

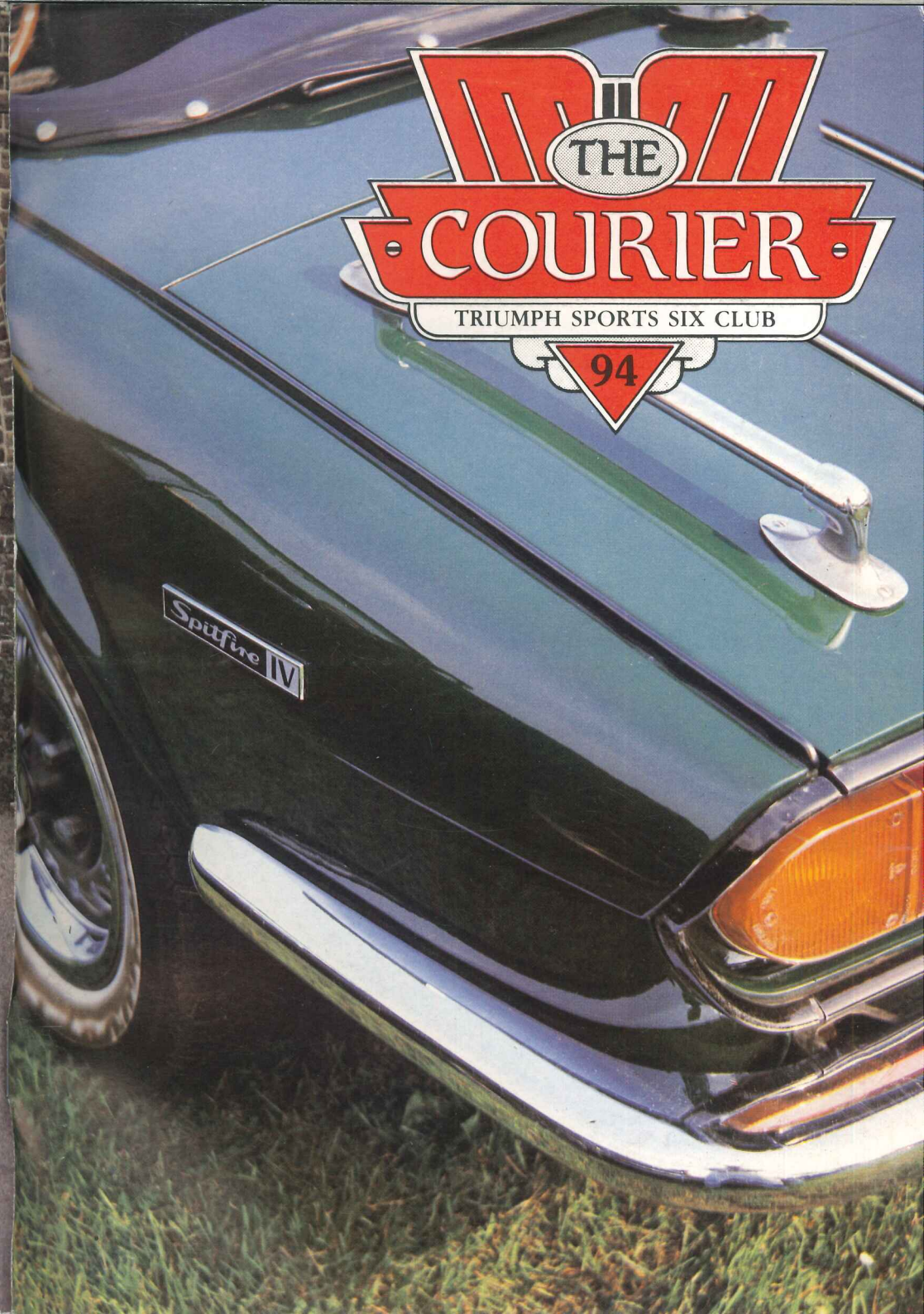
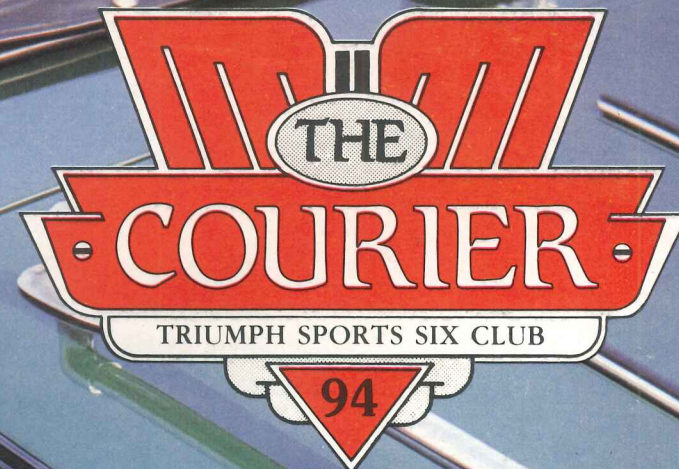
Spitfire, GT6, Herald, Vitesse
Spares Specialists



