25
Brake discs new Herald, Spitfire	£10.50 each
Brake discs new Vitesse, GT6	£11.50 each
Front wheel cylinders Herald	£5.50 each
Front brake shoe set front Herald	£7.49
Front shoe return spring set Herald	£2.50
Front flexible brake hose all	5.25 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 wheel cylinder attachment slide	£1.00
Rear flexible brake hose Herald	£5.25
Rear flexible brake hose Spitfire	£5.25
Rear flexible brake hose Spitfire 1500	£5.50
Rear flexible brake hose Vitesse, GT6	£5.50
Rear brake drum new Herald, Spitfire	£15.00
Rear brake shoe set Girling all	£7.49
Rear shoe return spring set all	£2.00
Rear shoe holding clip set all	£3.00
Rear brake adjuster Herald, Spitfire	£6.25
Rear brake adjuster Vitesse, GT6-72	£6.25
Rear brake adjuster GT6 72 on	£6.25
Anti squeal shim set all type 12sp	£2.50
Anti squeal shim set all type 1411	£2.50
Anti squeal shim set all type 16p	£3.50
Anti squeal shim set all type 16p	£3.50
Small sachet of anti squeal grease	50p

## BRAKES CONTINUED

Pad retaining pins type 12sp & 1411	50p
Pad retaining pins type 16p	50p
Pad retaining pins type 16p	50p
Pad retaining pin R clip all models	10p
Pad anti rattle clips type 12sp & 1411	60p
Pad anti rattle clips type 16p & 16p	35p
Servo non return valve in line type	£6.99
Bleed screw short Girling	75p
Bleed screw long Girling	95p
Three way brass union	£2.99
Four way brass union	£3.99
Five way brass union	£7.50
Hydraulic brake light switch	£6.00
Fluid reservoir extension small pot	£4.50
Fluid reservoir extension large pot	£4.50
Filter element for Girling type servo	£1.95
Brass male brake pipe unions	20p each
Brass female brake pipe unions	20p each
Zinc plated male brake unions	15p each
Zinc plated female brake unions	15p each
Pure copper brake pipe 25 foot roll	£6.00
Servo vacuum hose 3 foot length	£4.50
Plastic brake pipe clips single	15p each
Plastic brake pipe clips double	18p each
Plastic fuel line clips	20p each
Plastic brake/fuel line clips	35p each
Fully made up copper brake pipe sets tailor made for every model with brass unions plus required chassis clips, all models	£17.50
Hand brake cable front all	£2.00
Hand brake cable rear	£2.00
Hand brake cable rear Spitfire 1500	£3.00
Rubber gaiter for master cyl. linkage	£1.65
ABV automatic bleed valve sets (4)	£5.50
Special HT bolts for fixing disc to hub	35p
Special HT bolts for fitting calipers	50p

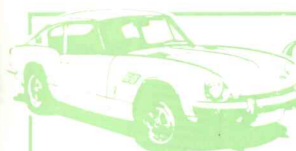
## STEERING & SUSPENSION

Steering rack (exchange) Herald	£29.50
Steering rack (exchange) Spitfire	£29.50
Steering rack (exchange) Vitesse	£29.50
Steering rack (exchange) GT6	£29.50
Steering rack gaiters all models	£4.50 pair
Steering column to rack U/J all	£11.50
Steering rack mounting clamp all	£6.50
Steering rack mounting bush all	95p
Steering column inner bush all	£1.55
Steering arm rack to upright	£8.50
Track rod ends all models	£4.50 each
Top ball joints all models	£6.25 each
Lower brass trunnions all models	£10.50 each
Front trunnion seal kit	£1.50 each
Trunnion dust cover all models	50p
Vertical link Herald drum brakes	£38.00
Vertical link Herald, Spitfire discs	£36.00
Vertical link Vitesse, GT6	£36.00
Stub axle Herald drum brakes	£10.50
Stub axle Herald, Spitfire discs	£10.50
D washer for front stub axle all	25p

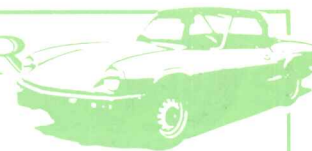
## STEERING & SUSPENSION CONTINUED

Cast/steat nut for front stub axle	38p
Front hub dust cap Herald, Spitfire	£1.95
Front hub dust cap Vitesse, GT6	£1.95
Round dust shield for vertical link	50p
Front wheel bearings Herald, Spitfire	£6.99
Front wheel bearings Vitesse, GT6	£6.99
Front hub felt oil seal and retainer	98p
Rear wheel outer brg. kit Herald, Spit	£6.99
Rear inner/outer brg. kit Herald, Spit	£8.00
Rear outer brg. kit Vitesse, GT6 non roto	£6.99
Rear inn/out brg. kit Vitesse, GT6 non roto	£8.00
Rear wheel brg. kit Vitesse, GT6 rotoflex	£9.50
Rear hub HT nylon locking nut all	£1.50
Rear trunnion seal kit Herald, Spitfire	£1.75
Rear trunnion seal kit GT6 MkIII late	£1.75
Propshaft UJ all models	£3.75
Halfshaft UJ all models	£3.75
Rotoflex coupling Vitesse, GT6	£8.00
Rotoflex coupling bolt (short)	75p
Rotoflex coupling bolt (long)	£1.65
Anti roll bar bush all	65p
Anti roll bar U bolt with nuts	65p
Anti roll bar end links	£6.50
Front shock absorbers all models	£12.40
Rear shock absorbers	£9.99
Rear lever arms Vitesse (exch)	£12.50
Front road spring Spitfire 1500	£17.00
Rear leaf spring Spitfire MK1,2,3	£35.00
Rear leaf spring Spitfire MK4	£40.00
Rear leaf spring GT6 MK2,3 KC50001	£35.00
Front wishbone bushes all models	50p
Front shocker bottom bush all	£1.50
Front shocker top bushing kit all	£3.00
Engine mounting Herald, Spitfire	£5.00
Gearbox mounting Herald, Spitfire	£1.00
Rear radius arm bush Herald, Spitfire	50p
Rear radius arm bush late GT6 (back bush)	50p
Radius arm bush Vitesse, GT6 rotoflex	£1.50
Radius arm bush late GT6 MK3 (front)	£8.00

Complete front suspension special bolt kit. Suitable for all models this bolt kit contains all the high tensile bolts plus nylocs and washers etc. to completely rebuild all the front suspension, covers such items as wishbones, trunnions, top ball joints, vertical links, shock absorbers fixings plus anti roll bar, steering rack, stub axles, front discs, caliper mountings etc. Each kit has approx. 132 items all bright zinc plated, all items are clearly labelled in separate packs for easy identification and fitment. An absolute must, saves loads of time and hard work cleaning old rusty bolts etc. £9.50



# CLASSIC AUTOMOTIVE



ST MICHAELS WAY, MIDDLEWICH,  
CHESHIRE CW10 9DX

## CLUTCH PARTS

Master cylinder row all models	£26.50
Master cylinder seal kit all	£2.99
Slave cylinder Herald	£18.50
Slave cylinder Spitfire MK1,2-67	£18.50
Slave cylinder Spitfire MK3,4	£19.50
Slave cylinder Spitfire 1500	£21.00
Slave cylinder Vitesse, GT6	£24.50
Slave cylinder seal kit Herald	£1.50
Slave cylinder seal kit Spitfire	£1.50
Slave cylinder seal kit Spitfire 1500	£2.00
Slave cylinder seal kit Vitesse, GT6	£2.00

## MECHANICAL CLUTCH PARTS

Please note we only supply brand new Borg&Beck or Laycock clutch parts, not any of the remanufactured units currently on the market. It's a lot of work to fit a clutch so make sure you only have to do it once - be sure and fit a new clutch.

Pressure plate (coil spring) Herald	£24.00
Friction plate (coil spring) Herald	£2.00
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

## COOLING PARTS

Water pump new Herald, Spitfire	£17.50
Water pump new Spitfire 1500 fixed	£17.50
Water pump new Spitfire 1500 viscous	31.50
Water pump new Vitesse, GT6	£17.50
Fan belt Herald, Spitfire	£1.50
Fan belt Vitesse MK1, GT6 MK1	£1.50
Fan belt Vitesse MK2, GT6 MK2,3	£2.50
Radiator top hose all except Vitesse	£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

Pacet electric cooling fan kit thermostatically controlled sim fitting, fits onto radiator so no need for ugly mounting brackets £50.00

## IGNITION PARTS

Distributor cap Herald -68	£2.88
Distributor cap Herald 68 on	£2.15
Distributor cap Spitfire all	£2.25
Distributor cap Vitesse, GT6	£2.55
Rotor arm Herald all	50p
Rotor arm Spitfire	60p
Rotor arm Spitfire 1500	70p
Rotor arm Vitesse, GT6	60p
Contact set Herald II	£1.00
Contact set Spitfire	85p
Contact set Spitfire 1500	£1.00
Contact set Vitesse 6, GT6	85p
Contact set Vitesse 2 ltr.	£1.00
Condenser all models except Spit 1500	90p
Condenser Spitfire 1500	£1.10
Ignition coil all models	£9.00
Silicon ignition lead full set 4 cyl.	£5.85
Silicon ignition lead full set 6 cyl.	£9.50
Spark plugs Champion copper core all	90p
Distributor low tension pig tail all	£1.20
Battery isolator switch all	£6.50

## FILTERS

Air filter Herald all	£3.15
Air filter Spitfire MK1 single	£3.15
Air filter Spitfire twin	£3.35 each
Air filter Spitfire 1500	£3.00 each
Air filter Vitesse 6	£2.00
Air filter Vitesse, GT6 2 ltr.	£3.15 each
Oil filter Herald/Spitfire	£2.20
Oil filter Vitesse	£1.75
Oil filter GT6 without oil cooler	£2.70
Oil filter GT6 with oil cooler	£1.75
Fuel filter in line filter all	£1.50

## ELECTRICAL PARTS

Starter solenoid all models	£6.50
Starter motor (exchange) all	£9.50
Alternator (exchange) Spitfire, GT6	£18.50
Alternator (exchange) Spitfire delco	£26.50
Dynamo C40 (exchange) all	£9.00
Horn push contact pencil all	£3.50
Halogen headlamp conversion kits, these kits contain two 7in reflector units, two Halogen H4 bulbs, two side light bulbs plus wires and fittings for the side lights	£17.75 pair
Chrome 7in outer bezel	£4.75
Extra powerful halogen 100/80 bulbs	£4.35
Hella 20 amp relay, use with above	£2.50
Basic electric horn	£4.50
Twin air horn kits	£9.50
Combined Oil pressure/Water temp gauge	£24.50

## CARBS

Carburettor repair kit Spitfire MK1-4	£7.50
Carburettor repair kit Spitfire 1500	£7.75
Carburettor repair kit Herald, Vitesse	£6.50
Carburettor repair kit GT6	£6.50
Diaphragm for Stromberg carbs	£1.00
Petrol pump Herald, Spitfire -74	£9.00
Petrol pump Spitfire 1500	£9.00

## TRIM FASTENERS

Tennax heavy duty hood fasteners	45p each
Tennax single threaded stud	32p each
Lift the dot hood fastener	25p each
Lift the dot single screw stud	28p each
Lift the dot two hole stud	28p each
Durable dot button/socket	12p each
Durable dot stud	6p each
Carpet retaining fastener/ring	18p each
Carpet retaining stud	6p each
Flange finisher clip Spitfire, GT6	11p each
Flange finisher clip large GT6	12p each
Door trim spring steel clip	9p each
Door trim plastic socket	7p each
Seat trim retaining clip	6p each
Plastic badge clip	4p each

## NUT & BOLT FASTENER PACKS

Note, all nuts, bolts and washers in our pack range are bright zinc plated to help beat corrosion.

All club cars generally use UNF threads with the occasional use of UNC (very coarse) threads on some engine components.

Larger thread diameters i.e. 3/8, 7/8 & 1 1/2" are used throughout the steering and suspension, smaller thread diameters i.e. 1/4 and 5/16 are used on interior parts and in the engine bay.

## SMALL TOOLBOX PACKS

Mixed self tappers approx 500 items	£1.50
Mixed machine screws with nuts and washers	£1.50
Mixed spire nuts approx 100 items	£1.50
Mixed split pins	£1.50
Small cable ties 4" qty. 50	£1.00
Large cable ties 8" qty. 10	50p
Plain washers packs 3/16 to 1/2 qty. 220	£3.00
Lock washers packs 3/16 to 3/4 qty. 260	£3.00
Body washers pack approx 80	£2.50
UNF nyloc pack 1/4, 5/16 3/8 qty. 75	£2.50
UNF nyloc pack 7/16, 1/2, 9/16 qty. 35	£2.50
UNF full nut pack 1/4 to 1/2 qty. 160	£3.00

## MIXED NUT & BOLT, WASHER PACKS

UNF handy pack 1/4, 5/16 qty. 160 items	£3.00
UNF 6 pack 1/4, 5/16, 3/8 qty. 250 items	£6.00
UNF 12 pack 1/4, 5/16, 3/8 qty. 500 items	£12.00

## TRAY SELECTIONS IN REUSABLE CLEAR TRAYS

UNF tray 1/4, 5/16 nuts, bolts	£7.50
Body washer tray	£4.50
UNF full nuts and nyloc tray	£5.50
UNF sets nuts and nylocs 1/4, 5/16	£8.50
UNF bolts and sets 1/4, 5/8 to 2 1/2" long	£8.50
UNF bolts and sets 5/16, 3/4 to 2 1/2" long	£8.50
Spire nuts with self tappers	£6.00
Internal shakeproof washers qty. 500	£7.50
Plain washers 3/16 to 5/8	£7.50
Lock washers 3/16 to 3/4	£7.50

ALL PRICES ARE PLUS VAT AND POSTAGE

WHY NOT USE YOUR CREDIT CARDS

For Fast Mail Order & Prompt Service Tel:

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ALL PRICES ARE PLUS VAT AND POSTAGE

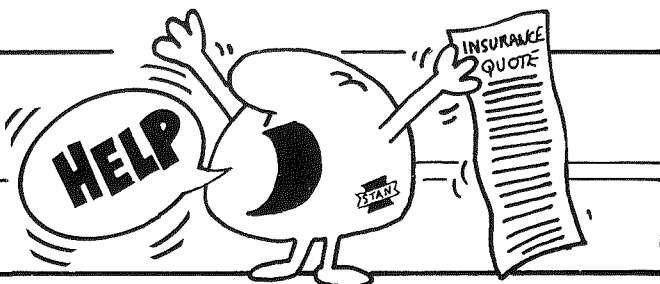
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# INSURANCE PROBLEMS?

**SOLVE THEM!**

## TRIUMPH SPORTS SIX CLUB INSURANCE SCHEME

**COMPREHENSIVE WITH AGREED VALUE**

Club cars are rated by Model and Members by Area

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

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

Limited Mileage Cover Available

For Insurance Advice telephone Footman James & Co.

**021 - 561 - 4196/2847/2848**

For information or queries on the Valuation Service

**0245 - 443152 (8p.m. - 9 p.m.)**

For full prospectus and Insurance Guide, write or contact

**TSSC OFFICE 121B ST MARY'S ROAD MARKET HARBOROUGH**

**LEICS LE16 7DT**

**TEL: (0858) 34424 (Office Hours)**

## RECRUITMENT DRIVE 1987 END OF SEASON RESULTS

Firstly, I must apologise for not reporting the winner of last months draw. The prize is one of the TSSC's special tool offers, i.e. a 111 piece tool set (see July Courier). The winner is: 82/4573 - John Malcolm. Well done John, I'm sure you will find it useful.

The winner of this months draw is 86/15592 - Steven Tanner. Your prize, Steven, is a club rally jacket - thank you for your efforts.

**AND NOW THE RESULTS YOU'VE ALL BEEN WAITING FOR: THE END OF SEASON RESULTS.** There are a few minor problems this time with results being so close, that two prizes are having to be shared. The overall winner - prize £150 for recruiting the most new members:

78/154 - Jonathan Del Mar

Joint second place - the winners who share £100 are:

84/5816 - Irene Fussell

85/9801 - Dennis Benson

85/13011 - Chris Rix

Joint third place - the winners who share £50 are:

83/5210 - Ian Wheeler

86/14330 - Bill Livingstone

Runners up who, unfortunately, do not receive a prize but are to be congratulated on their efforts for the club are:

82/3539 - Martin Dudley

83/6500 - Rod Warren

85/11084 - Ken Allen

86/14961 - Brian Griffiths

86/16573 - J Fell

82/4573 - John Malcolm

83/6901 - Nick Matherson

85/12567 - Maxine Watts

86/15592 - Steven Tanner

87/17907 - Chris Hill

The Area Prize - £150 to the Area who recruited most members goes to **THAMES** - equal runners up (no prizes) are Essex, Hants & Surrey, North Herts & South Beds.

Winner of the **OVERSEAS PRIZE** (drawn raffle-style) of £100 is Michel Dupressior of France - many thanks for your help.

The remaining prizes of club sweatshirts are drawn raffle-style from all members who recruited new members (one chance for each new member):

78/154 - Jonathan Del Mar  
83/5210 - Ian Wheeler  
83/5474 - David Driver  
85/9801 - Dennis Benson  
86/14573 - Robert O'dell

I must thank all members who have been and are putting out Recruitment Leaflets. This part of the club's activities continues to be very successful and helps to ensure the future of our club and our cars. **REMEMBER**, although the recruitment season is over, recruiting is most definitely not; the Monthly Draw prizes continue and next month the prize is a hydraulic trolley jack so ..... **KEEP RECRUITING!** Jonty Wild

## BEAT THIS! CAR CARPETS

**LOWEST PRICE! FASTEST DELIVERY!**

**• 5 YRS GUARANTEE • EXCLUSIVE TO US**

**WE WILL BEAT ANY PRICE**

**24 HRS DESPATCH ON URGENT ORDERS**

**CHECK THE REST THEN PHONE**

**0933 223602**

**QUOTE CAR MODEL**

**0933 227166**

**7-DAYS  
A WEEK**

PLAIN or LATEX BACKED, ROT PROOF. All parts included not just floor. BUY DIRECT - SAVE £££! 100% polypropylene with pad for drivers heel. PLUS FREE PAIR OF PVC CARPET PROTECTORS - SIZE 15in. x 18in. approx. WITH SET OF CARPETS. Brown, black, blue, red, green, fawn, charcoal or beige.

**MOST CARS  
AVAILABLE**

**SALE PRICE  
FULL SET  
FROM  
£12.50**

ANY COLOUR - ANY CAR - Sports Cars from £12.50 per set; Range Rover £42 complete; Reliant Scimitar; All Lotus £45; All Jaguar £45. If they wear out WITHIN 5 YEARS another set will be sent FREE OF CHARGE. Car carpet on the roll, 36in. wide, £3.50 a yard; 72in. wide, £7 a yard.

**ANY SALOON OR ESTATE  
REAL CARPET NOT FELT**



**A NEW LOOK  
IS LIKE A NEW CAR.**



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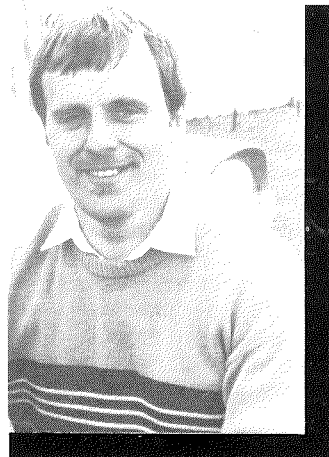
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14 ANNE ROAD, WELLINGBOROUGH, NORTHANTS

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# HERALD REGISTER

**Chris Longhurst**

## WHEELS!



Two wheel sizes were available as standard on Heralds. 948, 1200 and 13/60 saloons, convertibles and coupés were fitted with 3½D wheels, shod with 5.20 x 13" crossply tyres. Dunlop Duraband, which I believe were an early type of radial, were available as an optional extra. The current radial equivalent is 145 x 13"; the slightly larger 155 x 13" radial can be fitted to the 3½D wheel with no problems.

The Herald 1200 and 13/60 estates had 4½J wheels with 5.60 x 13" crossplies. 155 x 13" are the radial equivalents and 165 x 13" can be fitted to the 4½J wheel and (unless very heavy loads are carried) with no problems of fouling the wheelarches.

4½J wire wheels were available as an optional extra for 1200 and 13/60 Heralds.

Both the 3½D and 4½J wheels come in two styles (Fig. 1) 948s and 1200s to chassis (commission) number GA164781 were fitted with open pattern wheels. Herald 1200s and all 13/60 were fitted with closed pattern wheels.