British Sports Car Centre

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THE COURIER

The Official Monthly Magazine of The Triumph Sports Six Club

VOL. 8

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APRIL 1988

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Free to Club Members

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John Cudmore, Dave Bayliss, Peter Williams, Mike Cositigan,

Trudi Squibbs, Dennis Benson, Bill Sunderland

C o v e r P h o t o g r a p h

SPITFIRE MkIV taken at Arcen Holland September 1987

Whereas every care is taken to publish accurate information, the Editor and the Committee of the TSSC do not necessarily agree with all the views expressed within THE COURIER OR TURNING CIRCLE and cannot accept any liability for erroneous or misleading information found therein.

For a full list of TSSC Officials see page 66

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For all owners of:-

**HERALD ★ VITESSE ★ SPITFIRE ★ GT6
BOND EQUIPE ★ SPECIALS**

We have 11,000 members and around 80 local meeting places.

We can make owning your car:-

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For further information return this form

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NAME ADDRESS

.....

Membership Number Area (Official use only)

INTERNATIONAL MEMBERS WELCOMED TRIUMPH SPORTS SIX CLUB LTD. 1527651



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INTERNATIONAL MEMBERS WELCOMED TRIUMPH SPORTS SIX CLUB LTD. 1527651



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	AREA 1	AREA 2	AREA 3	AREA 4
HERALD (all models)	£113	£126	£144	£167
SPIRIFIRE (excl. 1500)	£165	£177	£196	£236
VITESSE 1600				
SPIRIFIRE 1500				
VITESSE 2 LTR	£172	£201	£253	£292
BOND 4 Cylinder				
GT6 (all models)	£218	£246	£270	£349
BOND 2 Litre				

DISCOUNT

For age & limited mileage

COVER

Fully comprehensive with agreed value

Schemes for Specials, Kit cars and modified

younger drivers

Full details with membership



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EDITORIAL

Who's thinking of summer?

Well, it looks like many Herald and Vitesse owners, as both Register Secretaries have responded to enquires regarding converting saloon to convertibles. This is always a popular modification but one, in safety terms, that needs to be done properly.

April sees the first London Classic Car Show, held at Alexandra Palace on 9th and 10th April. This bold, new venture deserves your support because not only will there be a Classic Car Show, an Autojumble and Auction etc., but some very useful Technical Seminars. Hope to see many of you there.

AGM

You will notice in the President's Intro that the results of the proposed constitutional changes are given. Although, understandably, changes raise debate, I hope at future AGMs that a minority of people show a little more respect and gratitude to the Council of Management. As the Club Manager, I felt my colleagues and I were badly let down, remembering that 1987 was our best TSSC year yet.