Because the 5.20 x 13" and 5.60 x 13" tyres (and their radial equivalents) have different rolling radii, estates and vans have different speeds to saloons etc. The effective gearing of the saloons etc. is 15.7 mph at 1,000 rpm in top, whereas the estates/vans is

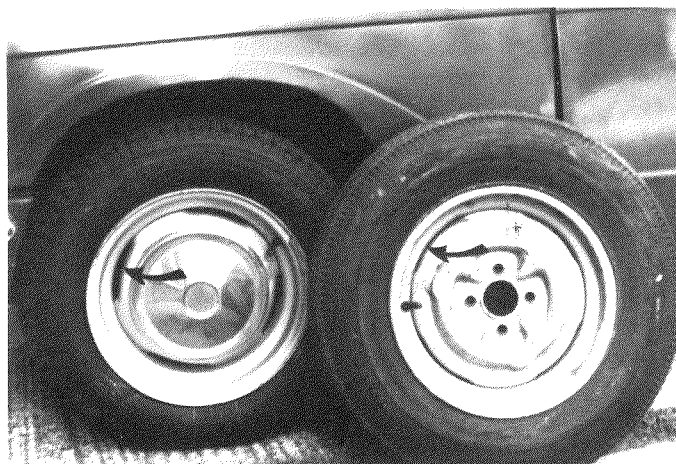


Fig. 1 - 4½J Wheels. -  
Left: Early 'open' type Right: Later (all 13/60) closed type

16.3 rpm at 1,000 in top. Theoretically a change on saloons, etc. from 5.20 x 13 to 5.60 x 13, will put the speedo 'out'. In practice most people change from cross-plyes to radials. Radials have a smaller rolling radius than their cross ply equivalent (e.g. 145 x 13

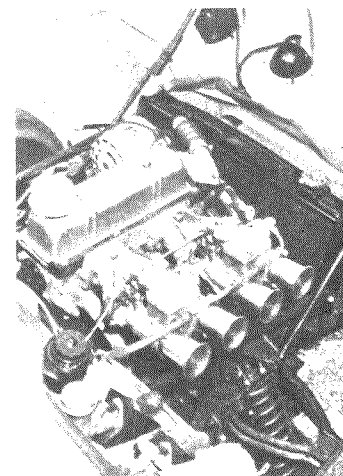
less than 5.20 x 13) and a change from 5.20 x 13 to 155 x 13 will give approximately equal rolling radii (I hope you're reading this Geoff Bell - remember the debate you started in Newsletter 5 way back in March 1978 on this topic!!).

# Spitfire

## 4, II, III REGISTER

**Nick Lord**

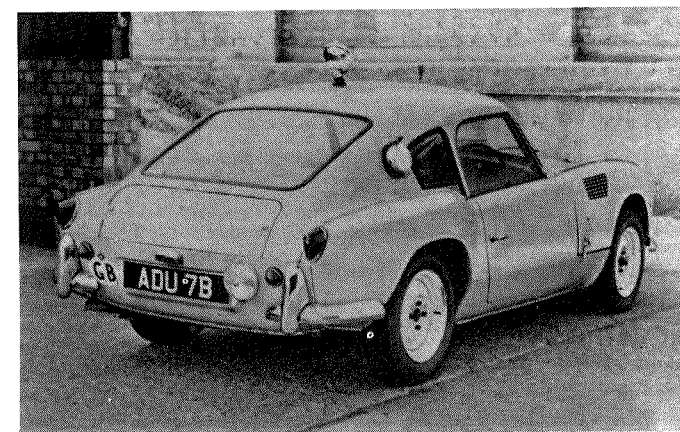
The Triumph Rally Spitfire must have been one of the noisiest cars ever built. Combine a resonating plastic shell with a pair of unsilenced twin-choke Webers squirting petrol into an 1147cc stage 2 Le Mans engine and you have a pretty formidable arrangement that produces 105 b.h.p. at 7250 r.p.m.



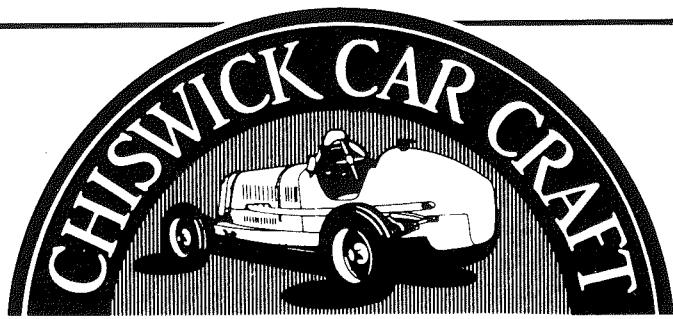
Geoffrey Howard test drove ADU7B one of the Rally Spitfires for Autocar in 1965. ADU7B was originally built for the 1964 Alpine and up to the date of testing had also competed in the 1964 Tour de France, 1964 Geneva Rally, 1965 Monte Carlo Rally and the 1965 Alpine

The car had an all-synchro gearbox, limited slip diff. and low axle ratio. The brakes were TR4 rear drums and large front calipers with Dunlop SP3 tyres. The brakes were operated via a Triumph 2000 automatic brake pad, so not a lot of footwell space!

Inside, the radio space houses the two cornering lamp and central spot lamp switches. The normal selector works the four headlamp system - two long-range iodine vapour main beams and two sealed beam inners.







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Geoffrey Howard completed his report with a description of actually driving the car:

"Soon one forgets the strangeness and gets into the swing of things. Later one begins to like it in the same way as a cross-country run or a cold shower, for the exhilaration, the challenge and - yes - the wonderful calm and relaxation of being warm by the fireside afterwards. Friends have to shout for the first hour or so until the buzzing in the ears stops, but who cares? We've been driving a racer".

This puts me in mind of that age-old question - what is a sports car? For some it is sheer power and speed; others, it must be a convertible; then there's the school of thought which advocates general discomfort, bones rattling and noise. Then, of course, what of the modern cabriolet? Are they sports cars?

I don't think the question can ever be satisfactorily answered for everyone. To me, the early Spitfires have all it needs; wind (and rain, snow, flies, etc) in the hair; a reasonable amount of power and speed; some discomfort; a car that is 'different'; and, driving a car that needs *Driving* (with a capital D). Thought has to be given all the time; e.g. not braking on bends, expecting lorries to blow you across motorway lanes, rather than wallowing in luxurious seats and carpets, letting the power steering and cruise control take over. It is the same exhilaration of a cross-country run, a cold shower or changing an engine in three feet of snow (and I've done all three!). But, that is only my opinion of what constitutes a sports car. Then again, I'm biased!

## PERFORMANCE CHECK FOR RALLY SPITFIRE

Figures in brackets are for the Triumph Spitfire tested in Autocar of 16 November, 1962.

Acceleration times (mean): Speed range, gear ratios and time in seconds:

m.p.h.	Top (4.55)	Third (5.71)	Second (8.07)	First (11.28)
10-30	(4.11)	(8.8)	(5.1)	(15.42)
20-40	(13.5)	(8.4)	(5.2)	3.2
30-50	(13.6)	(8.1)	4.4	—
40-60	(13.7)	(9.5)	4.5	—
50-70	10.1	(15.8)	6.4	—
60-80	10.3	(19.6)	7.0	—
70-90	11.4	—	—	—
80-100	16.6	—	—	—

From rest through gears to:

30 m.p.h.	4.1 sec. (5.0 sec.)
40 "	5.8 " (7.6 " )
50 "	7.9 " (10.9 " )
60 "	10.3 " (17.3 " )
70 "	13.8 " (25.8 " )
80 "	18.0 " (36.9 " )
90 "	23.6 " (—)
100 "	33.9 " (—)

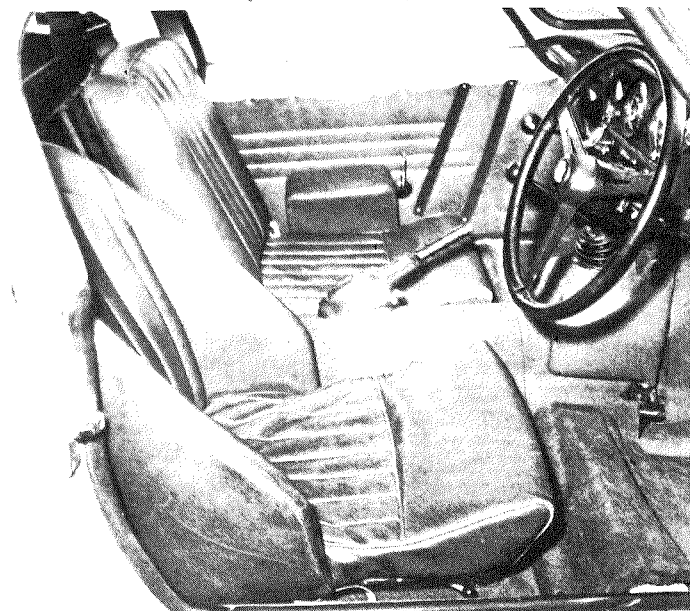
Standing quarter-mile 17.8 sec. (20.9 sec.)

Maximum speeds in gears m.p.h. k.p.h.

Top (mean):	105 (92)	169 (140)
(best):	105 (94)	169 (151)
3rd	90 (69)	145 (111)
2nd	64 (44)	103 (71)
1st	45 (25)	72 (40)

Overall fuel consumption for 352 miles: 15.3 m.p.g.; 18.5 litres/100 km. (31.2 m.p.g.; 9.2 litres/100 km.)

Triumph Rally Spitfire ...



## Useful Tips

When lifting bonnets make sure you support under the wheelarch with your spare hand. Think of all that buckling strain when you lift a steel bonnet on one (or even two) bonnet catches.

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13 ROW	25.85
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19 ROW	36.22



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ECONOMY OIL STAT	7.27
SMITHS OIL TEMP GAUGE	24.75
HIGH PRESSURE OIL SWITCH	
REMOTE FILTER HEADS	6.50



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

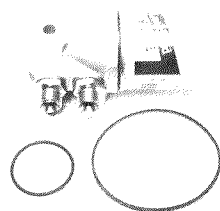
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VITESSE/GT6 (RHD)	28.08
TR2/3/4/4A	33.75
TR5/TR6 Spin On	33.75
TR7/TR8	33.75
DOLOMITE/SPRINT	29.25
STAG	33.75
STAG With ROVER V8	33.75

### GT6 SPIN ON CONVERSION

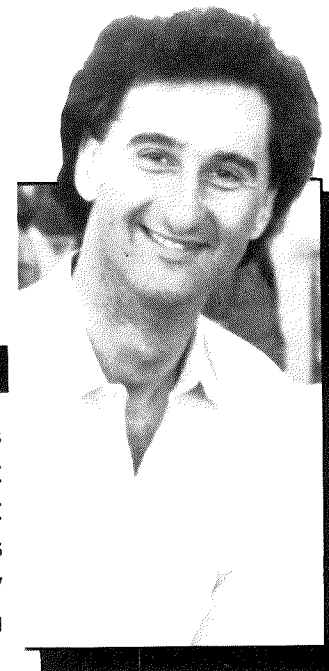


13.02

OIL HOSES TO SUIT ABOVE 9.56 Each  
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# SPITFIRE IV, 1500, REGISTER

Sheridan Earl-Russell

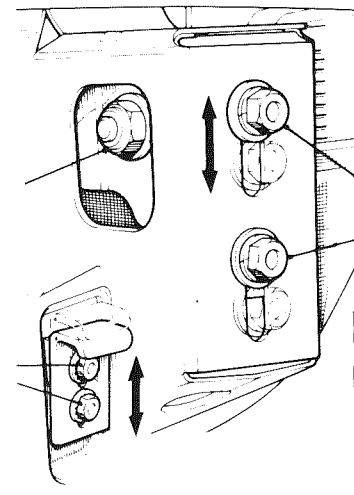
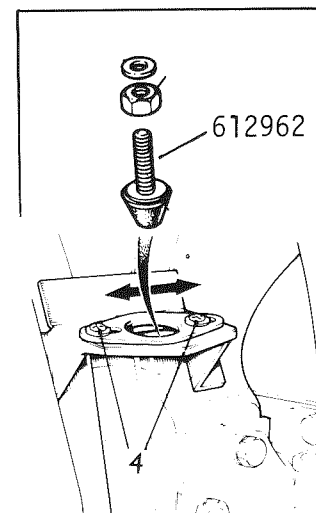


The Mk.IV's and 1500's have a gorgeous one piece bonnet. At least, it is when new. It is extremely susceptible to both accident damage and rust. The following procedures are for a perfectly aligned bonnet. Incorrectly repaired bonnets will never fit or align properly. Anyway, here are a few tips.

For those trying to obtain a good fit to their bonnets, please try and do things in the correct order. Try and get the doors arranged properly in the semi-monocoque body tub first. Then line the bonnet up to that, and finally the front ¼ valances and bumper. You are trying to obtain parallel gaps all over, obviously as small as possible, but usually it's ⅛". There are slight differences internally between Mk.IV and 1500 bonnets, as well as between different years of 1500's, but they don't affect any of the procedures given here. If your bonnet rattles at the rear, start by adjusting downwards the so called rubber bonnet cones (Part no. 612962), making sure they engage on the bulkhead properly, as they are fitted, for adjustment purposes, in an oval cutout in the bonnet top assembly. There should be a single ½" A.F. nut acting as a lock nut. Most have probably lost their rubber bits by now,

but you can replace them easily, and they're only about £1.50 each from the specialists. You cannot see how these cones engage normally, but try the same thing with the doors open, and look through the gap now left. This obviously raises the top of the bonnet, but by adjusting that, and the part on

the bulkhead side where the bonnet catches lock on to, which move up and down, it should be possible to get a satisfactory fit. Do not try and alter the position of the bonnet catches on the bonnet itself, you'll only succeed in rounding off the tops of the body colour painted phillips screws that





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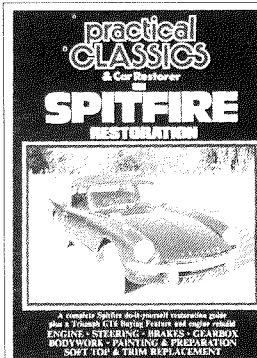
hold them.

The bonnet can be further adjusted at the front end, by removing both underriders (three bolts each), but before doing this, undo the grille, either at the single phillips headed screw in the middle, which goes into a captive nut on an angled plate, or the two bolts which hold that plate to the chassis. The grille and underriders are connected in a way which will be apparent

once everything is off. Revealed after all this, is the front of the chassis. The two bolts at the front, (per side), control vertical movement, and the single transverse bolt and nut per side, apart from holding the bonnet on, control fore and aft movement.

Some people do not seem to know, but on late 1500's, when they were originally painted as a bare shell in the factory, the bonnet catches were already in

place, chrome and all. To protect the chrome, some kind of plastic coating was applied, and over this the primer and paint finish went. When you see these cars with body colour bonnet catches, if you use your fingernail, you can lift off this protection, and reveal the fresh chrome underneath!! Most left the factory without this protection being removed, and certainly no dealer knew how to do it! Good luck with your aligning.



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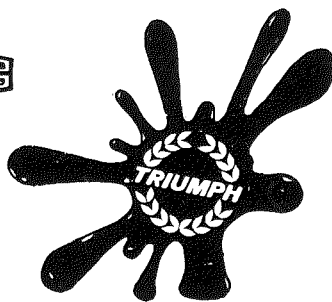
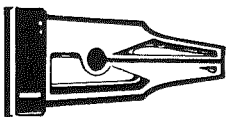
Make a date in your diary for this great, family show. This is not only a Concours, and everyone is welcome. All Club Cars will be parked together and everyone will receive a commemorative plaque. For further information ring Dennis Benson on Bromsgrove 77059 The Club has two stands, an indoor for Concours and an outdoor stand for everyday cars.

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# PEN TO PAPER



## Which Gear!

I feel I must comment upon the 'sticking clutch' advice given on page 29 of the August Courier.

In my view it is wrong to engage first gear as, although we regard this as a 'low' gear when the engine is turning the wheels, it becomes a very 'high' gear when the wheels are turning, or trying to turn the engine and, therefore, puts an enormous strain on the whole transmission.

I think you will agree that top gear is the 'lowest' when the drive power is being applied at the wheels and for this reason tow-starting should always be done in top gear as it is a direct drive and does not involve any 'step-up' ratio as the indirect gears do.

We all know the instructions, more common in earlier days, to engage low gear when descending steep hills and this is because it is more difficult for the wheels to turn the engine when in low gear; whilst this puts a great load on the transmission it was a justifiable thing to do in the interests of safety having in mind the less effective breaking systems of earlier vehicles.

## How Long

Rex Hayman - Esher, Surrey

Earlier this year I purchased a GT6. After a few months we decided to do some work to it - rebuild the engine etc.

Firstly I ordered a complete set of gaskets and seals from John Hills. They took two weeks to arrive and it would appear that Hills think that GT6's have six cylinders on a Spitfire bottom end; the only correct gaskets were the head set and the rear oil seals. In Hills favour, I would say they refunded my costs promptly.

I also ordered a pair of threshold plates from the British Sports Car Centre. They took another two weeks to travel 80-odd miles and did not fit. I returned them and two weeks later, I'm still waiting for a refund.

Are the big specialists becoming complacent? They certainly need to buck up as their mail order systems seem totally inefficient. Using some of the smaller firms, I've had parts back by return of post - guess who I'll be using next time?

D K Brenchley - Ashford, Kent

## Wing Mirrors

### HELP!

Can anyone direct me to a source of 3 11/6 inch diameter convex mirrors for wing-mounted racing type rear view mirrors?

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## Wire Wheels

I have recently purchased new wire wheels for my Spitfire MkII and can recommend the supplier to club members.

The finish of the wheels is excellent (painted), chromed wheels are also available. With a 10% discount to club members, the cost of a painted Spitfire wheel is £42.18 including VAT. The supplier's name and address is:

Motor Wheel Service Ltd. 65 Jeddo Road Shepherds Bush W12 9ED Tel: 01-743 3532	OR	Shenton Field Road Sharston Mythenshawe Manchester M22 4RW Tel: 061-428 7773
--	----	---

## Waxstat Carbs!

I was pleased to see Sheridan Earl-Russell's comments on well-known faults on the Spitfire 1500 in the August edition of The Courier. Perhaps I may add my comments.

First, the pernicious waxstat carbs. In my experience, increasing the size of the heatshield is both difficult and not very effective. I converted my carbs to non-waxstat using replacement jets and needles from Triumphtune at a cost of about £25. This was very easy and the car has run much better ever since. As this fault could lead to nasty accidents (imagine pulling out onto a busy road, and losing power) I think that it should be properly fixed.

The other well-known problem is the manifold to exhaust gasket. I have to replace these about every 3 months and a solution would be most welcome. I was told by an exhaust fitter that the cause was the exhaust flange distorting out of the flat due to the heat. I examined my flange and found it anything but flat, so I bought a new exhaust down-pipe. Alas, 3 months later the gasket blew again!

The other problem I would like to hear an answer to is cold starting on winter mornings. I have had this problem with most of my small Triumphs, it being when the engine will not turn over fast enough to fire, even though the battery is fully charged. I have tried new starter brushes, new heavy duty cables and battery clips, different batteries, changed the ignition components and used low viscosity oil. Only the last named had any effect, although not much. Does anybody out there have any suggestions? Would electronic ignition help?

Looking forward to further correspondence,

Alan Hounsham - Portsmouth

## Which Tyres

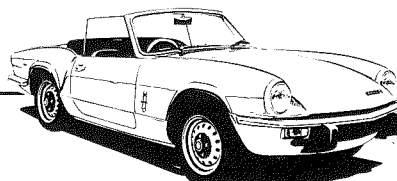
Having recently joined the TSSC, I would like to ask for advice. I recently had some new Goodyear tyres fitted to my Spitfire 1500, 1977.

The tyre-fitter advised me to have the rear suspension checked because the severe negative camber to the rear wheels could quickly ruin my new tyres - it has been suggested that the spring could be sagging with age or perhaps a broken leaf.

Having had this matter brought to my attention, I find that I am inspecting every Spitfire I see and this negative camber seems to differ from car to car.

In the meantime, wishing to prolong the life of my tyres, could you please advise me.

Miss C D Fuller - Hadleigh, Essex



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# GWK 884 SURVIVES!

**PART 3**

*By Dennis Benson*

## THE BARE SHELL WITH WHAT'S LEFT

Since my first sight of GWK 884D my research has been far and wide and I have spoken to one of the Technical staff who put the first 9 together. Bob Jones who built the first chassis's and was instrumental in the building of these pre-production GT6's has given me invaluable information of these cars and I intend to produce a fully detailed article on the development and building of the 'first 9' in the near future.

My last account of GWK mentioned the partial dismantling of the car to enable her to dry out from her 10 years grazing at the bottom of a garden in Coventry.

The shell, as previously mentioned, is the largest problem with the car, as the extent of the rust would see most cars cut up long ago, but the objective is not only to restore the engine (no. KC1E), the chassis (Comm. No. KC0006) but the body (0003KC) which means that as much of the original body must be repaired as possible.