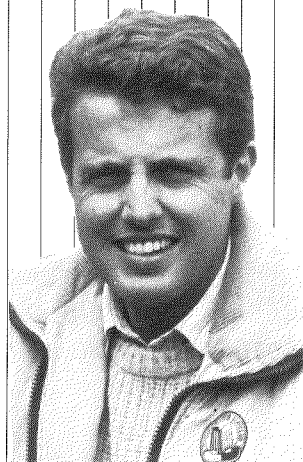
Please find enclosed in this Courier the 1988 TSSC EVENTS CALENDAR

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Incorporating 16 page Area Review & 8 page Trade section

PRESIDENTS INTRO



John Griffiths

PROPOSED CONSTITUTIONAL CHANGES

I would like to thank all those members who responded to the Proxy Vote in the February Courier. Never before have we had such a response from the membership. Taking into account the votes cast at the Annual General Meeting on 6 March the end result was a 10 to 1 vote in favour of the main proposal. In anyone's terms this was a massive vote of confidence in the Council of Management for which I and my colleagues are very grateful.

There is still a lot of work to be done and indeed we will need to reflect on some of the points raised at the Annual General Meeting held on 6 March. The Charity Commissioners will be approached shortly following which final proposals will be formulated. Our intention is to present these in the first instance to Area Organisers. Directly following this a further communication regarding the finalised changes will be sent to all members later in the year, with special resolutions voted on at the planned Autumn General Meeting.

I have attended every Annual General Meeting since the Club started. With one exception, they have always been enjoyable, positive events where members with the interest of the Triumph Sports Six Club have got together to acknowledge the successes of the year in question. Without exception, every year the TSSC has managed to achieve new horizons, introduce new or improved services for members, improve events, the range of regalia and most importantly the quality of The Courier which today is probably the leading Car Club magazine.

But the A.G.M. this year, even against the background of another outstanding 12 months and enormous commitment from Bill, Jo, Trudi and the girls in the office, all Council members, Club Officials and a number of Area Organisers was very demotivating.

To my mind the attitude of some attendees, which disturbingly included a minority of Area Organisers, was unacceptable and did not reflect the true spirit which has become synonymous with the Triumph Sports Six Club. I was particularly disturbed to learn that misinformed communications had been sent to Area Organisers prior to the A.G.M., even from a non-member of the Club purporting to be an Area Organiser, and to listen to certain members at the meeting whose main objectives appeared to be to discredit individuals, or at the very least engender an atmosphere of bad feeling and general unrest. Some of the criticism was even based on totally unfounded facts.

We cannot accept or tolerate such destructive behaviour at future Club events. I remain confident that the members of the TSSC acknowledge the value and enjoyment they receive from this great Club of ours (please see the Questionnaire below which gives you the opportunity to express your feelings).

I hope however, that any member who has concerns or dissatisfactions either on a local basis or with the National Club will always feel free to write or telephone any one of the Council members including myself.

OUR INTERESTS ARE YOUR INTERESTS.

QUESTIONNAIRE:

From time to time we find it very helpful to conduct surveys to gauge the opinions of members. Most importantly, this enables us to understand more accurately what you think about the Club and what you expect from it. We have kept this one purposefully short and hope therefore that you will be able to find time to complete and return it to me at 6 CHUZZLEWIT DRIVE, CHELMSFORD, ESSEX CM1 4XQ, prior to the end of April.

Please answer each question by placing a tick in the appropriate box.

	AGREE	DISAGREE	NEUTRAL
1. Membership of the TSSC represents excellent value for money.			
2. I find the Courier enjoyable and informative.			
3. The Clubs Insurance Scheme represents good value for money.			
4. The service provided by Footman James (Brokers for the Car Insurance Scheme) is excellent.			
5. The Club should continue to consider other services for members which can benefit the Club financially (e.g. Legal & General Scheme).			
6. I nearly always buy from one of the Traders who advertise in The Courier.			
7. I would probably buy more Club Regalia if it were: a) Cheaper b) More expensive and better quality			
8. I believe communications within the Club could be improved.			
9. We have been considering putting together an attractive TSSC car wallet which would house all your important information: e.g. Car Insurance, What to do in an accident, RAC membership, Self Help Booklet, etc., etc. Would this be of interest to you if produced in: a) Leather at a cost of approx. £20 OR b) Plastic at a cost of approx. £12			
10. Any other comments			

NAME:

ADDRESS:

Thank you for your help.