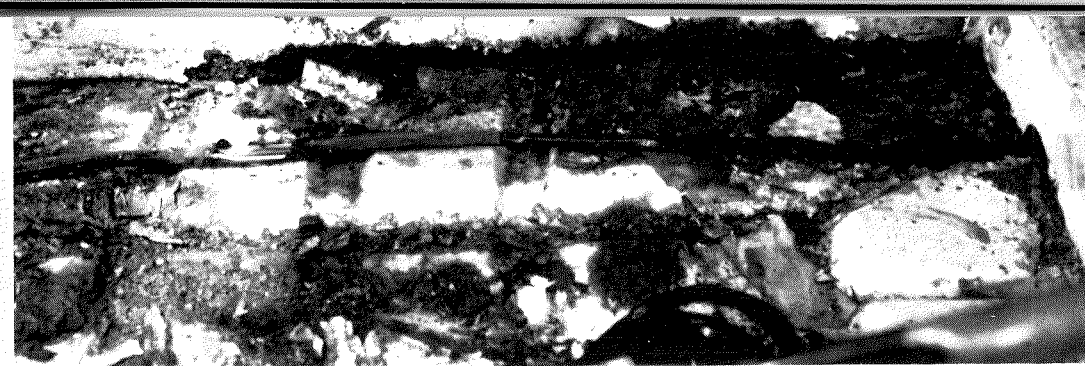
It became evident that GWK has received extensive rear damage at some time, both rear wings had been replaced in addition to the rear valance and petrol tank. Slight markings on the roof gutter suggested that the shell may be twisted, which was confirmed when the N/S rear wheel arch carpet was removed. The boot floor is also



rippled in addition to being fairly rotten at all sides and edges.

The replacement wings will not prove any problem to be removed as the welds are all very loose. Outer wheel arches are rotten on both sides, together with the inner O/S arch - luckily these are still available and with some very careful cutting I hope to save some 40 - 50 per cent of the original inner arch using a replacement arch for repair sections. The rear deck floor is very sound and only needs

minor attention at the wheel arch joint on the off side. Also the rear deck step panel is in very good condition requiring no work, even where it meets the main floor pan. The off side rear floor is excellent with work only to the seat belt anchorage points and minor sill edge work. Drivers foot well is thin but serviceable, but the very front chassis mounting point is a disaster area and may prove a problem. Inner sill on the off side is also thin but OK, leaving outer sill and sill strengtheners to be replaced. The front o/s



*Passenger floor as viewed from drivers side*

bulkhead is badly crumpled and rotten at both front lower edge and the sides. On the near side we have the first 2 inches of floor rotten, as well as sills inner, outer and strengtheners - rear floor is badly crumpled, possibly due to improper jacking up of the car, but the n/s front footwell is rotten. Bulkhead front and sides are absolutely rotten in addition to isolated areas of the bulkhead top.

Both doors are commonly known as totally 'cream crackered' leaving only the glass and operating mechanism salvageable. Rear tailgate is OK, except for the rear wiper hole (no Bernard, put the filler away!) which the good 'ol MIGMATE will put right. The bonnet is a disaster and with a bit of luck the top is salvageable/repairable.

Well would you take on this shell? This is why I have decided to shelve the project for some time until I feel confident and experienced enough to tackle such restoration work.

The aim is to put GWK 884D back to its original specification and take her back to the spot where 'Car' magazine took the publicity photographs in 1966 on the Bear Inn car park, Berkswell and re-live the start of the GT6 legend.

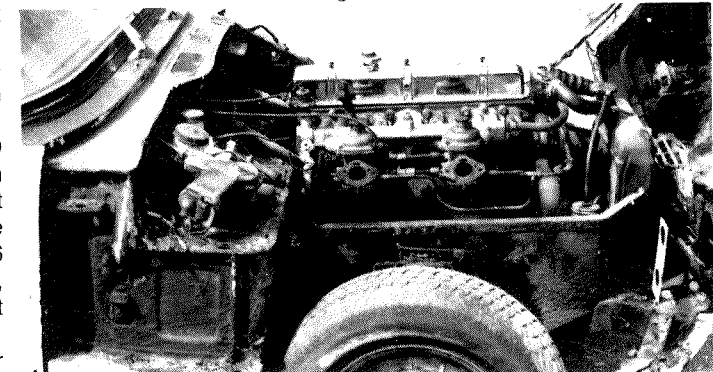
The car will then be used for show use only and hopefully



*Boot Floor/Spare Wheel Well*



*Drivers Floor well held together with underseal and tar*



*Bulkhead and engine compartment*

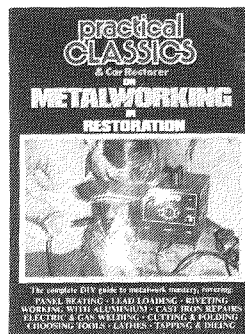
Rear of drivers seat



handed over to a museum for its safe keeping. Meanwhile I have a lot of work to do and will update members of progress from time to time.



Passengers Footwell



## NEW BOOK ..... NEW BOOK .... NEW

### 'Practical Classics on Metalworking in Restoration

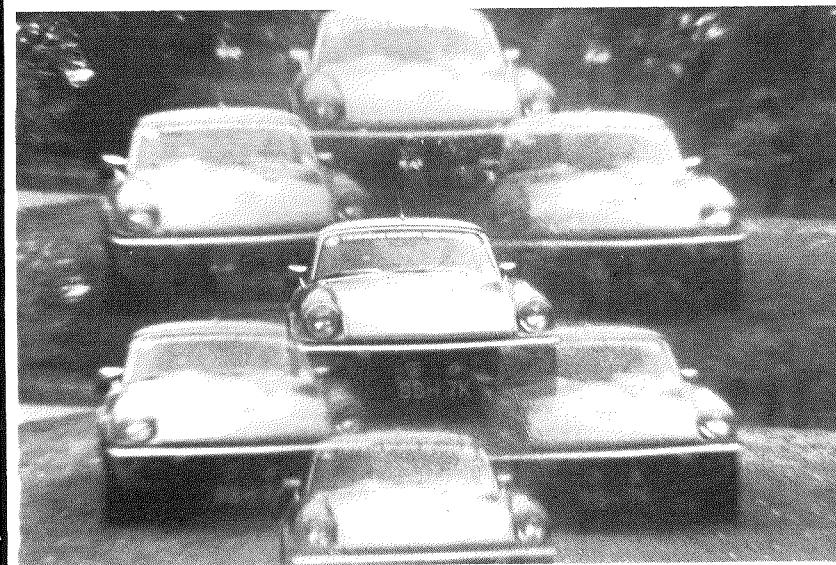
The complete do-it-yourself guide to metalwork mastery covering: PANEL BEATING • LEAD LOADING • RIVETING • WORKING WITH ALUMINIUM • CAST IRON REPAIRS • ELECTRIC & GAS WELDING • CUTTING & FOLDING • CHOOSING TOOLS • LATHES • TAPPING & DIEING

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# PHOTO'87

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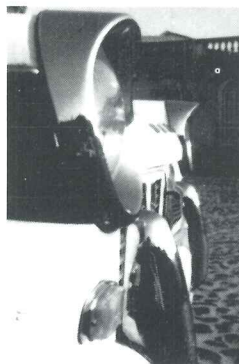


3RD  
PRIZE  
S. MAGSON

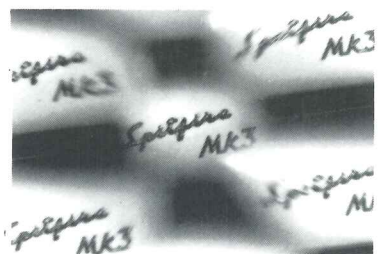




"WHOC"



"WOTS UP DOC?"



GDS 5

CONGRATULATIONS TO ALL RUN

# AREA NEWS REVIEW



## THE FIRST TSSC OLYMPICS



Reported by  
Steve Love



## - SOMERSET AREA BEACH PARTY, BREAN SANDS

### RESULTS ROUNDERS REPORT

The National Rounders Championship was won by a mish-mash team comprising Worcester and Oxford Areas, plus a few stragglers. Due to some inspired bowling by "One-Arm Bill" and some diversionary tactics by "Back-Stop Bev", the Somerset team were pipped at the post and the final result was 9 - 5.

The other semi-final between two teams from the four corners of the country came to a grinding halt when the ball disappeared into the dunes. Result - a draw.

The NIGEL MANSEL lookalike contest was won by Nigel Mansell (perhaps a late Saturday night was the reason for his Hockenheim downfall!)

### RELAY RACE/CIDER SWILLING CONTEST:

Won by I know not whom, but who cares!

The TUG OF WAR came to an abrupt and painful end when the rope broke! Result - a draw and bruising for all.

The MONSTER FROM THE SWAMP lookalike contest was won by Julie when she ended up in a very smelly ditch. Yuk!!

Unfortunately the National Frisbee Championships were abandoned due to a force 8 gale. All involved got fed up with running the length of Brean Sands to collect the frisbee!

And now the results you have all been waiting for - in print for the first time:

**THE BREAN CONCOURS COMPETITION** (only the names have been changed to protect the innocent - or not so innocent as the case may be!)

**Rustiest Hulk** - Despite a brave effort by John to enlarge a gaping hole in his rear wing, the trophy was proudly collected from Nigel Mansell by Ken with his stunning MkII Vitesse (no filler was used here to hide the full glory of the bodywork) - well done Ken.

**Dirtiest Engine** - This category was convincingly won by John with his yellow Spitfire. The judges were most impressed by the quality of the vegetation growing on the bulkhead but the cup of coffee over the rocker-cover won the day.

**Dirtiest Car** - This category was won by Simon and his blue Herald Estate. The dirt was obviously cherished and had been accumulated since pre-delivery inspection day. Congratulations to all the winners - and keep up the good work! I hope you all enjoyed yourselves and hope to see you all again next year.



# AREA NEWS REVIEW

Anglia...Avon...Canterbury...Cleveland...Cornwall...Derwent Valley...East Berks

## Anglia

Not a lot to report from our September meeting with only about 20 people turning up. I hope that as many people as possible will turn out next month to help elect a new A.O. and committee. I shall be unable to assist the area any longer as I am moving away (look out Peterborough area!). However, I hope to be able to appear at some of the meetings from time to time. Don't forget that the Essex Area will be arriving at the Coach and Horses on **Sunday 18th October, lunch time**, so we need some of our members to be there to greet them. Finally I would just like to say that I hope to arrange a trip next year to LE MANS so if there are any Club members out there who have not been and think they would like to go, or have been and want to go again, give me a ring and let me know if you are interested.

*Simon Wisbey*

## Avon

Looking back to August I must thank John, Mike and Tim for the tune-up weekend, not forgetting Sue who supplied the much appreciated refreshments. Looking ahead to November 7th, the cost of the Bonfire Night is £3.25 for adults and £1.50 for children under 12. The cost covers food and fireworks. The maximum attendance figure is 50 and John has already had several people who have said they will attend. This is always a fun evening so you will have to move quickly if you want to come to it. I am sure John will be grateful for help to build the bonfire the weekend before. Anyone who has been to John's house may recall the distance from the house to where the bonfire is built. Last year only 3 of us were there to carry out this work, and John spent every evening the week before the bonfire night finishing off what we didn't manage to do on the Sunday. So please let us have some more offers of help this year. Come along to the meetings at **The Travellers Rest, Filton on Monday 5th October, The Talbot**

**Keynsham, on Wednesday 21st October, The Travellers Rest Filton on Monday 2nd November.**

*June Wrighton*

## Canterbury

Not a lot to say this month save that the "Bat and Trap" report will appear in next month's issue, and that I now have recommended companies for engineering and body and trim.

New faces are still appearing tending to be more of "here now" than of the "here again". Maybe I should change by de-odorant? I'm afraid I cannot make the Tuesday meet but come and tell me on the Sunday. Don't forget our fellow members driving their club cars at Lydden on the **3rd and 11th of this month** and also Ray Chambers is going to see The Brighton Car Rally on **November 1st**. If you wish to make a convoy give him a ring on Dymchurch 873045.

**Tuesday 13th - monthly meet at Abbots Barton Sunday 25th - Lunch time at Slippery Sams (half-way along Stone Street)**

*Andrew Mason*

## Cleveland

We really enjoyed our trip to Holker Hall. There was a sad lacking of TSSC cars. There used to be a Club stand in previous years. Thanks to the TR Register we joined in the fun and serious drinking on Saturday night. On Sunday we had a good look around the Lakeland Car Museum at Holker Hall and the wide variety of competitors cars. Thanks to Ken and Jill, from West Yorkshire, the barbecue was just right! Hope to see more faces there next year. **Our October pub meeting is at The Ladle on Thursday 29th. Thanks.**

*Kathy*

## Cornwall

Today there are only nine days to go before CART, but by the time you read this, it will all be over and we'll be wondering what to do with all our

spare time. Perhaps we should organise another one next year. NO - that's not a good idea.

This month sees us visit Bob and Judy Armstrong for a wine & cheese (bring a bottle) party on October 17th at 7.45 pm. Please ring them and let them know if you will be attending - Mevagissey 842748. Otherwise come and join us at the Grenville Arms, Nanpean on 30th October.

*David Buxton*

## Derwent Valley

**We're off!** The first official meeting of the Derwent Valley Area was held at The Railway public house, Cowers Lane on the 26th August. 11 people attended in various vehicles, namely 1 GT6, 3 Heralds, 1 Vitesse, 1 Spartan and a Lada Estate. The Lada is mine as the Spitfire is undergoing a rebuild.

By the time you read this we should have sorted out some local activities and hopefully some commitment to attend a number of national events as an Area.

We meet on the third Wednesday of every month at 7.30 pm, The Railway (as above), located at the junction of the A517 and the B5023 west of Belper. We have our own meeting room and there is ample car parking space.

If you have any queries or require further information, please contact me on Derby 881094. I hope to see some of you at our next meeting.

*John Eade*

## East Berks

Sunday 23 August saw a great day out at Littlecote Manor. It's difficult to say what it is that makes a successful Club outing but we appeared to have the right ingredients with good weather, good company and plenty of interest. The seven hour visit to this fabulous old historic manor just flew by. Thoroughly recommended to any area as a memorable excursion.

Don't forget our new venue is now The Seven Stars at Knowl Hill for the Oct. meeting. From now until our December (Xmas) meeting, we will be

# AREA NEWS REVIEW

Essex...Gatwick...Hants & Berks...Hants & Surrey

holding an Area 'Autodarts' league; further details in October. The December meeting will, in fact, be in the form of a Christmas party with buffet etc. at a cost of about £3 per head. Something to look forward to, to round off the year.

Yours truly will be in Greece for a few weeks from mid-September but hope to be back for the December meeting.

*John Reed*

Remember  
Area Organisers  
you must submit  
Registration form  
from last months  
Courier by 31st  
October to  
continue as a  
official TSSC area.

## Essex

The annual Christmas dinner and disco will take place on Saturday January the 9th at the BELL Hordon-on-the-Hill. Tickets will be on sale at the October, November and December meetings. The price has yet to be fixed but will be around £10 per person. As is usual at this event fancy dress is de rigeur (this is French for indispensable or compulsory and is used by the most fashionable magazines). Also at the dinner a small trophy will be presented to the winner

of the treasure hunt series.

The convoy to see the Southend Lights switched on coincided with the heaviest rain and hail that Essex has seen for a number of years. Many roads were flooded and the White Bear (meeting place of the convoy) was cut off for a time. In spite of this, and having to push the Herald out of one of the floods, Crystal made it to the White Bear car park, no one else did, so the convoy was abandoned. I know that a number of members tried to reach the said meeting place, but were unable to because of the flooded roads. Thank you all those who tried, perhaps we will have a better summer next year.

John and Richard from the South Herts area visited us at the September meeting. John has a BOND which has encouraged the Essex Bond restorers to press on with their rebuilds, he must enjoy our meetings since this is his second visit - or is it the beer and the girls. See you all at the next meeting - **remember your money for the dinner and disco**

*Crystal Harvey  
and David Bird*

## Gatwick

The following events have been organised and further details can be obtained from Chris Childs on 01 330 1389:

### Treasure Hunt:

Meet at The Stepping Stones public house, West Humble, Dorking, Surrey (near Burford Bridge Hotel, Boxhill), 12.00 for lunch. The Treasure Hunt will commence at approx. 14.00 hrs.

### Christmas Dinner:

Meet at our usual venue, The Fox Revived at 20.00 hrs (eating approx. 20.30 hrs). A table for 12 people has been provisionally booked, so please let me know whether you are able to attend. A menu should be available for circulation shortly.

In addition to the above events, Gatwick Area members will be

attending an Autojumble at Kempton Park Race Course on 4.10. For further details, please contact Chris Childs.

For those of you that have forgotten when our meetings are: **the October meetings will be on 5.10 and 19.10 at 20.15 hrs** (i.e. first and third Monday of the month). Let's see a few more faces!

*David Loveridge*

## Hants & Berks

One of the best days of the summer weather-wise for the Hants & Berks Autojumble on 16th August. A good turnout of people selling but it would have been nice if more potential buyers had called in. Even so, most people seemed to think that the event was worthwhile so perhaps we will make it an annual do.

Election time is here again. For Hants & Berks members, your opportunity to vote for Area Organiser, treasurer, etc. will be at the first **October meeting on Tuesday 6th October**. The following will be standing for re-election: Dave Hearnden, Area Organiser; John Morris, Treasurer; Graham Sturgess, Secretary. It would be helpful if any other nominations could be advised to either Dave or myself before the meeting so that details can be prepared for circulation.

Once the elections are out of the way, a calendar of winter events will be drawn up. These will include the normal inter-Area/inter-Club skittles matches, quizzes etc. but as always we would be pleased to hear any new ideas. One event which cannot wait for the calendar is the Xmas Dinner. Any suggestions/preferences for venues, dates, etc. to Dave as soon as possible please.

*Graham Sturgess*

## Hants & Surrey

**Future Meetings:** with effect from October, our venue remains unchanged but the night moves to the second Monday of each month. **The next meeting is October 12th** - hope to see you all there!



# AREA NEWS REVIEW

## North Herts/South Beds...South Herts...Hull...Ipswich

Hope you all had enjoyable summer breaks and now feel suitably refreshed. Congratulations to Martin on successfully completing his sponsored bike ride from John O'Groats to Lands End. **N.B.** Those of you who sponsored him, the impending collection of money is no excuse for not turning up at the next meeting!

If any of you have nominations for the next Area Organiser or would like to volunteer, please let me know promptly. In addition, if any of you out there in Triumphland fancy another bout of Beer & Skittles, let me know and I will arrange it. Other suggestions always welcomed .....

*Maxine Watts*

### Nth Herts/Sth Beds

Apologies for missing the last two Couriers but I have been very busy finishing my rebuild for the holiday. As it was, the car was on the road 10 days before I went, so my running trials were limited after a total restoration.

Because I have been busy, I have not been able to organise all the events I would have liked this year but can now devote more time to this.

Congratulations to Amanda Horton for winning our Area Treasure Hunt, albeit there was some confusion at the end and I had to return the trophy. Never mind, the plaque for second looks nice on my mantelpiece.

We were very lucky with the weather for our barbecue and my thanks go to Pat and my wife for their efforts in preparing and cooking the food.

Our meet with the TR Register was well attended and for the first time they had more cars than us at the pub. They must have got a bigger car transporter this year!

I would like to thank all the helpers from the Area for their efforts at the Cambridge Barbecue. Our Driving Test (with thanks to the Leicester Area) was good fun and was successful only by the hard work by our committee members. I am trying to arrange a few events during the Autumn and will give the dates etc. at the meetings.

**Wednesday 7th October - Meeting Eagle & Child, Witwell.**

**Tuesday 20th October - Meeting Bird In Hand, Henlow.**

*Steve Bedford*

### South Herts

By the time you read this, you will still be recovering from the South Herts barbecue, and our Treasure Hunt, which followed each other in quick succession. For the autumn months, we hope to have a slide show, as well as a Video night, but for the time being it's back to being a disorderly Natter and Noggin (or is it the other way round), although October's Club Night is our A.G.M. so for at least 5 minutes we'll all stop talking, and I'll tell you where we stand. For those new members who came last month, please come again, as I never got a chance to meet you, as I was absent for the first time this year. No, I didn't break down, I was in Hythe.

Many congratulations to Gordon Hadley, in getting his GT6 MkII on the road after a very long rebuild and making it to Arcen and back. Miracles never cease to amaze! (only kidding Gordon!!!). Pat and Donna had a good time over there as well, although Pat didn't enter his car for the Concours this year. Well, I guess he had to give everybody else a chance! Dave Ridge has bought a GT6 MkIII gear box, and that's exactly what he got, a cardboard box full of gears! Ken's still busy on his Vitesse, and Christine is loose on the road with her first solely owned Herald 1200. P.S. Thanks for the salad at the barbecue, Christine and April. Richard also deserves a pat on the back for all the work he put in in connection with that event, as does Keith for his on the Treasure Hunt.

And finally, our very best wishes to the newly married John and Val Gascoine, who we very much hope will attend our next meeting when they get back from their honeymoon. As old time members of our area, we can only hope that they have a TRIUMPHANT time together! See you soon.

*Sheridan Earl Russell*

### Hull

September meeting went well and we all actually sat round the same table as the Landlord moved us to another room where it would be more private. We had 12 people turn up for our second meeting at the new venue. We have been invited by the "Stag Club" for a get together before our cars are laid up for the winter months, on **October 25th at 12 noon** at the Humber Bridge Hotel, Barton-upon-Humber. After the meeting (if we are all sober) there will be a convoy to Normanby Hall Country Park (many things to do). The above hotel caters for meals/bar snacks, also you can bring your children too. So here's hoping for a good turnout and an enjoyable afternoon with the Stag Club. Anyone interested please come to the next meeting or 'phone the Area Organiser Gordon, Immingham 73074.

*Gordon*

### Ipswich

Rain, this year has served to be one of our biggest culprits in the lack of attendance at the many, various shows that we, as an Area, have tried to contribute to this season. At one point it seemed that all the saloon car owners were enjoying the benefit of a roof for 12 months of the year.

However, I still seem to be seeing more and more of "our" cars dotted along the highways, but never gathered at our meeting place. If any of you didn't realise, that is THE CROWN public house at Claydon, just minutes from Ipswich town centre.

Several of our regular members seem content to travel many miles and cancel engagements for the promise of an evening sitting at a table waiting for someone to arrive. Surely this cannot be fair to the dozens of you Area members who are reading this?

All we require is a little bit more enthusiasm and this Area will, I am quite sure, be the group that everyone has hoped it would become from its first meeting. **Next meeting 14th October and Election of AO.**

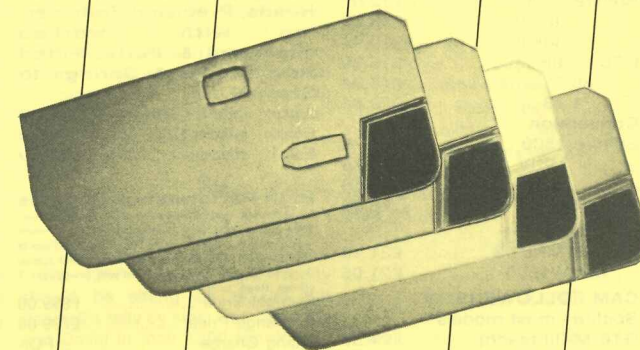
*Clive Manvers*

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GT6 69-74	£16.50
70-72	£24.00

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Spitfire 63-70	£7.64
GT6 67-68	£16.70
Exch. Deposit on Dynamos	
Add Securicor Del.	£2.30

##### EXCHANGE DISTRIBUTORS

Spit 70 - 74	£33.50
With Tacho Drive	£35.50
1500 74-80	£33.50
Exchange Deposit	£10.00

### East Kent

Not much to report this month as it seems that most people are either on holiday or staying in dodging the showers. The September meeting only saw about 15 people, which is our lowest for several months.

With the write-up on the Rochester Motor Club Autotest in this months newsheet, we are hoping to have two Spitfires enter the next one on the 27th September .... if Pete Hatcher can rebuild his Spitfire engine (after his aborted trip to Holland) and if I can get my £45 worth of MkIV Spitfire MOT'd in time. There will be a report on the trip to Holland in next months newsheet.

*M B Morrison*

### Leicester

At the August meeting at the Bath we were all stunned to learn of the tragic accident that had befallen Tony Mee and his fiancée, Anne Lunn. Anne has unfortunately died of her injuries and Tony is recovering from serious arm and shoulder injury. They were touring Italy on Tony's motorcycle when tragedy struck. As most of you know Tony and Anne were stalwarts of the Leicester Area and were the architects of the Leicester "Splash" at Stanford Hall last year. Little Anne will be very sadly missed, but her infectious laughter will be ringing in our memories for a long time to come. To Anne's family and to Tony we send our deepest sympathy and want you to know our thoughts are with you. Furthermore, we wish that Tony will make a full and speedy recovery from his injuries.

Sunday lunchtime at the Gate was attended by the regulars - like to see a few more of you at this meet - now that the nights are drawing in it is one of the few opportunities to "see" our cars during the winter months.

Notts area barbecue was a great occasion for those of us who went from Leicester. Well done Clive. Look forward to next years! who knows? I might be able to persuade some of those who only read these reports to

come with us next time.

Here is some important news for Andy Jones, John Kipping & Co. and other epicurean exiles. As from the 20th of September The Bath Hotel at Shearsby will be doing **FOOD**. A full range of bar meals in the pub and the big back room has been converted into a restaurant, so John can you bring Fiona for the full candlelight treatment, if she's good! who knows? they may even let you have two candles. Important date for your diary **Thursday 17th December Leicester Area Xmas Dinner Party. The Restaurant, Shearsby Bath Hotel, Shearsby.** Now that our pub meet has its own restaurant, we have decided to put it to good use by holding our Xmas "Do" there. We are hoping to provide a full banquet for under £10.00 per person and are holding this event on the **third Thursday of December** instead of the last Thursday in order to avoid your other Xmas and New Year revelries. Full details next month, but please make it a date - its going to be a lot of fun. **October Meetings - Sunday 11th Gate-Hangs-Well, Syston 12-2 pm. Thursday 29th Bath Hotel, Shearsby 8 pm.** Election of Area Organiser - if you wish to be rid of me, make sure you attend this meeting. On the other hand if you wish me to continue (which I am quite happy to do) please come and give me your support.

*John Thorpe*

### Mersey

The 1987 Treasure Hunt Trophy should be sitting on top of the Aspinall's telly by now, well done Gill and David in their 1200 Herald and well done Greg for a route that was very enjoyable, if at times a bit puzzling (it was not your fault that the Jet garage had changed to Shell - driving round Warrington looking for a non-existent Jet does get a bit tedious). Despite the hiccup everyone enjoyed themselves and thankfully we had a dry sunny evening and were able to round off the event with a barbecue at the Ferry Inn. Hopefully this too will now be an annual event.

At last I have found an excuse for a convoy. The Mouldsworth Motor Museum boasts the best collection of "Automobilia" in the North and over 50 cars and motorcycles. The owner has promised to give a guided tour and all this, plus afternoon tea, is all for £1.00! The visit is set up for **Sunday October 18th**. Let us have a good turn-out for this one.

*Tony Whitley*

### Manchester

As those of you that came to the September meeting will already know, I have now taken over Kevin's post as Area Organiser. Thanks are owed to Kevin for his work over the past months and I wish him well in his new job down south.

Getting straight down to business, those members who didn't come to the last meeting will not have seen the new Area Newsletter and will not be aware of the proposed additional Area meeting, planned for members living in north Manchester. This is still a topic for discussion so please try and attend this months meeting as I'm sure your journey will be rewarded.

Finally, as far as events are concerned I have received an invitation from the Pennine Triumph Sporting Car Club to join them on their run in Cheshire on November 1st. Anyone who is interested can obtain further details from me on (061 790 8991 after 5pm. See you all at The Nag on the 15th!

*Paul Howarth*

### North East

Well, I'm sorry everyone, but it seems that you are stuck with me for another year.

We have a new committee member: Tony Lambert has finally agreed to come on to the committee after two years of arm twisting, so all of us can now pester him for his expert advice.

The camping weekend was a great success and we are now making the arrangements for next years, which will also be held at Witton Castle, although on a different date, so not to



# AREA NEWS REVIEW

## Tenth Birthday

Yes, the TSSC has definitely arrived! We celebrated our anniversary in the usual way with the 10th Birthday Barbecue organised by the Anglia Area at Shelford, near Cambridge.

Pam and I have been to most, from the first at the 'Old English Gentleman' at Harston, through to Wells Farm at Whillesford, when the event out-grew the 'old gent', and finally here, to Shelford Rugby Club.

About 300 members assembled to salute Barry Newitt's last fling as chief organiser. He has decided to 'retire' and hand responsibility over. After 10, he and his uncomplaining wife Maureen, will be able to enjoy the next Club Birthday, for the first time! They have surely earned a rest! Anyone wanting to organise a national event would do well to copy Barry's example as they have all seemed to run like clockwork.

To get back to the celebration, various events filled every moment during the afternoon with refreshments in the rugby club to sustain us. Steve Bedford with North Herts and South Beds Area ran a very popular Driving Test and much amusement was had watching 'Haul a Herald'. While all this was happening, Sharon Espin, Dennis Watson and John Griffiths were sorting out the good cars from the indifferent ones to establish the concours results. This was not such an easy task as there were

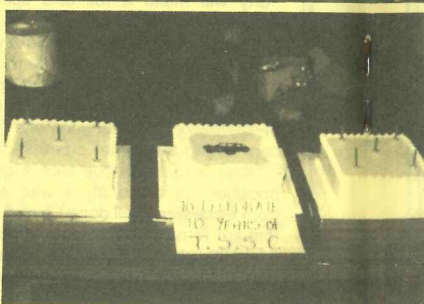
many nice cars present. Club videos ran continually throughout the day and trade stands, plus Bill and Jo Sunderland with Chris and Trudi Squibbs selling Club regalia did steady business.

In the middle of the afternoon, over 30 cars went off for a short, scenic drive through some of Cambridge-shire's pretty villages (Little Shelford, Newton, Barrington, Haslingfield, Harston etc.) and it was nice to see all the convertibles converted, as the event enjoyed very good weather, as it usually does. Perhaps Leicester Area (Stanford Hall), could ask Barry his secret!

John Griffiths then took over the mike for the closing speech, presented Barry Newitt and the Anglia Area with a trophy as a memento for their 10 years hard labour! He also told us that it was Barry and Maureen's wedding anniversary and said what splendid support Maureen had given Barry as he presented her with a bouquet of flowers. John also tried to persuade Barry to reconsider his decision to quit. We shall all have to wait and see if he succeeded.

A birthday cake to celebrate the occasion was produced and Fay Presto tricked us once again!

About here in the proceedings Pam and I, Val and Jim Carter started our long drive home, off into the sunset, leaving the revellers to enjoy the music, miniskirt/teddy boy



# AREA NEWS REVIEW

## Barbecue Report

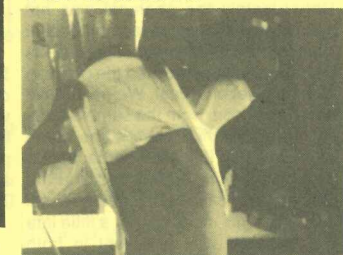


competition and to be entertained by Fay once more.

Thanks Barry, for ten years enjoyment and I hope Sunday was not too painful!

Steve Bignall's barbecue was excellent: very varied choice, followed by Bakewell Tart and cream. The food was very good value as always.

Barry then called the assembled throng together for the Prizegiving. The awards were given by Millers Coaches and Marshalls of Cambridge, a company that have supported the event since the first year. The presentations were made by Fay Presto, TSSC's very own cabaret star! The results were as follows:-



REPORT By John Cudmore

DISANCE AWARD - UK:	Shaun Byrne/David Doherty of Chorley, Lancs.
DISTANCE AWARD - O/SEAS:	TSSC member from West Berlin.
HAUL A HERALD:	Anglia Area 29.3 secs.
PLUG CHANGE:	John Puffitt 35.9 secs.
FEELY BAG:	Barbara Bust/Dennis Watson
DRIVING TEST 1ST:	Mark Wrigley
DRIVING TEST 2ND:	Carl Heinlein
BEST HERALD:	13/60 Estate ORH 309M, Jim Carter
BEST VITESSE:	MkII 2-litre Conv. UVT 962G, Dennis Benson
BEST GT6:	MkIII SEG 567, Paul Espin
BEST SPITFIRE:	MkI, Fuel Inj. DRW 503B, Carl Heinlein
BEST BOND:	GT46 127 EEW, Dennis Watson
BEST SPECIAL:	Hurrican CBL 292J, Anne Dyson



# AREA NEWS REVIEW

## Nottingham...Peterborough...Salisbury...Scot West...Somerset

clash with Doone. Hopefully we will attract even more cars next year, to make it even bigger and better - if that's at all possible. If you have any ideas on events for the weekend, please let me know.

*Judith Atkinson*

### Nottingham

The barbecue evening went well with over 20 people enjoying a warm and dry evening. As people arrived I collared them for the driving test before they could hide in the bar or drool over the barbecue. The driving test was reversing round obstacles in the car park and was great fun. Fourteen people had a go, amongst them several ladies. Fastest time was 44 seconds by Pete, slowest 3 min. 24 secs. by Justin, both of whom received an appropriate prize. Whilst the driving test was in progress, Dave and Ruth got on with the barbecue. Unfortunately the charcoal was not being very co-operative, some of it refusing the burn. John Thorpe, the Leicester A.O., pinpointed the problem as being wet charcoal. We must have bought our coal from the same source as him as he had exactly the same problem at the Leicester barbecue. So some grills were abandoned and the food finished off in the adjacent school kitchens. This made dinner a little late but the food was excellent in both quality and quantity, there being more than we could eat.

Thanks to Dave and Ruth Manning for organising such a good spread.

Forthcoming Events:-

**Film Show - October 14th**

**Christmas Do - December 9th**

*Clive*

### Peterborough

Unfortunately September's meeting is the evening of the magazine deadline, so I am writing this report slightly early. August has been an extremely hectic month for me with shows nearly every weekend, the last one being August Bank Holiday when Paul and I ventured to Stoneleigh, which is the first time we have been

and thoroughly enjoyed it. We nearly didn't make it as my bumpers had not appeared the weekend before from being re-chromed, so I would like to say a big 'thank you' to Steve Meek for the loan of his Spitfire 1500 rear bumper (nobody noticed the difference!) and Richard Francis for the loan of his brand new front one. A nice, original MkIII GT6 arrived with only 20,000 on the clock - it's amazing how these low mileage examples keep appearing. I also lost count of the number of people who asked where the TSSC stand was?

**October's meeting is on the 12th October at The Three Horseshoes, Yaxley.** If anybody is interested in helping to assist with the running of the Area, I would be pleased to hear from them. Tickets will also be on sale for our Christmas Dinner on Saturday 12th December.

*Sharon Espin*

### Salisbury

Salisbury Area's meeting on 3rd September was huge success. In spite of the fact that many of the regulars were in Holland, we had a massive turnout. No less than 22 cars were present; perhaps the word has got out about how good the beer is at The Three Crowns.

*Bill Morland*

### Scotland West

Well, well, what a fantastic turnout of members for the August meeting. Lots of Spitfires, GT6s and Heralds but not a Vitesse, Bond or Special in sight. There was a good cross-section of TRs and a bunch of Stags. I came as a passenger in a Toyota. I'm saving up to rebuild a MkI GT6 over the winter. The Gymkhana was organised by the Triumph 2000/2.5 Register and duly won by a TR6, which sounded like a souped up Jaguar with its triple webbers and big bore exhaust. All in all, it turned out to be an excellent evening with a good show of hands for people wishing to participate in the Treasure Hunt.

The Treasure Hunt consisted of a

GT6, Spitfire, TR2, Stag, Lada and a Fiesta who braved the mist and drizzle. A pleasant pub lunch was heartily scoffed in the Salmon Leap where we were joined by a TR6 from the east coast. I acted as navigator in the GT6 and got us completely off course from the start. Then it broke down. Archie had replaced the ignition system so we suspected fuel but an abrasive rub on the rotor arm solved the problem and we got the booby prize for our efforts. The Fiesta won a bottle of plonk.

Ian Wheeler organised Doune Classic Weekend which turned out to be an absolute scorcher of a day. Unbelievable weather, just like Greece. I've now got a white circle on my chest where my club sticker was stuck. It was nice to meet new faces and put faces to names. I think the English send up one cracker of a car each year to walk off with the main trophy. A convoy back through Callender made a perfect end to a perfect weekend. Well done, Scotland West for winning two trophies.

At extremely short notice, I was called upon to organise a club stand at the Igliston Classic Car Show in Edinburgh. My old Rover 3½ didn't make it as the master cylinder seals packed up and ruined the carpets. My Rover SD1 broke down on the motorway with a burst water hose but the show went on. Thanks is extended to Ian, Archie, Chic and Andrew, who showed their cars and looked after the stand. My wife had had enough of cars this summer, so I was dragged off screaming to visit friends and their weins. Can't wait until next years show. **Next meeting 12th October at Glasgow Flying Club - see you there!**

*John Malcolm*

### Central Somerset

First of all I must apologise for the lack of news letters for the past couple of months.

The club stand at the Yeovil Festival of Transport held on 9th/10th August was a great success and even the weather was on our side with brilliant sunshine for most of the weekend. The

# AREA NEWS REVIEW

## Sussex...Swindon...East Sussex

stand seemed to attract a lot of interest and we signed up 7 new members over the weekend and may more potential new members took away membership application forms. Many thanks to all those who helped to organise and run the stand and thank you to all those who made their cars available for the stand. The barbecue on the Saturday was also a great success and I think everyone thoroughly enjoyed themselves (although I personally ended up short of half of one of my front teeth!).

I have just returned from the International Spitfire Weekend which is held in Holland and again this event was very enjoyable and very well organised, although with around 385 cars on the convoy there didn't seem to be as many as last year! Also congratulations to Steve Love who came 2nd in the post-1970 concours class with his 1500 Spitfire - well done again!

As winter draws closer I am looking for suggestions of activities and events to fill our winter calendar and if anyone has any ideas or would like to organise a trip/skittle match, etc. please let me know.

The Beach Party held in July was also a success and seemed to have been thoroughly enjoyed by all those who attended. The weather stayed dry throughout the weekend, although it was very windy on the beach and so the barbecue had to be re-directed to the camp site, otherwise we would have ended up with sandblasted burgers! Steve Love has written a fuller report of the beach party which you may find elsewhere in this Courier or a future Courier. Hope to see you all at the next meeting.

*Rod Warren*

### Sussex

Congratulations to Chris and Amy (his MkIII Spitfire), who came first in class at the Bluebell Railway Vintage Sunday, against stiff MG opposition! Well worth all the polishing. The day started off very promising with a number of enquiries about the club and members from other Areas coming over for a chat but then came

THE RAIN! Oh well, there's always next year.

Congratulations also from the Sussex Area to Steve and Rhianon for naming 'the day' which will, hopefully (according to Steve) coincide with the end of his major rebuild ..... but which year?!

A provisional Christmas Dinner date has been set for Saturday December 19th at The Five Bells as last year. Please let me know as soon as possible whether you wish to attend so that I can confirm the booking; better still turn up on the 7th October which is when we will also be elected the Area Organiser for 87/88. So please make it if you can.

The third Sunday in October we will be trying our hand in Ten Pin Bowling (watch out Gatwick). Any members interested again let me know as soon as possible. At present we have booked two lanes. We will be meeting at The Sussex pub, Kings Road, Hove as per normal Sunday arrangements and then on to the King Alfred Leisure Centre (across the road) for the bowling.

### DIARY DATES:

**Wednesday 7th October - The Five Bells, Chailey.**

**Sunday 18th October - The Sussex, Hove. Afterwards Bowling at King Alfred Leisure Centre.**

**Friday/Saturday/Sunday 30th, 31st Oct & 1st Nov: Brighton Classic Car Show, Metropole Exhibition Halls.**

*Nigel Wilde*

### Swindon

Well, a lot has happened while I had three weeks holiday: some members attended the Yeovil Festival of Transport, which meant they had to leave the Oxford Barbecue early, sorry. All who attended both events had an excellent time. Where does Steve Love and Rod Warren find the stuff (a new GT6 bodyshell!).

August 15th saw the Area stand at the 'Classic With Action Show', Castle Combe. 10 cars displayed and the stand was the best. It attracted a lot of interest, which is more than can be

said about the shows publicity - bigger and better next year I hope. Many enjoyed driving their car around the track. Many thanks to Shaun and Co. for organising the stand and party afterwards.

The Area meet at Blunsdon was well attended, even if we had to meet in the bar.

**Announcements:** on 8th August I got engaged to Denise while in France. Sorry, not in a GT but in our Peugeot 305GT, which we have to save the GT.

The Area is moving house to The White Hart, Oxford Road, Swindon. Meets still on 1st Monday of the month, starting 5th October.

### Future Programme:

**October 5th - meet at NEW VENUE - White Hart, Oxford Road, Swindon. Let's have a good show 7.30pm onwards.**

**October 28th - Observation Run, 10.30 am Loate Water Country Park, Swindon.**

**November 2nd - meet at White Hart.**

*Ivan Kirk*

### East Sussex

It was a good turnout for the meeting on the 7th September 1987, so much so that we took over one room of the pub and had to borrow seating from the restaurant - lucky for us there were few diners on a Monday. We are pleased to welcome our 'first timers' - Phil Brown (and sons), Jasmine Kindon, Barry Foster, Nick Miall and John Jenkins. Jasmine brought along some magazine articles and advertisements covering all our club cars which had been collected over a period of time by her father and herself - they were really interesting and worth viewing. Weather permitting we hope to run a small convoy of club cars to Lydden Hill on **Sunday 11th October** we'll be meeting at The Wheatsheaf, Little Common for a 9.30 start. Please ring us if you are interested.