JOHN GRIFFITHS PRESIDENT



INSURANCE PROBLEMS? SOLVE THEM!

TRIUMPH SPORTS SIX CLUB INSURANCE SCHEME

COMPREHENSIVE WITH AGREED VALUE

Club cars are rated by Model and Members by Area

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GT6 (all models) BOND 2 Litre	£218	£246	£270	£349

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

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For information or queries on the Valuation Service
0245 - 443152 (8 pm - 9 pm)

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)

NEWS REVIEW

College Courses

The following communication was recently received from Mr Bill How of Sporting Car Company, Suffolk:

"Norwich City College are at present running evening classes in classic motor vehicle restoration.

There are two subjects run on a Monday evening: Body Restoration and Engines, of which I lecture on the body side of things.

The course runs for 10 weeks and is run from the college workshop. The main aim is for students to gain experience in the practical aspect of vehicle restoration, through working on parts of their own cars.

I feel it is an ideal opportunity for TSSC members to gain a little experience from the experts, without a huge outlay (cost of 10 week course £34).

If any member is interested, would they please contact me by phone on Eye 870573 (day) or Diss 644614 (evenings) or write to me at: 30a Clement Gardens, Victoria Road, Diss, Norfolk IP22 3JW, AS SOON AS POSSIBLE PLEASE as the course is due to start after Easter. Many thanks for your co-operation in this matter."

Children in Need

We have also received the following letter referring to a possible TSSC CHILDREN IN NEED APPEAL 1988, received from Steve Ash of Plymouth. This too requires your attention:

"After last years successful fund raising events for the British Heart Foundation, it is hoped that the Club will be able to raise a substantial amount this year for Children In Need.

It is intended that support should be given in two ways:

1. A Giro credit slip will be associated with the July and August Couriers, enabling members to make their own donations.

2. I hope that Areas all over the country may like to organise their own fund raising events, possibly in conjunction with other car clubs, and present their donations to local BBC stations. Negotiations are currently taking place with the BBC about these events.

WOULD ANY AREA ORGANISERS INTERESTED IN PARTICIPATING PLEASE WRITE TO ME: STEVE ASH, 40 HOWARD ROAD, PLYMSTOCK, PLYMOUTH PL9 7DT.

SU Carbs

The following is a recommendation sent in by Mr T V Wykes, a club member from Nuneaton:

If any member requires spare parts for SU carburettors, they should try: ASHTON ENGINEERING FLOODGATE STREET BIRMINGHAM B5 5SS
TEL: (021) 643 5134

RAC Pinch-Points Campaign

The Club has recently received details of the RAC's new "Pinch-Points" Protest, a major campaign aimed at urging the Government to review it's general road building policy, in order to reduce bottlenecks on our already overcrowded roads.

A major area of concern is that even major new roads are being built with too few lanes and, hence, too small a capacity to meet today's conditions, let alone those in the future.

The RAC, therefore, urges all interested parties to write to their MPs in support of the Pinch-Points Protest. Further copies of the RAC's campaign leaflets are available, so if you're interested (as we all must be), please let me know. An S.A.E. would be appreciated.

Peter Williams

Members Handbook

The new 'Members Handbook' seems to have been well received by members and traders. Unfortunately, it does contain an error, (my fault - Jonty Wild) and I would ask ALL members to make the following correction:-

The telephone number of MAX WALLACE TRIUMPH SPARES should read 601273 and it needs changing on pages 6, 7, 9, 11 and 12. I apologise to Max Wallace and to the poor woman in Eastleigh who is getting all the phone calls.