**Diary Dates. Oct.5th,1987 The Wheatsheaf, Little Common 7.30pm. Oct.11th,1987 Start from**





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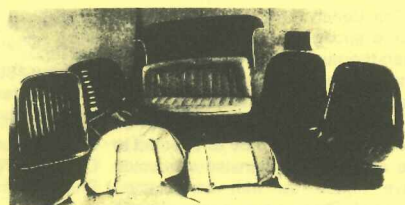
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# AREA NEWS REVIEW

## Thames...Wessex...West Middlesex...West Midlands South Yorkshire

**The Wheatsheaf, Little Common**  
9.30 for Lydden Hill. Nov. 2nd, 1987  
**The Wheatsheaf, Little Common**  
7.30.

**Area Directory Amendment.**  
**Meeting Day - 1st Monday 7.30p.m.**  
(until further notice)

*Karen and Steve Voller*

### Thames

First some bad news: the final demise of Andrew and Lorraine's Spitfire. After an accident, the Spit is now banana shape along with Lorraine's hips (well not quite but when she's recovered from her broken pelvis we'll see her about again). Get well soon. The car that bent the Spit? Well it was one of those Swedish Triumphs, the dreaded Volvo. Speaking of Volvos, Mike's got rid of his, horray! He's bought another Triumph, horray! but not a Club car - boo! Well, everything else appears the same: Leon's Vitesse is £2,000 nearer being finished ..... or is it? Our first indoor barbecue took place on 26th August at The New Inn. A novel idea by Bill and Chris, the licencees. The weather was too cold for us poor car folks so they put on a meal for us instead. Very nice it was too. Thanks again Bill and chief chef Chris. Preparations going well for the convoy: 10th September saw our depart from Thames for John O'Groats, convoy trailer in tow, signs ablaze. A nice crowd to wave bye-bye too!

Well, it's new Area Organiser time again. Nominations quickly to me. I'm willing to stand again if you want me to, this time it's for 18 months due to a change on the Area Organiser year, brought about by the Club's Council of Management. Well, that's it for another month. Come down and see us, bring some ideas for winter: Films? Christmas Party? Indoor Sports? .... you know what they say - the choice is yours!

**Future Meetings at The New Inn:**

**Thursday 7th October, Thursday**  
**21st October and 4th November.**

*Tracey Ludman*

### Wessex

What a busy month!! The last month

has seen us active in many fields. Firstly, our single wicket cricket competition was won by Trevor and Kevin - well done to them both. The afternoon was livened up by the antics of Neil Hewitt in the field, who proved to be a real star (watch out for the cowpats next time!). The following Sunday the TSSC played a team from the local branch of the Cornhill Insurance at cricket. Despite an inexperienced team, we held them to 270 runs but unfortunately could only muster 164 ourselves. Well done to everyone who played - it was interesting watching the mixture of styles. Our annual convoy to the Yeovil Festival of Transport went well, with nobody getting lost. We all had an enjoyable day out, with many interesting cars to view and a few bargains lurking in the Autojumble. It was good to see John and Bridget entered and perhaps we can arrange a few more entries next year. The following day, we went, in yet another convoy, to the 'Wheels and Wings' display at Popham in Hants. The warm weather ensured that everyone enjoyed themselves in the relaxed atmosphere.

### Forthcoming Events:

October 14th - Quiz organised by the TR Register.

October 27th - Skittle Match versus the TR Register.

*Jeremy Woodward*

### West Middlesex

Sorry about no Area news for the last two months but anyway, in July we had our first Area stand at the Uxbridge Auto Show. A great number of cars were on the stand - about 20 in all. Half were Herals and the other half were Viteses and in the middle of the stand were two rebuilds: one was a Spitfire chassis and the other was a 1962 Courier Van, which is my car. A lot of people visited the stand during the day and the Club gained five new members. I must thank Steve for letting me use his tent for the day and also thanks Alison for making everyone a cup of tea, which went on and on and on. Thanks again, but mostly to those people who lent us their cars for the stand.

Next years show date has been

given - it is on 17th July, which has now been booked.

I went to a lot of Club shows in August. I think the best show I went to was Doune in Scotland and driving to John O'Groats in my Vitesse MkII saloon, which lost a tyre on the way.

*Bob Rowland*

### West Midlands

It's good to see there's going to be a new Area starting in Coventry and wish them the best of luck for their new venture. If anyone wants to convoy to the first meeting on 6th October, we will leave Moxhull Hall at 7.45.

We have been specially invited to a late night opening at the Patrick Collection, on Monday 12th October. Many more exhibits and settings have been added, making the whole museum very worthy of our third annual visit. A special reduced price of £1.50 per head has been offered and light refreshments will be available there.

**This meeting will replace**  
**Tuesdays 13th October meeting.**  
Convoy will leave Moxhull Hall at 7.15.

**Date for your Diary:**

Worcester Area Fancy Dress -  
Saturday 7th November.

West Midlands Christmas Party -  
Friday 11th December.

**Next Meeting: Monday 12th October**  
**at the Patrick Collection and Sunday**  
**lunchtime 25th October.**

*Tony Spicer*

### South Yorkshire

Very quiet at the last meeting with only about 18 members turning up, probably because of holidays. You will have to arrange things better than this. Apologies to Terry and Annis for not immortalising them in print for being 'first timers' at the last meeting. Sorry folks, nice pair you've got there! We hope to have Club videos at the October meeting, so try to be there.

All praise and thanks to Peter 'Turbo' Willey for taking over the reproduction of the local newsletter, what would we do without you?

It was not possible to finalise the bookings for the Christmas Dinner at the last meeting due to the low turnout, but this must be confirmed at the next one and we will need your deposits. Finally, thanks to all who turned up at the August Sunday meeting, it was an enormous improvement and a great success.

*Chris Stabler*



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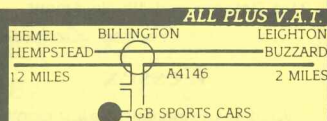
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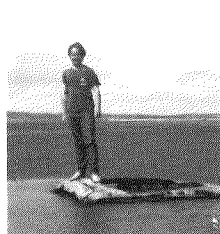
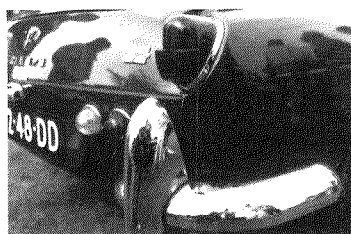
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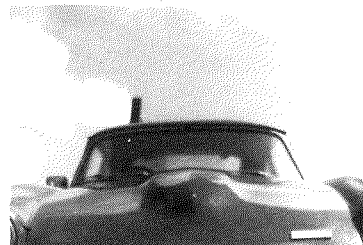
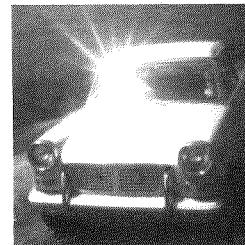
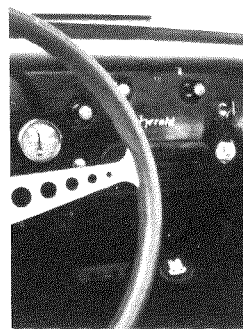
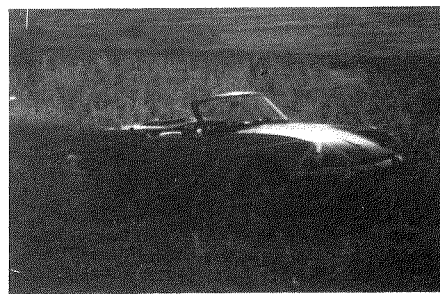
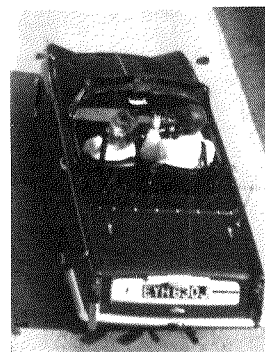


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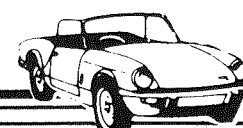
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# GERMANY 1987



## INTERNATIONAL SPITFIRE WEEKEND

By Martin Marrison  
- East Kent

**The Spitfire Weekend in Germany was advertised in The Courier and a few of us decided that, as they had visited our meeting last year at Chatham Historical Dockyard, we would return the visit this year.**

speeches, there was a disco, which was appreciated by the English as the D.J. was from England! I think that during the evening, the English taught the Germans a few new dances and by the end of the night we had most of the Germans up on the floor dancing as well. The D.J. enjoyed himself so much that he volunteered his services for the Saturday night as well and said that he would do it free of charge!

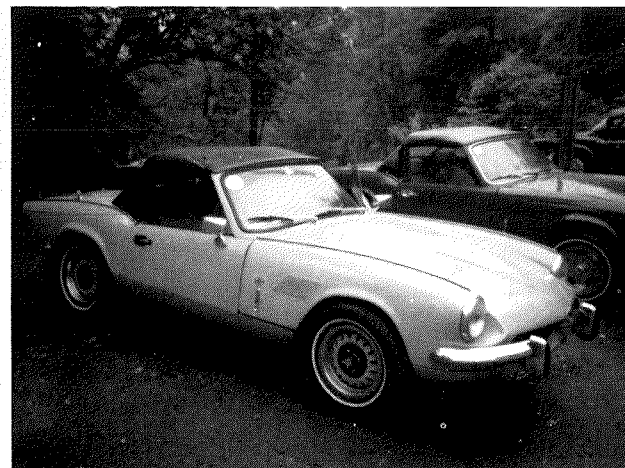
### Nursing major Hangovers

Saturday morning came with several people (especially some of the Germans) nursing major hangovers. In fact, some people surfaced after lunch! During the afternoon there was

the German equivalent of a Treasure Hunt; this consists of a map with photos attached, which are associated to a circled area on the map. There are then questions relating to the photos. The only problem was that the whole thing was in German! An English speaking German, Bernard, joined Clive and me in the Stag but the other three English couples in their Spitfires just had to take an educated guess after Del Carpenter roughly translated the quiz into English. Bernard knew the area well and with three people in the car, we did well being the first car back. The rest of the English turned up together almost last. Still, the difference in points between the English cars and the Germans' was only 20 points, so we didn't do too badly.

We managed to have the roof down for most of the afternoon but by 5pm it started to rain again. The disco was well attended again in the evening with the English starting the dancing off wearing shorts and many of the Germans joining in - there was even a German Policeman wearing a white mini-skirt!

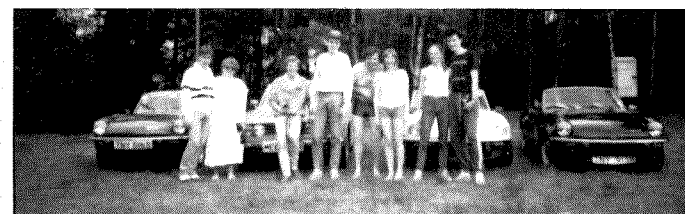
We packed up the tents and set off after saying our goodbyes and promising to meet in Holland in September. We would like to thank everyone in Germany for making us so welcome, especially Del and Maria Carpenter for organising it. Incidentally, the Stag did 110 mph with the roof down!



*Spitfire MkIII or GT6 MkII?*



*The English Cars come in nearly last all together!*

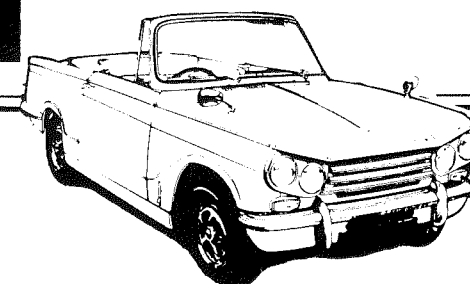


*English Stag meets*

*German Spitfire*



*Note the Mud!*



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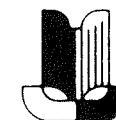
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# COMPETITION NEWS

Hugh Davies

## TSSC RACING CHALLENGE

A series of four races held at Lydden Hill in Kent. Races are sub-divided into two classes: 4-cylinder and 6-cylinder. Points are scored as follows:-

- 1 point for making the grid
- 1 point for fastest lap
- 4 points for first in class
- 3 points for second in class
- 2 points for third in class
- 1 point for fourth in class



### RESULTS: Round 1 - 29th March

- |    |                   |          |          |
|----|-------------------|----------|----------|
| 1. | Paul Lucas        | Spitfire | 6 points |
| 2. | Tony Lindsey-Dean | Vitesse  | 5 points |
| 3. | Eddie Wilkins     | Spitfire | 4 points |
| 4. | John Stevens      | Vitesse  | 4 points |
| 5. | Peter Cranwell    | GT6      | 3 points |
| 6. | Nick Ogden        | Spitfire | 3 points |
| 7. | Tony Adams        | Spitfire | 2 points |
| 8. | Gary Moore        | Spitfire | 1 point  |
- Fastest Lap - Paul Lucas

### RESULTS: Round 2 - 14th June

- |     |                   |          |             |
|-----|-------------------|----------|-------------|
| 1.  | Paul Lucas        | Spitfire | 6 points    |
| 2.  | Tony Lindsey-Dean | Vitesse  | 5 points    |
| 3.  | Eddie Wilkins     | Spitfire | 4 points    |
| 4.  | Ian Nash          | Vitesse  | 4 points    |
| 5.  | Peter Cranwell    | GT6      | 3 points    |
| 6.  | Graham Jenkins    | Spitfire | 3 points    |
| 7.  | Nick Ogden        | Spitfire | 2 points    |
| 8.  | Mark Thatchwell   | Spitfire | 1 point     |
| 9.  | Tony Adams        | Spitfire | 1 point     |
| 10. | Kevin Ginger      | Vitesse  | 1 point     |
| 11. | Gary Moore        | Spitfire | non-starter |
- Fastest Lap - Paul Lucas

running fifth behind Ian's Vitesse, charged the bank at Pilgrims. It looked quite nasty but, fortunately, Chris was unhurt. However, the race was stopped. While waiting for the re-start, both Jon Stevens and Eddie were forced to retire with an oil leak and suspected head gasket failure respectively. From the re-start, Tony just got in front of Paul, followed by Ian and Peter Cranwell in the GT6. Tony's lead was short-lived with Paul getting the power down better, coming out of Devil's Elbow and slipping into the lead. Paul then pulled even further away, eventually being some 10 seconds in front

### ROUND 3: 16th August

A scorching hot Lydden Hill was the venue for Round 3 of the 1987 race series. Unfortunately, neither Kevin Ginger or Gareth Thomas started: Kevin's car was still not ready, while Gareth stripped second gear during the previous days Sprint Meeting.

However, this still left a full grid of ten cars to take the start with Paul Lucas on pole position alongside Tony Lindsey-Dean, with Eddie Wilkins and Ian Nash on row two, followed by Chris Haywood and Jon Stevens. From the start Paul went into an immediate lead with Tony just staying in front of Eddie, trying as hard as ever to force his Spitfire past the Vitesse. The rest of the field was strung out behind. Jon Low, meanwhile, had a harmless spin at Devils Elbow in his Spitfire, re-joining at the back of the field.

The position remained static during lap two with Tony getting a bit of daylight between Eddie and himself. Then disaster struck when Chris, who was

at the chequered flag.

Meanwhile retirements were coming thick and fast with first Jon Low, then Ian spinning at Devils Elbow when his brakes failed, followed by Gary Moore in his Spitfire with what sounded like big end failure. This left just Peter and Nick Ogden in third and fourth places at the end.

### RESULTS

- |     |                   |          |                      |          |
|-----|-------------------|----------|----------------------|----------|
| 1.  | Paul Lucas        | Spitfire | 8m 57.9s (66.92 mph) | 6 points |
| 2.  | Tony Lindsey-Dean | Vitesse  |                      | 5 points |
| 3.  | Peter Cranwell    | GT6      |                      | 4 points |
| 4.  | Nick Ogden        | Spitfire |                      | 4 points |
| 5.  | Gary Moore        | Spitfire |                      | 1 point  |
| 6.  | Ian Nash          | Vitesse  |                      | 1 point  |
| 7.  | Jon Low           | Spitfire |                      | 1 point  |
| 8.  | Eddie Wilkins     | Spitfire |                      | 1 point  |
| 9.  | Jon Stevens       | Vitesse  |                      | 1 point  |
| 10. | Chris Haywood     | GT6      |                      | 1 point  |
- Fastest Lap - Paul Lucas: 51.6s (69.76 mph)



### TSSC HILLCLIMB AND SPRINT CHAMPIONSHIP Round 11: Lydden Hill, 15th August

- |    |                   |          |              |          |           |
|----|-------------------|----------|--------------|----------|-----------|
| 1. | Tony Lindsey-Dean | Vitesse  | 111.87 secs. | Class B6 | 10 points |
| 2. | Chris Haywood     | GT6      | 114.74 secs. | Class B6 | 8 points  |
| 3. | Dave White        | Spitfire | 118.88 secs. | Class B6 | 6 points  |
| 4. | Neil Sleightholm  | GT6      | 123.01 secs. | Class B6 | 4 points  |
| 5. | Keith Sleightholm | GT6      | 128.78 secs. | Class B6 | 2 points  |

ROUND 12: Goodwood, 29th August (NO ENTRIES) ROUND 13: Baitings Dam, 30th August (CANCELLED)

### ROUND 14: Gurston Down, 30th August

- |    |               |          |             |          |           |
|----|---------------|----------|-------------|----------|-----------|
| 1. | Chris Haywood | GT6      | 43.85 secs. | Class B6 | 10 points |
| 2. | Dave White    | Spitfire | 44.25 secs. | Class B6 | 8 points  |
| 3. | Hugh Davies   | GT6      | N/A         | Class B6 | 6 points  |

### ROUND 15: Goodwood, 5th September

- |    |                   |          |              |          |          |
|----|-------------------|----------|--------------|----------|----------|
| 1. | Tony Lindsey-Dean | Vitesse  | 113.50 secs. | Class B6 | 5 points |
| 2. | Dave White        | Spitfire | 116.98 secs. | Class B6 | 4 points |

## TSSC TEST DAY

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Please enclose S.A.E. with all entries.



# "THE HARD WAY FOR HERALD ANGEL"

## PART FOUR Rautjärvi and home

Leon Guyot - London

A brief stop at Rautjarvi for photos of KGF beside a very informative sign showing our exact position relative to the U.S.S.R. for the photos, KGF was parked just in front of a small sign which said in Finnish 'No Parking At Any Time' - which of course I could not read really.

We then left the main road, because it was becoming so bad and trundled onto a minor/unclassified road, the surface of which consisted of fine, slippery gravel, on through fast forest 'special stages', with bendy roads and small hilly bits - great stuff for swing axle Triumphs, if you know how to drive them - it hung on though!, past Ruokolahti and then the road just ended at the edge of a lake, thank goodness for Vitesse brakes! However, we followed an articulated timber lorry, Aris Spitfire and assorted SAABS and Volvos onto a pontoon affair, which turned out to be a mobile road/bridge which was dragged across the river/lake by a large electric motor and steel cables all operated by a man in a little metal hut tacked onto the outside! Further up the road, we stopped for some refreshment at a roadside Cafe/Petrol Station, and whilst we were standing by our cars looking down at the road, there came a terrific noise from the depths of the forest and one of the Finnish Triumph Club members Triumph 2000 powered 13/60 Convertible Saloons went steaming past, sounding more like some misplaced locomotive. I think



he saw us, because, as he vanished from sight into the depths of the forest greenery, there was an audible screech of tyres followed by the unmistakeably screaming of tyres scrabbling for grip on tarmac, as he catapulted back up the road toward us. After the inevitable car-chat, we all set off again, soon leaving the main roads for the much more entertaining unclassified gravel surfaced roads, which we enjoyed until we arrived back at Aris place.

The next few days were spent resting and generally socialising and, dare I say it? being tourists, for some reason the Finns do seem to like the English!

On the evening of 4th

September, whilst whiling away our time in one of Lahtis night clubs, we had the good fortune to meet the assistant from the video camera hire shop, who we had a long chat with in pigeon-English about the wonders of English Football teams and players - a subject about which, I must admit that I know, almost nothing so I just kept on mentioning names that I remembered hearing on T.V., and this seemed to make him very happy indeed, especially when mixed with the appropriate amount of very expensive alcohol. Eventually, after some cajoling, we managed to get him to agree to hire out the Video Camera etc. to us for three days at a cost of about 70 Finnmarks, or Ten

Pounds, instead of the correct price of Sixty Pounds. Next morning, Friday 5th September, Ari just could not come into the video shop, as he was totally unable to control his hysterical laughter and did not believe we would have the gall to carry it through, so being near the end of our holiday, and even nearer the end of our money, we decided we had nothing to lose and 'went for it'. Despite the poor assistants protestations that he could remember nothing, a few footballers names later, we left the shop with the Video Camera plus unit for £10. That evening, we set off for the rally of the 1000 lakes, one of the WRC events, of which the RAC Lombard is another. Once again, we used KGF and Aris Spitfire to travel the 150 miles or so on indifferent roads to Special Stage number 7, which cost about £5. each to get into as a spectator, in order to reach the 'car park' which you could not leave for about 7 hours. We had to drive our cars down the Special Stage itself - ruts, gravel, sand, hills, bends and all! Such terrific fun, now I can see why Finland produces so many fine WRC rally drivers, lucky devils. As usual KGF created a lot of interest amongst Jori Publicinen, then, as night fell, the pilot cars went down the route to ensure it was clear, first a big SAAB, followed by a big SAAB Turbo 'chase car', followed by a very nearly works Peugeot 205T16, then the leading rally cars, the unmistakeable on-off bark of the Metro 6R4s which seemed to be having some difficulty in putting down all of its more than adequate BHP onto the ground? The Peugeot 205 Turbo, what a superbly honed rally car this bolide has

become, smooth as silk, being driven so expertly by Timo Salonen, what a professional!

Best of all was yet to come, the Lancia Delta S4, with its injected twin-cam Turbo'd 1.8 litre engine putting 440 BHP through crashing, gnashing straight-out gears with the flames of high octane fuel blowing out the back of the car, the smell and noise will not be forgotten for many moons, nor will Markku Alens spirited and exciting driving of that fantastic rally Lancia! The rest of the night, we spent crashing through the virgin forest along with hundreds of other spectators in search of that elusive better position to see the hundreds of hopeful rally champions in their various Audi Quattros, VW Golf GTI's, Skodas, Moskvitches - surprisingly good, especially the Russian drivers, even Wartburgs competed, all having tremendous fun. No Triumphs took part - perhaps not so surprising, but sad nonetheless.

We did get the chance to push a rally car or two that got 'broken' in the foray. I must say that the whole atmosphere of the event was wonderful and electric, and I believe it is a must for any true car enthusiast to attend this type of rally at least once in a lifetime.

We travelled back to Lahti, and, due to my being very low on the old go-juice, I got to the stage of weaving up the virtually deserted road at 2 am for several miles, in order to slosh the petrol around and wet the sides of the tank. We drove on very slowly and steadily, still weaving around, until the car behind, which had been following for several miles, finally overtook us and shot off into the darkness, the four door unmarked police Saab with its' twin antenna vanishing quietly - bye bye Mr. Policeman! He must have wondered if I thought I was Alain Prost weaving up the road. We did find an automatic petrol pump in the middle of the forest and the car coughed to a halt right







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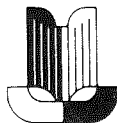
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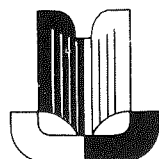
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Spitfire 1500 plastic wheel centres	£4.00 each
Spitfire/GT6 chrome finish rim embellisher (set of 4)	£14.00
Spitfire/Herald boot racks (wood or chrome slats)	£14.00

Note:  
Herald rubber bumpers (last few sets left before next delivery in December) £65.00

All prices plus carriage and VAT

beside the pump of the great god shell.

Next morning, we were up - bright? and early again, the video unit now recharged again, although the same could not be said for us! and off we went into Aris escort to special stage 25, deep in the forest, where you could see the aerial lichen hanging from the trees and taking its' nourishment directly from the unbelievably clean air. Luckily, we somehow got missed at the gate and so got away with the £5 entry fee - more by accident than design.

We stood in the best places for photos, just over the hill from the start line and very soon the cars started flying over the hill, sometimes literally, the Peugeot 205s scudding along, leaving a wash of gravel behind, stirring stuff methinks, then the Metro 6R4s looking like lost snowploughs, followed by sideways Audi Coupes and awfully efficient VW Golf Synchronos, and the stunningly exciting Lancia Deltas, more Audis, Opels, Mazda 323s, and the recently rolled Metro 6R4, its kevlar and carbon fibre panels held together with red sticky tape and elasticated straps, but it got its' revenge for my comments by spraying me with gravel and stones, the poor chap beside me being knocked for six by a blow to the head from a flying rock! great photo though. After making some more video film, we were off again to special stage 31 in the rally HQ town of Jyväskylä in Keski (middle Finland), stopping to eat in a roadside restaurant which looked more like a scene from 'Hill Street Blues', it was so full of blue uniformed traffic police on duty for the rally orientated traffic. For some inexplicable reason,

I managed to get two meals for the price of one! so naturally, I ate them both, while the others tried to stifle their laughter amidst the police. Outside the restaurant, I took a photo of the Polisi Mercedes 190 Saloon with an SLR Camera firmly bolted onto the middle of the top of the dashboard - some patrol car! - also the weird Wartburg 6 wheel car transporter, with the Wartburg rally car on the back of it. Jyväskylä was damp, we parked on the roof of a local hotel and joined the crush of people standing on the steep slopes of the parkland in the centre of the town, looking down on the closed off public road being used as the shortest special stage of the rally, which

**10-12 big FIAT camper  
type buses all the  
way from Italy**

is good, because everyone gets a chance to see all the rally cars set directly against one another, and compare their relative performances and very revealing it was too. It was now dusk and becoming dark, but we still managed to make some video film and got some photos as the cars howled across the tarmac, coming really very close to peoples front doors on certain hairy corners, and bouncing across the pavements and ripping down the plastic tape more than once. Walking around the town later revealed some surprises, like just how much factory support the Lancia team had, with around 10-12 big FIAT camper type buses all the way from Italy with Torino registrations and full Martini paint jobs and four buses with

Lancia Delta Rear bodyshells and Front bodyshells tied onto the roof racks. Another surprise was the fact that the hotel where we parked the escort, had locked its' rooftop car park and we couldn't get in, although they were very good about it and did open the gate, even though it was 1 am. We then went directly back to Lahti and slept for a long, long time.

Next day, we edited the video tapes and made some copies and also watched the State funeral of the President of Finland, which I understand Finns regarded as their duty, with almost the entire population watching. However, it was quite interesting and gave us a chance to see some of Helsinki, even if only on TV. We spent 3-4 hours of our last night in Finland translating 'Herald the Horrible' which subsequently appeared in 'The Courier' magazine Dec. 1986 issue. We finally completed this task at 2.30 am and I grabbed some sleep until 6 am, when I had to pack the car and drive the 152 miles to Naantali to catch the ferry back to Sweden. Although half asleep we really flew along, leaving Lahti at 6.30am on the 8th September, arriving at Naantali at 9.20am with about 30 minutes to stop for petrol, oil, coffee and navigation - an average of 65 mph. In fact we were in such a hurry to get to the port for the 9.30am check-in, I actually managed to overtake the (relatively low geared) rally Audi Quattro slin from Sweden, car no. 118, driven by Jan Eedqvist/Bengt Nilsson, they waved at us when they caught us up at the port! I'm not altogether surprised.

After an uneventful, but cheap, (£21) 9 hour daytime crossing, via the Mariehamn



Islands, we arrived at Kapellskar, just north of Stockholm at 7pm Finnish time (6pm Swedish time), we set off for Gothenburg as our DFDS ferry was due to depart next morning. The weather, was at first wet, but by the time we passed Stockholm, it had dried up and we saw a rather nice sunset with some hot-air balloons in the distance. The journey across Sweden was quite pleasant, although I was becoming rather tired. Around 10pm we stopped to eat in a roadside cafe, where the girl spoke perfect English and made us an even more perfect Steak and chips etc, all for £4. Sweden, it occurred to us, was cheaper than Finland and much cheaper than Norway, and the people were not really so bad after all, with a lot of interest being shown in KGF. In the cafe we met some English bikers, who looked a little travel worn to put it mildly. They had apparently lost their tent from the back of their bike before they even got to Harwich and left England, and had spent most of their 'holiday' sleeping rough in railway stations and the like and did not seem to be enjoying their holiday quite as much as they might have! I thought how lucky we were to

have such good friends in Scandanavia to stay with and how much we had enjoyed ourselves as a result - and all because I joined the TSSC!

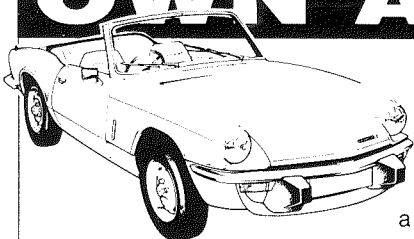
We arrived in Gothenburg at 1.30am - Swedish time - I think? and drove into the last campsite just before the town, when we could hear the cry of the sea-birds, this turned out to be Karralunds camping. I don't know just how the tent went up, but somehow it did and we fell into it, very very tired after a drive of 384 miles from Kappellskar at an average of some 64 mph, excluding total stops of around 1½ hours or so, our only worry was waking up next 'morning' in time to get to the ferry port, wherever that was. We needn't have worried, next morning the sun shining, we were awakened about 8.30am by a loud squeaking noise, I told Bill that I thought it was ducks, he told me not to be daft and on unzipping the tent, lo and behold, that tent was surrounded by male and female ducks, also seagulls and pigeons! I might not know much, but I know a duck when I hear one. We washed then drove to the site office and paid for our camping, the man took our money, only 50 SwKr, appeared to be surprised at

our honesty, but we had to ask somebody the way to the port, this he explained in great detail and even gave us a map of Gothenburg for which we were very grateful, as we had just one hour to check-in and the port was right at the other end of the town, across the Alvsborgs Bron (bridge) and all in the middle of the morning rush-hour. As it was, thanks to him, we did it with 20 minutes to spare and boarded TOR Scandanavia again at 11.30am on 9th September 1986 - always a sad day - the end of a terrific holiday - thanks to my ever faithful Triumph Herald!

Total Mileage in 23 days - 3,952 miles.

nb. This trip is not a record for a Herald in terms of mileage, but it probably is for a 24 year old Herald that had already done 132,343 miles before we set out.

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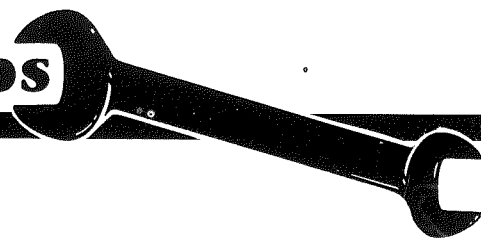
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# Technical Tips



## BLOWING EXHAUST GASKETS

After reading a recent copy of The Courier referring to the above, I enclose some pointers which may be of use from my experience of my 1975 Spitfire 1500.

After going through some 10 gaskets lasting on average 300 miles or 1 week, I investigated further and appear 12 months later to have cured the problem. The following procedure may be of use to other members trying to cure the same problem:

1. The new TI Bainbridge Downpipe Flange had distorted in welding some 1/8", making a seal impossible without thick, bodgy exhaust paste. As a very narrow gap forms at either side of the gasket, hot gases flow over it; evidence of this is visible on inspection of a blown gasket. This section of the gasket then gets very hot and is subject to fatigue, vibrating like a reed in a musical instrument, hence failure. The downpipe was filed flat in ALL directions with the aid of a straight edge.
2. Access to the manifold studs is very difficult and in my experience it is easier to remove the manifold as well. The three nuts can then be taken up to a very high torque on the ground and the whole lot then replaced. All my studs have been drilled out and replaced with steel bolts without problems. I prefer steel nuts as they can be tightened up much tighter and hack-sawed off if corroded. It should be possible to achieve a perfect seal without firegum etc., and in my opinion it is only a bodge job to use it.
3. The system should hang free on its rubber mountings and should never be clamped tight up to the central chassis bridge as some fitters would do. Be ready to use a hacksaw, heat and brute force to achieve a good, clear fit.

Hope this helps.

G. L. Kendall - Barnsley

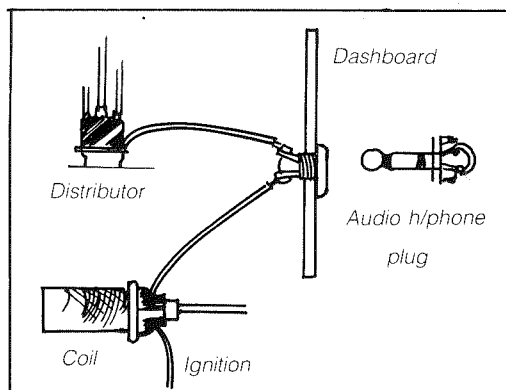
## NEW HOOD

I am sure other members would find the following tips useful:-

To get a battered, foggy hood to look like new, you first use some T-Cut on the rear windows, a small area at a time and with patience and elbow grease it will all come off. You then buy a product called 'Armour All' which is a fantastic vinyl cleaner. Sprayed on and left for an hour, it really does make your hood look great.

Also a cheap and effective ignition immobiliser is a stereo or mono headphone socket and plug. The female part is fixed to any part of the car hidden or otherwise and the wire from the coil to distributor is run through it to convenient terminals.

The male part of the socket has the two corresponding wires soldered together so that when it is fitted into the female part, it makes the contact to the ignition. The male part can be kept in your pocket or left in some part of the car out of sight.



Anybody who sees the part fitted to the car will not think it is an ignition cut-out.

Chris Webster - Runcorn, Cheshire

# BODY PANELS



FIBREGLASS FRONT ENDS	Each	STEEL PANELS	Each
Herald 1200	110.00	Outer Sill	8.25
13/60 or Vitesse	140.00	Sill closing Panel	3.10
Spitfire MkI/II/III/IV	110.00	Stainless steel oversill	15.87
Spitfire MkIV + noscowls	130.00	Stainless steel finisher	5.98
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# SPITTING ROUND FRANCE

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"Regardez!"

The tanned waif-like six year old who seemed to inhabit every French village, raced over to the car park, eyes transfixed, signalling frantically to his equally bronzed and crew-cutted amis.

'Odd', I thought, 'maybe I expected the thirty plus age group to appreciate the slightly more rounded Laura Ashleyed Scottish woman - certainly not the Primary Two's!'

"Il y a une Porsche!". The little, eager crowd clustered round the car whose chrome glistened in the sun.

"Non, c'est une Triumph! Elle est belle".

My ego deflated more quickly than a punctured tyre on the Autoroute. gradually, I came to realise that I wasn't a sex symbol even for six year olds. It was Spitty who was winning the hearts, admirations and sticky paw prints.

I was chauffeur-driven round France in July of this summer; The agreement was the he drove, whilst I navigated and generally took care of the intellectual tasks. Spitfire drivers obviously take on the characterisation of their vehicle's nomenclature once behind the wheel. He may not have literally spit forth fire, but I was sacked twice and had the

dignity to resign once. May I point out in my defence - as I have done on numerous more heated occasions - that maps don't actually correspond with roads. They don't even pretend to. Villages suddenly appear which according to the map, simply shouldn't exist. French road signs lead one on more wild goose chases than a Dordogne tourist tracking down his foie gras. It is also difficult to analyse and assess the situation objectively when one is being whisked past junctions at more kilometers an hour than the gendarmes would care to know about.

And whilst the chauffeur spits forth his venom, the roof just spits. As we sped past field upon field awash with sunflowers, the rain bucketed down ... outside and in. Chamois on laps, shoulders and heads were the order of the incredibly wet day. But I'm being unfair. When the sun finally did blaze down adding a Midas glow to the sheer beauty of the countryside, the shimmering rivers, the scarlet

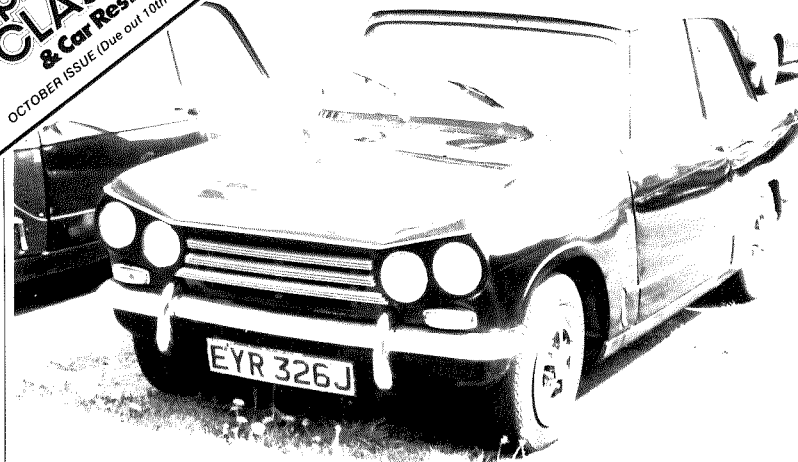
geraniums in all the windowboxes, the patisserie windows, Spitty was a joy.

We travelled from Caen through the Loire to Beynac in the Dordogne. We came home via the Atlantic Coast and Brittany. Never once did Spitty flounder and 1,480 miles later fuelled on "cinquante france de super", she entered Portsmouth in Triumph, having greatly extended the entente cordiale. Yes, French Triumph owners wave too!

I returned to my VW Golf parked in Glasgow. It seemed a lot higher, squarer, duller and drier. Where was the adoration? Where were the crowds? Where was that shine? Where were those amber eyes staring into the silver moonlight? Parked in its little garage in Watford, dreaming of the N134, the ring road round Tours and the girl who can't read maps. Spitty conquered the roads of France.

*Where next year?  
Who knows .....*

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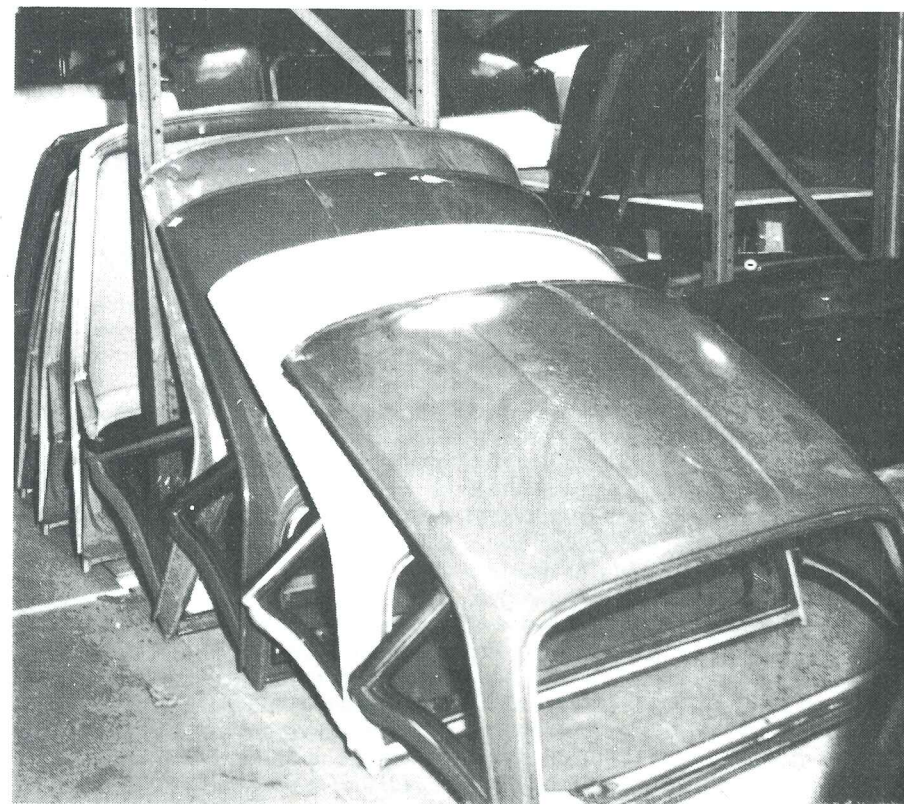


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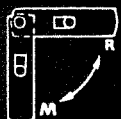
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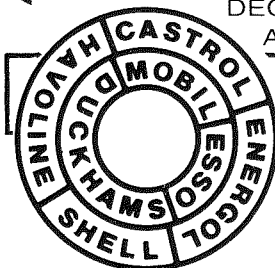
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TRIUMPH VITESSE  
Graham Jones

"Can we have the Herald moved a little to the right," pleaded the photographer. "It's not a \*!\*!! Herald," quoth I. We Triumph Vitesse owners are a touchy bunch when it comes to the difference between our cars and other, lesser, members of the Triumph range.

But how is it, you may ask, that the Road Test Editor of *Autocar* magazine, a man who, if rumour is to be believed, spends his life swanning around in nothing less than £30,000-plus cars, owns - and cherishes - an 20-year-old six-cylinder Herald .... and a racing version at that? The answer, as I suspect it is with the rest of our intrepid group of *Autocar* staff members, is that I fell in love with the car the first time I saw it.

As with all race cars, it eventually came up for sale and was purchased by an expatriate Dutchman, Bart Spruyt, who was a member of the Victoria Motor Sports Club, as was I. Some time later, in a deal involving the former Demon Tweaks Ginetta G4 modsports racer (yes, it had also found its way out to the west coast of Canada) and a sum of money, I acquired the Vitesse racer. It was originally built as one member of a three-car team of Vitesse by the man known as 'Mr Triumph USA', Kas Kastner, with the aim of contesting the under 2.5-litre class in the old Trans-Am series.