Bob Notley

Many members will have noticed from the Agenda printed in February's Courier that Bob Notley, until recently the TSSC General Secretary, retired from the Council of Management as of the recent A.G.M.

It was an unfortunate error on my part that his hard work within the Council of Management went formally unrecognised at the aforesaid meeting. I'm sure that all members would wish to join with me in thanking him for his respected views and for the major contribution he has made to the TSSC Council of Management over recent years.

Hope to see you back again soon Bob!

Peter Williams

WHAT'S ON '88

If you have any event news it must be sent to Jonty Wild for future publication in The Courier

THE ANGLIA EVENT

Venue: Shelford Rugby Club - Cambridge
Dates: Friday 3rd June - Sunday 5th June

Events

Friday 7.00pm - Welcome Campers and Food Hunt
Saturday - The famous day as per previous Barbecues,
Bit early to be specific but you'll be impressed
- to include Traders, Games, Prize Givings etc.
Hot food and Bar available all day
Topped by dance in the evening
Sunday - Convoy to lunch venue

Ticket costs £2.50 entry (£3.00 on day) Camping charge £3.00 both nights per person
**For tickets and up to date information - Gary Morton 78 Victoria Avenue,
Saffron Walden, Essex CB11 3AE Tel: (0799) 27455**

Bond Equipe Weekend

*A friendly get-together for Bond Owners on Sat/Sun 11th and 12th June 1988
at The Three Horseshoes, Main St. Yaxley, nr. Peterborough
Camping/Caravan pitches available on site. Pub grub, bring and buy spares, informal
'Choice Bond' Competition. Commemorative Plaque for all Equipes attending and a super
raffle!! S.A.E. for further details - and booking form from:-
Peter Jacklin, 76 Five Arches, Orton Wistow, Peterborough PE2 0FQ*

THE TRIUMPH SPORTS SIX CLUB INTERNATIONAL WEEKEND 1988

East of England Showground, Peterborough
9th & 10th July, 1988
(plus the evening of Friday 8th)

More details will follow in future Couriers but put this event in your diaries NOW - IT MUST NOT BE MISSED!

This Event will be:-

- the largest TSSC event ever
- the largest gathering of Club cars ever
- the most important TSSC event in the Club year
- the largest Autojumble for 'our' cars
- the most important Club Concours of the year
- a full TWO days of Triumph entertainment

PLUS

Full Camping Facilities
With purpose built toilet/shower blocks
Undercover Concours
Undercover Autojumble
Saturday Night Buffet & Disco

PLUS

Friday Night Get Together & Speedway Meeting
Separate Quiet/Family Camping Areas
Local Hotel Accommodation
Car Tuning - Raffle - Area Sideshows
TV Coverage of British Grand Prix
Technical and Register Information Stands
Club Regalia Stand - Video Shows - Members' Boot Sale
Competition Cars Display - Low Speed Trials - Gymkhana
Non car orientated entertainment and FREE trips out

AND MUCH, MUCH MORE

DETAILS JONTY WILD - 13 COMMON RISE, HITCHIN, HERTS
OVERSEAS MEMBERS LOOK OUT FOR DETAILS OF BOOKING ARRANGEMENTS

Autojumble, indoor space, advance bookings only

Any members requiring indoor space at this years event should contact Bernard Robinson at the address given for an advance booking form. Members bringing more than a boot full of spares (i.e. Estate car, Vans or Trailers) will be allowed into indoor autojumble area only. Space allotment is expected to fill early and is by advance booking only, so book early to avoid disappointment.

There will be NO outdoor autojumble area other than members boot sale.

Fee for indoor autojumble space £30.00.