This was the preserve of Alfa GTAs, Datsun 510s and BMW 2000 Tis and, perhaps looking back on history slightly charitably, the Triumphs did not really have sufficient time to establish themselves in this category before the Trans-Am Challenge went into decline and was eventually terminated by the Sports Car Club of America.

So what was Kastner's recipe for turning a Vitesse, with its infamous swing axle rear suspension, into a successful race car? To comply with the SCCA rules of the time, the car had to remain of all steel construction. The interior was gutted and a stout roll cage fitted which both protected the driver and added extra torsional strength to the shell. SCCA rules at the time stated that the suspension had to remain of the same type as that fitted to the original car. Since the Vitesse-GT6 twin-wishbone front suspension has been used quite successfully on a number of race cars, this was retained by Kastner, although augmented with an adjustable anti-roll bar, lowered springs and uprated dampers. In typically American, pragmatic style, the Triumph rear suspension was deemed totally unworkable and therefore thrown away, to be replaced by a complete Datsun 240Z competition rear end with limited slip differential.

The one part that hasn't been mentioned is the most important - the engine. The Triumph is fitted with a TR6 2.5-litre unit. Initially this was in a very mild state of tune but has gradually been uprated to a point where the specification now includes triple 45DCOE Weber carburettors, tubular exhaust manifold and ported and polished cylinder head. There is still considerable room for improvement in this department, but the primary goal is to get the car out in 1987 and compete with it.

At present it would be eligible for the Modified Saloon and Special Saloon categories, although ultimately co-driver Fred Game (the man behind JB Mediagraphic) and I would like to attempt the Thundersaloon series - if only to see the looks of disbelief on the faces of the other competitors.

Courtesy of 17/24 December 1986 AUTOCAR 37



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**1300 MkIV Spitfire:** good mechanicals and interior, body needs tidying, red, new hood, long Tax and MOT. £650 o.n.o. Contact: Wheeler, tel: Malvern (0684) 40705 - 83/7351.

**Spitfire 1500 1977 (S):** green, 77,000 miles, H/S tops, tonneau, long MOT, Taxed, good tyres, sound body, recent new panels/sills. £1,400 ish to good home. Contact: Peter, tel: Newport (0633) 421505 eves. Possible Bournemouth viewing - ex-member.

**Spitfire 1500 P reg. 1976:** white, O/D, 3rd and 4th electronic ign., reclining seats. Many new parts. V. reluctant sale. Taxed Feb 88. MOT. £995. Contact: Toynbee, tel: Deepcut (0252) 835960 - 84/9024.

**GT6 MkI 1969:** Red, 2 year restoration just completed. Recon. engine/gearbox. Sunroof. 4 new tyres. Years MOT, Taxed. Immaculate condition. £1,800. Contact: Mike, tel: Essex (0799) 85488 - 87/11260.

**Triumph Herald 13/60 J reg:** long MOT. V.g.c. Wax protected. Numerous spares. £700 o.n.o. Contact: Clayburn, tel: Leicester (0533) 810452 - non-member.

**13/60 convertible, K reg. 1972:** steering lock version. Red/beige hood. Good chassis/engine. Many parts replaced. Only selling due to new car, otherwise would keep. To good home only. £850. Hemel Hempstead (0442) 833018 - 85/10431.

**Vitesse MkI 2L:** total rebuild, £1,200 spent plus many man hours. Needs finishing. Family addition forces sale. £850 o.v.n.o. Contact: Dave, tel: Chippenham (0249) 658699 - 83/5494.

**Herald estate 1147cc:** only 39,400 miles. Olive Green. V.g.c. Reluctant sale. Taxed. MOT to end Feb 88. New carpets, recent service. Reg. GVX 161B. Deserves good home. £550. Contact: Whitfield, tel: Cheltenham (0242) 526666 - 87/17726.

**Triumph Vitesse 6 convertible O/D:** D reg., 32,000 miles, red, 4 new tyres, complete body-off rebuild, including chassis, suspension and running gear. 1 yr. MOT. Attractive car, excellent condition. £1,950 o.n.o. Contact: Colomb, tel: Barnet (01) 953 2516 eves - 81/16418.

**Vitesse 2L MkI 1968:** White paintwork, body off restoration nearly completed. Over £1,000 spent. All new parts. Used price £850 o.n.o. Contact: Matthew, tel: Surrey 042 873 4420 - non-member.

**1969 Triumph Herald 1200:** in same family since new. Runs well but will need attention for MOT pass. Ideal for restoration. £175 o.n.o. Contact: Wright, tel: Crewe (0270) 61103 - non-member.

**Triumph Spitfire 1500cc, 1976:** Java Green. £800 spent. Needs gearbox. Taxed and MOT. Bargain £1,000. Contact: Harris, tel: Powys (0874) 711605 after 5pm - non-member.

**Vitesse MkII saloon, O/D:** 11 months MOT, colour damson, tax up to November this year. £900. Contact: Bob, tel: Hayes (01) 561 0671 - 81/01937.

**Bond Equipe GT4S, 1965:** Conifer. Good condition with many new parts. Reluctant sale at £450 or near to include some spares. Contact: Clark, tel: Bradford (0274) 584618 - non-member.

**Vitesse 2L MkII, 1970 convertible:** Venetian Red professional respray. One owner. 40,000 miles. O/D. 3.27 diff. Heavy duty clutch. New doughnuts, servo brakes, alternator, quartz lights, pointless Sparkrite. MOT 6 months. £2500. Contact: Gale, tel: Cleveland (0287) 32500 - 87/2501.

**Triumph Herald 13/60 saloon 1970:** white, 2 owners, well maintained, good chassis and mechanics. Reasonable body. MOT July. £350 o.n.o. Contact: Carmichael, tel: Oxford (0865) 513462 - 84/9294.

**Treasure trove of Triumphs! Vitesse 2L MkII saloon and convertible, both non-runners.** All mechanical parts and fittings from another car. All or nothing. £600, you collect. Contact: Matthews, tel: Invervie (065 16) 308 - non-member.

**Spitfire MkIV L reg:** Saffron Yellow, tax and MOT, v.g.c., new clutch. Reluctant sale of pregnant wife's cherished brum-

brum. Insurance Agreed Value £700. Will accept £595 - real bargain. Buy! Contact: Grier, tel: Cheadle (061 436) 7280 - 85/11755.

**Spitfire MkIV 1974:** Green, 17,000 miles, reconditioned engine. Good roof, bodywork needs attention. V. reliable. Contact: Jane, tel: SW15 (01) 870 9388 - 86/15443.

**GT6 MkIII 1973:** white, v.g.c., rebuilt 18 months ago. Over £2000 spent. MOT and Tax. £1895 o.n.o. Contact: Paul, tel: Aylesbury 658895 - 83/6252.

**Triumph GT6 MkI 1967 unfinished project:** rolling chassis near completion. All suspension etc. reconditioned. Body still needs renovation. Many spares, offers around £250. Contact: Chris, tel: (01) 207 0181 eves - 85/11914.

**GT6 MkIII 1972 K reg:** Megenta, 2.5 engine, O/D, recent exhaust/tyres, stereo, MOT June 88, used daily and runs well but could use some attention. £925 negotiable. Contact: Christopher, tel: Richmond (01) 948 2007 - 86/16619.

**Spitfire 1500 1978:** yellow, T&T, radio/cass, v.g.c. New o/side rear wing. Serviced by garage. Runs v. well. Used daily. Must be seen. £2000 o.n.o. Contact: Pete, tel: Farnham (025125) 4247 - 87/16924.

**Triumph Herald at Newhaven Harbour:** first reg. 1963. Bill of sale 6.1.64 as used demonstration model £560. In original condition and in daily use by O.A.P. Contact: H W Hill, 49 Abbey Close, Peacehaven BN9 7SD.

**GT6 + plus American spec. RHD MkII 1969:** 42,000 genuine mileage. White. Good cond. One years MOT. £2,200. Contact: J Adams, tel: Norwich (0603) 404812 eves pref - non-member.

**Triumph Vitesse 1965:** sound body and chassis, good engine, gearbox and back axle. Ideal for full restoration. £285. Contact: F Wain, tel: Burford, Oxon (099382) 3142 - non-member.

**Spitfire W reg:** 32,000 miles, red, black interior, wiring loom and plastic parts under bonnet have caught fire, paint scorched on bonnet. Was immaculate and rust-free, genuinely good bodywork, was valued £2,500, now £1,100. Contact: N Waight, tel: Crawley 862226 - 78/335.

**1971 Vitesse MkII 2L saloon:** recon engine, new clutch, rad, battery, carpets under 2,000 miles. A1 cond. Any trial. Offers around £1,350. New MOT, Tax. Contact: Day, tel: SE6 (01) 698 7304 - 87/13607.

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**Spitfire MkIV:** O/D, new tyres, exhaust, soft top, MOT. £1150. Contact: P Kain, tel: Dagenham (01) 517 8583 - 86/16277.

**GT6 MkIII 1974:** Mimosa Yellow, O/D, good cond. New parts. Extras. 12 months MOT. £2,000. Contact: Pringle, tel: Tooting (01) 672 6254 - 86/16244.

**GT6 MkIII K O/D:** rebuilt front, rear suspension. New rad., carpets, alloy wheels, copper brake pipes. Plus lots more. Tax & MOT. £1275. Contact: Pennington, tel: Coventry (0203) 712116 - 87/18095.

**Triumph Spitfire MkII 1966:** unfinished project, needs body attention to restore. Some panels already replaced, others supplied. Recondition engine runs but needs tuning. Offers between £200-£300. Tel: Lea Valley (0992) 714279.

**1971 GT6 MkIII:** v.g.c. No serious rust. Red. New O/D. Recent sills. Tidy throughout. Radio/cassette. Full MOT. £1095 o.n.o. Contact: Steve, tel: Swindon 850755 after 6pm - 86/14538.

**GT6 MkIII 1972:** white, v. sound, new carpets. Stereo, long MOT and Tax. £1695 o.n.o. **Also GT6 MkIII, 1974:** deep red, nicest one around, £2895 o.n.o. Contact: Kesselaar, tel: Wilts (0225) 709455 - 87/17419.

**1968 Vitesse saloon 2L:** Tax until Nov, long MOT, sunshine roof. £400 o.n.o. Some spares available separately. Contact: Dixon, tel: Suffolk (0473) 727504 - 87/18974.

**GT6 MkII+ 1969:** new floor, complete inner, outer, intermediate sills, reworked engine (cost £500 - 2,000 miles). Bolt on wires. Accident damaged front and rear but runner. £300. Contact: khara, tel: Cottered, Herts 297 - 81/01922.

**Herald convertible 1969 12/50 engine:** good chassis, tyres, long MOT, Tax. Body looks sad, needs loving home. £400. Contact: K Thomas, tel: Axminster (040488) 653 - 86/14229.

**Herald 13/60 GYR 712J:** Tax, MOT, excellent runner, v.g. body and chassis, 77,600 miles. This car has collectors piece potential. Agreed value £1,000. Dark green/tan interior. Asking £1,000. Contact: Helen, tel: Ealing (01) 998 8464 - 86/140841.

**Herald 1200 saloon 1969:** one lady owner from new. Mechanically good, body a bit tatty but not much work needed for MOT. £300 or nearest offer. Contact: Gore, tel: Canterbury (0227) 68829 eves - non-member.

**Herald 13/60 convertible 1971:** Signal Red, body off restoration completed July 87, 9 months MOT, taxed, superb example of this model. £1400 o.n.o. Contact: Chris Sandel, tel: Leics (0572) 823586 - 86/13087.

**Triumph Vitesse convertible 1966 MkI 1600cc:** white with red stripe. Total rebuild with new hood, brakes outriggers etc. Excellent cond. £1,600 o.n.o. Contact: Peedell, tel: Slough (0753) 35628 - 87/17385.


**Vitesse 6 1964 2L engine:** good chassis, body sound. MOT Feb 88, new dynamo, regulator, battery, 2 tyres. Rear wing damaged in recent theft, hence £230 o.n.o. Would make excellent basis for restoration. Contact: Simon, tel: Reading (0734) 418487 after 6pm - 85/10544.

**Triumph GT6 MkIII, 1973:** dark blue, tints, cloth seats, good cond. except headlining, 12 months MOT, Triumph Tune exhaust. £1300. Contact: Burch, tel: Cardiff 761796 or (01) 373 7984 - 84/8943.

**Herald 1200 saloon, 1967:** 72,500 miles, 11 months MOT, 2 new tyres, exhaust, clutch. Well maintained car. £550 o.n.o. including spares. Contact: Kevin, tel: Chelmsford (0245) 287408 - 86/15184.

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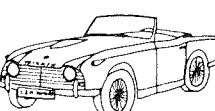
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**Spitfire 1500 V reg:** 33,000 miles, v.g.c.. One owner. Soft and hard tops. £3,250. Contact: Dawson, tel: Worcs. (0905) 53052 - non-member.

**Bond Equipe 2L 1969:** Taxed and MOT'd. Used daily. Fully restored. Over £1,000 spent, receipts available. Perfect chassis. Servo fitted. Many extras and spares. Need respray for a tidy car. Bargain at £750 o.n.o. Tel: Nottingham (0602) 625793 - 85/11024.

**Herald 12/60 1963:** pre-reg., original Log Book, v.g. mechanically, no MOT or Tax. Generally solid. Please save! £325. Contact: Paul, tel: nr. Swindon (066 641) 312 - 86/14594.

**Vitesse convertible, June 1971:** O/D, Saffron, one of the last 50 made, recent new clutch, v. well maintained, MOT July 1988, Tax Dec 1987. Stereo rad/cass, excellent cond. £1875 o.n.o. Contact: Muggeridge, tel: nr. Milton Keynes (052 526) 217 - 79/00895.

**GT6 MkI, 1967:** Tax and MOT, new unused gearbox fitted, engine rebuilt, v.g. diff and chassis, all steel, spare body and doors, v.g. bonnet. £850 o.n.o. Contact: Nick, tel: Torquay (0803) 26957 - non-member.

**Spartan Vitesse 2L MkI SAH stage 2 engine:** alloy wheels, aluminium body, GRP wings. Soft top, side screens. Engine requires setting up. Requires MOT. Road Tax. Trailer required. £600 o.v.n.o. Contact: Dave, tel: Teignmouth, Devon (925) 4927 - 81/2354.

**Vitesse 2L 1967:** sunroof, O/D, Wedgewood Blue in excellent original cond. Maintained by enthusiast. MOT and Tax. £1,100. Contact: Martin, tel: Caterham (0883) 46114 - 86/14041.

**GT6 MkI 1967:** 12 months MOT, 6 months Tax. Just needs a little tidying. £600. Contact: Owen, tel: nr. Loughborough (050 982) 2974 - 86/14203.

**1961 Herald 1200 saloon:** (handle on bonnet), blue/white in A1 cond. 2 family owners with number plates 9608MM £1,000, without £600. Contact: King, tel: Lowestoft 512540.

**Herald 13/60 1970 J reg:** T&T, good bodywork, mechanics and interior. Brown with light brown interior, with free I love my Herald sticker. Contact: Mingay, tel: Ashford, Kent (0233) 32717 - 86/13986.

**GT6 MkII 1969:** red, Tax, MOT. Good condition. Many new parts. O/D, alloys, dicky seat, spare engine. £1,500. Contact: Swan, tel: Woodford Green (01) 504 3287 - non-member.

**Triumph Herald 1200 estate 1963:** 16,000 miles only, totally impeccable, original, mint condition with al MOTs documentation. White black upholstery. One owner. Full MOT. Offers on £3,000 please. Contact: Mr Parrant, tel: Farnborough, Hants 545911 - non-member.

**Spitfire 1500 1979:** H/S tops, tonneau, new exhaust, alarm, good cond., 61,000 miles, £1400. Contact: Broughton, tel: Liverpool (051) 728 8873 - 85/10225.

**GT6 MkIII:** recent suspension rebuild, MOT, gearbox. Cloth seats, tints, runs v. well but could benefit from a respray, hence £1,300 o.v.n.o. Contact: Kevin, tel: Soton 788312 - 87/17754.

**Triumph Spitfire MkIV 1973:** reluctant sale of abandoned restoration project. Recent new BL panels, i.e. bonnet, qtr. panels and sills. Most of history known. Present owner for last 7 years. £400 o.v.n.o. Contact: Ball, tel: Portsmouth (0705) 267170 - non-member.

**Herald 1200 coupe 1964:** bodywork sound, offriggers need welding, engine sound 71,000. Inspection welcome. £275 o.n.o. Contact: Mark, tel: Glouc (045 382) 4222 eves - non-member.

**GT6 MkIII 1970 (J):** Saffron, new sills, good engine, g/box (O/D), Triumph Tune exhaust, recent trunnions, bushes. For sale to finance GT6 rebuild. Present owner 2 years. £1495 o.n.o. Plus



parts for sale. Contact: Phil, tel: Rushden, Northants (0933) 311697 - 85/10221.

**Triumph Herald 13/60 saloon FLL 73J:** 59,000 miles, MOT Aug 88, taxed. Regularly used. V. reliable g. cond. One owner since 1974. £450 o.n.o. Roof rack and battery charger included in price. Contact: Ron, tel: Lydd (0679) 21271 - non-member.

**Spitfire MkIII 1967 1300cc:** Flame Red, works hardtop, white soft top, wire wheels, Taxed with 10 months MOT. Immaculate condition, original mileage 39,632. Reliable. New tyres. Reluctant sale as cash needed for kit-car. Contact: Adrian, tel: nr. Litchfield (0543) 432388 - 86/15208.

**1966 Spitfire MkII with recon 1296cc engine:** (£200+ spent). New clutch, exhaust and carpets. Good condition. H/S tops. Original (complete) chromework. Price includes original 1147cc engine. V.g.c. but poor student! £990. Contact: Mark, tel: Malden (01) 942 2350 - 87/17048.

**1967 Triumph Herald saloon:** Conifer/red. One lady owner. Genuine 23,000 miles. Unsealed from new. A1 cond. Minor blemishes only. Totally original car. £700. Caring purchaser wanted. Contact: White, tel: Colchester (0206) 573466 eves after 6pm - 85/11961.

**Vitesse 1600 saloon 1964:** sunroof, radio, rebuilt chassis, Waxoyled. Recon. engine/gearbox 1,200 miles. Many new parts incl. clutch, battery, tyres, sills, UJs. Long MOT, Tax. Bodywork sound but needs tidying. Excellent interior, mechanics. £750. Contact: Spears, tel: Mansfield 555803 - 87/18574.

**Triumph GT6 MkIII 1973:** red, v.g.c., 6 months MOT, 6 months Tax, recon. (O/D g/box, brakes, prop), new (clutch, battery, tyres, exhaust, coil, hoses). Alarm. Wolfrace alloys. Sunroof. Job abroad forces reluctant sale. £1850. Contact: Andrew, tel: Stoke on Trent (07816) 5055 - 87/16698.

**Vitesse convertible MkII 2500cc Stage 2:** MOT and Tax, recent rebuild, O/D gearbox, roll bar, uprated suspension, Dolomite Sprint wheels, plus many extras. Hundreds spent (receipts) about £500 worth of spares. Offers around £1,200. Contact: Gary, tel: Rickmansworth 773081 - 85/11914.

**GT6 Mkl: v.g.c.,** taxed, MOT, early 3000 serial. Sensible offers. tel: B'ham (0675) 81762.

**Spitfire 1500:** an all round metal rust car. Lots new parts incl. carpets and hood. C/Vs recent sand blasting and Hammerited chassis and body. Contact:

Heath, tel: Ely 720300 for full details - **Vitesse MkII convertible:** resprayed damson. V. sound chassis and bodywork. Triumph Tune exhaust. Well maintained. £1,500. Contact: Askew, tel: Middleton, Sussex (024369) 5941 - **Triumph GT6 MkIII 1974:** O/D, Mimosa Yellow, chrome wheels, 12 months MOT, 5 months Tax. Extensively rebuilt during 1984 (bills and photos). £1,900 o.n.o. Contact: Mark, tel: (0761) 35347 day or (0761) 419070 eves - non-member.

**GT6 Mkl F reg.:** white, no tax or test but v.g.c. No reasonable offer refused. Contact: Richard, tel: Stockton (0642) 603498 after 6pm - non-member.

**GT6 MkIII 1974:** Mimosa Yellow, 34,500 miles, original condition stored for last year. Club valuation £2,200, offers around £1,800. Contact: Andy, tel: (01) 588 2355 x 28821 day or Ilford (01) 599 3616 eves - 84/9183.

**Spitfire MkIV 1972:** white, 1,300 miles since brand new engine, 97,000 total. Many new parts. H/S tops and tonneau. Body sound but not smart. Gear change problem. Offers invited. Contact: Hicks, tel: Suffolk (0473) 85436 - 86/16119.

**Vitesse 2L MkII saloon:** MOT July 88, O/D, f/fabric s/roof, rebuilt suspension, transmission, brakes, GT6 MkIII wheels, rad/cass, extra instruments, new carpets, 3.63:1 diff, tow bar, Stag battery. Many receipts and spares. £1350 o. n.o. Contact: Steve, tel: Orpington (0689) 34778 - 84/7092.

**Spitfire 1500 1975:** 78,000 miles, MOT December 87. Hard and soft tops and tonneau cover. Recent tyres, exhaust and radiator. Alarm fitted. Good condition and excellent runner. £850 o.n.o. Contact: Julian, tel: Birmingham (021) 777 2431 -

**Triumph Vitesse MkII saloon, 1971:** Valencia Blue, 81,000 miles. New clutch, UJs, rotoloxes and rear suspension bushes. Also rear wheel bearings and seals. MOT and Tax. Feb £1,200. Contact: Dave, tel: Maidstone 674412 - 80/1667.

**Dutton Phaeton series I - ex-show and Courier cover car:** only 10,000 miles since completion 4 years ago. Fully rebuilt Ford 1600 unit with GT6 front susp. As new. General Grabber SR60s. Hard and soft tops. Fully trimmed to show standard. Fast fun car with 'professional' looks. Standard qtr. mile 16 secs. Full history and bills. £1,700 for very clean car. Contact: Robinson, tel: Northampton (0604) 870148. Anytime

## PARTS WANTED

**Wooden steering wheel** for Herald tonneau cover two inch electric lock. Contact: Moore, tel: Humbs (0482) 503155 - 84/8514.

**Triple 40DCOE weber** or Delorto carbs with or without manifolds, suitable for 4/2.5 Litre. Wanted for special project. Contact: Rod, tel: Maidenhead (062882) 5129 eves - 86/16491.

**Spitfire '4' rear valance (steel).** Contact: Deb, tel: Hertford (0992) 553430 - 87/18401.

**Vitesse 2L Mkl front and rear suspension parts:** Especially halfshafts, bearing housings, uprights, hubs, wishbones etc. Prefer complete assemblies. Contact: Martin Broad, tel: Dover (0304) 831680 - 81/02011.

**Wanted: engine for Spitfire MkIII:** must be excellent. Also uprated front springs, tubular manifold. Write to Mr. Coates, 10 Broadwater Road, Worthing, Sussex. **Dunlop 5½J wheels:** exact replica type for MkIII GT6. 4 required. Must be undamaged. Contact: Brooke, tel: Oxford (0865) 820729 - 84/09204.

**Spitfire 1969 MkIII parts wanted:** bonnet, engine, g/box, doors etc. Contact: Andy, tel: Gosport (0705) 502655 - 87/19160.

**Spitfire MkIII walnut dash;** MkIV/1500/GT6 centre console including 'knee pads'; MkIV/1500/GT6 black or red seats; GT6/Vitesse master cylinder calipers and discs; Spitfire MkIII O/D including prop and all bits. Contact: Nick Lord, tel: Kibworth (053753) 2810 -

**Wanted, wanted, wanted:** body panels for Spitfires, GT6s, Vitesse and Herolds. New or secondhand panels, anything considered. Contact: Terry, tel: Chelmsford (0245) 257739 or 71883 -

**Good D-Type O/D unit** (prefer Spit IV or similar). Would consider complete gearbox. Vit 2L (I or II) tan front seats (prefer conv.). Triumph 1300TC (f.w.d.) distributor - Lucas no. 41213. Contact: Kevin Atkinson, tel: Cheadle (061) 437 5776 and leave message.

## CARS WANTED

**Wanted Triumph GT6 for rebuilding:** must be cheap. Anything considered but prefer MkII or III. Also prefer local seller (near Stafford). Contact: Steven, tel: Adbaston 446 - 87/18797.

**GT6 MkIII O/D:** must be original, mechanically excellent, body and chassis sound and solid. No rot. Prefer low mileage. Good price paid for car in good all round cond. Contact: Grahame, tel: Lincs. (0524) 770469. No rubbish please! 86/15265.

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

# PARTS MART

**GT6 MkIII new rear hatch, £50,** O/D prop. £10, plus several other used parts e.g. glass. Contact: Dave, tel: Skelmersdale, Lancs. (0695) 26212 - 85/10394.

**Breaking Herald 12/50 saloon:** all parts available, plus mechanics. excellent interior. Plus 1300 engine and gearbox. Also Vitesse parts. 2000 engine. Lots of odds and ends. All cheap! Contact: Rob, tel: Swansea (0639) 844 363 - 86/14893.

**JOB LOT:** the remainder of my Triumph stock must go. All genuine Stanpart/Unipart, no boring stuff, all new, large proportion of rare/obsolete items. Full range of Club cars covered, all types of parts. Total retail value in excess of £5,000. £1,000 required for the lot. Contact: John Mann, 5 Neviss Close, Loundsley Green, Chesterfield, Derby S40 4NS. Tel: Chesterfield 71036 - 81/1941.

**Clive Manvers Triumph Spares:** currently dismantling Vitesse, Herald, GT6 and Spitfire. Large stocks of Vitesse parts and fuel injection spares. I always have a good selection of tried and tested used engines. Contact: Clive, tel: Suffolk (0284) 828674 - 85/9707 TRADE.

**Vitesse Mkl estate breaking:** all bits available including galvanised chassis v.g.c. Mkl O/D box and O/D, v.g.c. All for sensible prices. Contact: Wheeler, tel: Malvern (06845) 63315 - 83/7351.

**GT6 MkIII breaking:** all parts including O/D and servo. Mechanics excellent, some body parts excellent. Contact: Kevin, tel: Hitchin (0462) 814827 - 84/9117.

**4 alloy wheels 5½J x 13** with nearly new 175/70 tyres and chrome and locking nuts £130, new rollbar £30, Spit MkIV gearbox rear spring. Other bits. Contact: Jeremy, tel: Wakefield (0924) 254318 weekends - 84/8524.

**Vitesse:** rotted bonnet, £30. Generator £5. Bellhousing and bolts £20. Doors, seats dash and surround and numerous other items collected after rebuild. Most for you to take away FREE. Contact: Alex, tel: Surrey (0372) 64953 eves - 83/6646.

**Spitfire 1500:** brand new pistons, +20 oversize £50. Brand new clutch plate £12. Also used Spitfire 1300 engine for rebuilding, £30. Also 1300 twin SU carbs £15. Distributor and oil pump. Contact: Orum, tel: Bristol 660178 - 86/13094.

**Abandoned project:** Vitesse convertible Mkl chassis, good. Almost complete car stripped down. Everything must go. Space needed. Offers. Contact: Jolley,

tel: Ramsgate (0843) 597962 - 87/8266.

**Breaking for spares:** Triumph GT6 MkII engine, gearbox £60, front suspension £40, back suspension £40. Contact: Withers, tel: Somerset (0749) 4875 - 86/15322.

**Spitfire 1500 H/T black inside/outside £35,** boot £10, bonnet top £10. Original BL manifold £4. A/F box £3. S/S oversills £6. 2½" pancakes £3. Petrol tank/sender £4. All in v.g.c. Contact: Andrew, tel: Staffs (0543) 78824 - 86/16026.

**Spitfire 1500 steel bonnet,** doors, bootlid, f/glass rear wings. All 5 wheels with 2 new tyres, O/D type g/box, dash, instruments, steering column, petrol tank, seats, suspension parts. Contact: Dave, tel: Hebden Bridge (0422) 843184.

**Alloy wheels 100 + Wirex 6 x 14** set of 5 plus new tyres. Will fit Herald, Spitfire stud P.C.D. Ideal for Herald based kit e.g. Spartan or Arrow etc. £130 o.n.o. Contact: Gould, tel: Newmarket (0638) 741133 - 86/15354.

**Wolfrace slot wheels:** set of 4, excellent cond. No tyres. £75. Contact: Andy (0493) 650792 (office hours) - 85/10787.

**GT6 Mkl bonnet £40 o.n.o.** GT6 MkII bonnet, needs N/S wing, solid £40 o.v.n.o. Rear hatch, tatty £5. Also wanted wiper motor and back lights for GT6 MkII. Contact: Ian, tel: Deeside (0244) eves 816951 - 86/16091.

**Parts clearout:** 4.11 diff, 3.89 diff, MkII Spitfire gearbox, pair Vitesse driveshafts (rotolox), MkII Spitfire radiator, Vitesse instruments. All cheap. Contact: David, tel: Nottingham (0602) 391478 - 81/2424.

**1500 Spitfire for spares or cheap restoration:** excellent chassis, full recon. engine 4000 miles, O/D gearbox also recon. Must sell the lot. £700 o.n.o. Need space and saving house. Contact: Stu, tel: Fleet (0252) 614277 eve - 85/10620.

**1 Vit. valance, £20.** 1 Her. 4.1.11 diff £20. 1 Vit. 2L 3.89 diff £25. 1 Her. 13/60 manifold £20 (complete with carbs). 1 Her. water pump £5. Contact: Bob, tel: Hayes (01) 561 0671 - 81/01937 (T).

**Spitfire MkII/III GT6 parts clearout:** O/D g/box prop, GT6 2500cc engine (ends gone), Spit. bonnet, Ashley hardtop, boot rack, wire wheels, Wolfrace wheels, hard and soft tops, engine and much more. All cheap. Contact: Phillip, tel: N11 (01) 804 4163 - 86/16250.

**GT6 MkII engine with non-O/D g/box,** diff and prop. All known to be in working order. Also complete GT6 front suspension. Contact: David, tel: Norwich

(0603) 720163 - non-member.

**Sports car roof rack,** especially suitable for sailboards. Suits all soft tops £40. Contact: Polwin, tel: Portsmouth 731798 - 82/4394.

**Herald 1200 engine and ancillaries,** gearbox, front suspension units, starter motor, steering rack, lights, instruments. No reasonable offer refused. Contact: Duncan McNab, tel: Huddersfield (0484) 864691 - non-member.

**Breaking late Spitfire 1500:** cloth seats, late-type steering column, gearbox (non-O/D), doors, front and rear suspension, hood frame, instruments, petrol tank, tunnel cover, trim, wheels. Most parts available. Also good GT6 MkIII chassis, bonnet. Much more. Contact: Steve, tel: Tottenham (01) 801 4577 - 82/3806.

**Herald breaking for spares:** all parts available - very cheap. Contact: Mark, tel: Peterborough (0733) 64349 - 87/19020.

**Vitesse MkII GRP bonnet:** primed, v.g.c., lights, indicators, £85. Also Spitfire MkIV hood frame: excellent cond. with tatty hood, £20. Contact: Mr Gregory, tel: Stevenage (0438) 315062 anytime - 85/11673.

**Spitfire steel hardtop, unused:** requires glass, trim, paint, £150. Contact: Dudley, tel: Letchworth 683068 (day) or Tewin 7699 (eves) - non-member.

**Spitfire spares:** good 1500 g/box £40, full length tonneau (LHD) £25, hardtop £80, new splined hubs £20, new petrol tank £30, used bonnet £30. Contact: Kuehling, tel: Cardiff (0222) 752484 - 83/6457.

**13/60 Herald estate breaking for spares:** excellent rear door. V.g. interior. Good engine/gearbox and diff. Bonnet average. Good doors. Excellent chassis. Many new sections. All parts reasonable. Contact: Sheehan, tel: Ebbw Vale (0495) 306228 after 7pm - 86/13738.

**Spitfire IV:** soft top and frame, original zip-out rear screen, excellent 5 wheels with as new Michelin tyres. All other parts available - offers. Contact: Grahame, tel: Lincs (0524) 770469 after 6pm.

**Spitfire MkIII spares:** recent hood with folding frame £48, spoked steering wheel £23, diff 35. Also new Spitfire MkII/III hood frame, Stanpart wrapped £25, MkII/III new BL hood £50. Possible post. Contact: Mike, tel: Plymouth 268130 - 85/9893.

**Spitfire IV/1500 new steel bonnet:** reluctant sale due to lack of storage space, £195 o.n.o. 1500 block and crank (re-grind required) £15. Contact: Kevin,



tel: Hertford (0992) 552504 - 85/11061.

**Triumph Spitfire 1500 engine:** excellent cond., c/w carbs, starter, alternator, distributor, ready to bolt into your car £150 o.n.o. Also gearbox, excellent cond., £30 plus many other spares from stripped car. Contact: Mr Marsh, tel: Leeds 754807 - non-member.

**Vitesse/Herald parts:** full tonneau cover (includes fittings) £25. Genuine O/S rear wing (upper and lower) £30. O/S doorskin £15. Several good facias. Herald diff £20. Lots more available. Postage arranged. Please contact: Andrew, tel: Middlesbrough (0642) 825272 after 6pm - 79/00843.

**Steel hardtop for Spitfire 1500:** Brooklands Green £100. 5 wheels with trim £15. Contact: Saunders, tel: Halifax (0422) 845257 - 87/18152.

**Original factory hardtop £70,** gearbox for 1300 Spitfire MKIV £20. Also set of twin SUs for same car £10. Contact: Malcolm, tel: Rochester (0634) 252274 - 86/14575.

**MkIII Spitfire - end of project clearout:** diff. £35, prop £15. Slightly damaged, repairable bonnet £50. Exhaust manifold £7. Drivers side door £10. Also various other spares. Ask if in doubt. Contact: Ian, tel: Cleveland (0642) 787221 after 6pm - 87/18375.

**Fibreglass front valance,** new, for Herald 13/60. £18. Contact: C Hughes, tel: Stockport (061) 430 5068 - 83/6974.

**GT6 I & II/Spitfire I-III** rear wings, BL new £75 pair. Door shell BL new £50. GT6 II brown interior, seats, £25 complete bodyside, chassis, 2 bonnets, tailgate, instruments, badges. GT6 I/early Spit. F & R bumper, chrome (v.g.c.) Many other parts. Good 13/60 engine £35 complete. Vitesse MkII: engine, complete, running, decoked, £45; gearbox £15; diff £25; dashboard £15 complete; bootlid £5; front suspension £12.50 each; rack £5; aluminium bumpers £20 set; door cappings £10 set; roof £5 (v.g.c.), wheels and tyres £5; rear spring £5; heaters £2. Many other Herald and Vitesse parts. Contact: Chris, tel: Manchester (061) 860 5801 or Liverpool 7-9pm (051) 427 2403 - 82/3877.

**Breaking Herald 13/60:** engine 81,000 £25. Petrol tank £5. Nearly new radiator £15. Speedometer £5. Carburettor £10. Front end of exhaust £5. Bonnet £15. Bootlid £5. Windscreen £5. Contact: John, tel: Lancing (0903) 766667 - 87/16749.

**MkII Spitfire breaking:** front end crash. Good bodyside, doors, bootlid, recon. diff. 100 miles. 4 5/2J wheels and tyres, hood and frame, g/box and lots more. Offers. Contact: Charles, tel: Bristol (0272) 736367 - 86/15158.

**Spitfire MKII & III windscreen £15,** original wheels £8, manifolds extractor £15, inlets £10, 1 1/4" SUs £15, gearbox £12, 1147 head £20, diffs £25, steel hard top £100, dash with loom £8. Lots more. Contact: Nick Lord, tel: Kibworth (053753) 2810 - 83/6018.

**Vitesse steering rack £30;** convertible back seat complete £10; doors with glass £40 pair; hood and frame £40; heated rear window £10; convertible rer panel £30. All prices negotiable. Contact: Dixon, tel: Suffolk (0473) 727504 - 87/518974.

**Triple 40 DCOE weber carbs** on brand new manifold and linkages. Suit Vitesse/GT6. Need jetting. Contact: Paul, tel: Sileby, Leics 4070 - non-member.

**Spitfire MkII chassis** plus many other parts in good order. Contact: James, tel: Leicester 895994 after 6pm - non-member.

**Chassis for 1972 Mk4 Spitfire:** good cond. £40. Contact: Mr Francis, tel: Lowestoft (0502) 67425 - 83/6812.

**Vitesse 2L engine,** ancillaries, clutch, g/box. Need reconditioning. Offers. Contact: Cormes, tel: Shepshed, Leics 503540 - non-member.

**Spitfire MkIII S/H parts:** full engine, running £40; chassis, no damage, no holes, £25; f. susp. complete units £15 per side; diff £20; r. susp. complete £20; petrol tank and cap £15; dash and clocks £10. Open to offers on all parts. Contact: Pete, tel: Uxbridge (01) 561 1458 - 85/9727.

**Herald 1200 engine:** needs rebuild/can break. Plus dynamo, starter mtor, fuel pump, distributor, carb and manifold. All cheap i.e. under £10. Spit II twin carbs and tubular exhaust manifold £30 o.n.o. Contact: Shandor, tel: Kidlington 6888 - 86/15391.

**Spitfire MkIV/1500 used parts:** 2 black vinyl h/rest recliner seats, Spit cushions, frames good £30 each. Stainless oversills £20. Twin 1 1/4" carbs £20 and Bond 2L windscreen and rubber £35. Call for details. Contact: S E Russell, tel: Kingsbury (01) 205 6397 - 82/4538.

**Spitfire MkII bonnet,** bootlid, bodyside, doors £30, £20, £30, £15 respectively. MkII front and rear bumpers £10. GT6 MkIII bonnet £40. GT6 MkII bonnet and front bumper £60. All in reasonable cond. Contact: Ian, tel: Ashbourne (033 525) 365 after 6pm - non-member.

**Spitfire IV spares** - must clear some. Also MkIV viscous water pump, brand new £25. MkI engine cheap. Many other MkIV spares. Contact: Pat, tel: Hemel Hempstead (0442) 43941 - 83/5163.

**Spitfire IV, Spitfire III, Spitfire II breaking complete cars** - all parts

available seven days and postal service. Contact: Sharp, tel: E7 (01) 534 1981 - 87/17737 TRADE.

**Spitfire MkIV panels:** brand new wings, sills, bumper. Half normal price as car scraped. Contact: David, tel: Redditch 24845 - 85/12932.

**Breaking Spitfire MkIV N reg:** excellent engine, gearbox with O/D £95, black reclining seats with headrests £70 pair. Also spoiler £10, door winder mechs. £10, 5 bolt on wire wheels as new £165. Possible post. Contact: Mike, tel: Plymouth 268130 - 85/9893 TRADE.

**Spit MkIII good s/top and frame, £50.** Scruffy h/top £20. Windscreen asy. £10. Dash £10. New unused Leyland front valance and O/S qtr. bumper. Tatty MkI N/S door. Offers? Swap 1500 O/D g/box. Contact: Lucas, tel: Basingstoke (0256) 469613 - 84/7842.

**Garage clearout:** Spit Mk4 calipers £6 pair; rack £5; Herald 13/60 rear shafts complete £18 pair; calipers £8 pair; gearbox £14; 1200 front drums £4 pair; Sprint O/D £25; estate petrol tank £3; Vitesse 1600 calipers £6 pair. Contact: Tony, tel: Barnet (01) 368 0727 - 81/2237.

**Vitesse MkII/GT6 MkII & III:** new Stromberg carbs (the original ones not Dolomite etc. as offered elsewhere); Vit II rear suspension S/H; 6 used wire wheels, hubs, caps (Spitfire etc.); Vit/Her trim, bumpers, grilles, cappings, D-Type O/D. Loads more new and S/H parts (all club cars). Contact: Bill, tel: Tickenham (01) 995 0218 - 86/4330 TRADE.

**J-Type O/D unit (v.g.c.):** Mainshaft to suit (tip damaged - needs repair). New Spit 1500 O/D mainshaft. Spit IV carbs and manifold. Contact: Kevin, tel: Cheadle (061) 437 5776.

**Spitfire hard top plus dash cover.** Offers. Contact: Ellinor, tel: (0473) 687925

**Herald spares:** hood and frame, good condition, bonnet, doors, rear body section (convertible), some mechanical parts, twin H1 SUs. Parts in Kent (Paddock Wood). Contact: Barbara, tel: Stratford (01) 470 2049 - non-member.

**Twin Weber 40 DCOE carbs** and manifolds, with Ram pipes. Jetted for 1300cc Spitfire. 1,000 miles only - practically new. Cost over £280 incl. jets. £120 o.v.n.o. Also garage clearout of various Herald and Vitesse parts. Please enquire. Contact: Chris, tel: Manchester (061) 860 5801 before 9am or 7-9pm - 82/3877.

**Spitfire 1500:** fan belt, ignition coil, 4 Champion spark plugs, distributor cap, top/lower radiator hoses, rotor arm, contact set, light bulbs. All brand new. £25 the lot. Contact: Colin, tel: Roydon (027979) 3122 - 87/16689.



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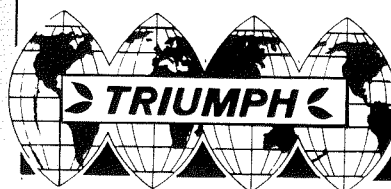
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