Contact Bernard Robinson

Welland House 9 Acorn Close Lubenham Market Harborough Leics LE16 9DT
ALL CHEQUES PAYABLE TO TSSC EVENTS

This is the Clubs premier event
Over 4000 people expected
Watch this space for more information
INTERNATIONAL WEEKEND 1988

THAMES AREA

PRESENTS

South Of England Meet 1988

After a years break, we're back with vengeance at,

SYON PARK BRENTFORD

ON

Saturday 7th & Sunday 8th May 1988

Events include: CONCOURS — AUTOJUMBLE — COMPETITIONS — TRADE STANDS
CONTINUOUS VIDEO SHOW — GYMKHANA — BAR — CLUB SHOP

Also at Syon Park: - BRITISH HERITAGE MOTOR MUSEUM — LONDON BUTTERFLY
HOUSE — SYON HOUSE AND GARDENS — RESTAURANTS AND SHOPS

Traders wishing Trade Stand space or members wishing Auto jumble space should contact us now!!!

This is the South of England's biggest meet

MISS IT IF YOU DARE!!!

**FURTHER DETAILS FROM
MIKE CREWES, 24 OTTERBURN GARDENS,
ISLEWORTH, MIDDLESEX TW7 5JJ**

No theme this month but for some of you who have written to me, there at last are some of the answers to your questions:

The first question is regarding the validity of 14 days grace after your Road Fund Licence (car tax) expiry: this 14 days, lawfully, does not exist - there is no reason for it to. However, the DVLC rarely prosecute, providing the new Road Fund Licence runs immediately after the old one. This is due to workload more than anything else; besides you are then paying the back-tax anyway.

What to do if you buy a car in innocence that it is stolen. The best advice I can give is for you to consult a solicitor. The legal battle that will ensue is too complex to go through here and varies with every case anyway. How to avoid it is easier. You may be arrested for owning a stolen vehicle and charged if you cannot prove that you bought it. A stolen vehicle rarely has a log sheet, but this is no proof if it has, particularly if 'Duplicate' is printed on it. Beware though, many lawful log sheets are duplicates. In short, check as much as possible - your local police may help there. ALWAYS get a receipt with the seller's name and address on it. If he refuses, there may be a reason why.

I constantly get questions regarding abandoned vehicles towed away by the Council or their agents. Because the vehicle does not belong to the Council, they cannot sell the vehicle (see previous

COP SHOP

Mike
Crewes



paragraph) or anything from it. For reasons of storage, they scrap the vehicle after a period and compensate the owner if he is later found.

Regarding endorsements on your Driving licence. They last for as long as the Court decides on the day of sentence, usually three years. You should always declare them to your Insurance Company, even after they have expired; failure to do so may mean that your insurance is revoked. Once the endorsement has expired, it can be removed from your licence after four years by sending it back to the DVLC.

Customising - a vast subject but a few quick words: this has many pitfalls as I'm sure most of you are aware.

Any alteration to the manufacturer's specification MUST be notified to your Insurance Company, even silly things like radios, wider wheels etc. Any part added or taken from a vehicle must not leave the vehicle in a dangerous condition. Overrider brackets must be fitted with overriders or completely removed. The general misconception that wheels may protrude an inch past the bodywork is wrong; they must not protrude at all if uncovered. If you are in doubt about alterations, drop me a line and I'll try to sort it out for you.

Here is an interesting item I have come across that affects probably all of us, since our petrol tanks are so small. It concerns the storage of petrol in cans.

Under the Petroleum Consolidation Act of 1928, petrol may not be kept in any quantity exceeding three gallons without a licence from the Local Authority. The petrol must be kept in metal vessels substantially constructed or specially constructed plastic containers.

It must be labelled and used only as engine fuel. The fuel must not be exposed in the presence of fire or naked light. A maximum of two containers may be kept in a safe place on domestic or other premises.

Every precaution must be taken to prevent fire or artificial light being kept so close as being liable to ignite inflammable vapour. It is also an offence for any person to allow petrol to enter a sewer or any connected drain.

I have found in the past that many people keep petrol, but few know the law. Now you do, I don't think many people will break the law as it is mostly common sense, but here it is anyway.

If you have any queries regarding Road Traffic Law, contact me Mike Crewes, 24 Otterburn Gardens, Isleworth, Middlesex TW7 5JJ.

Remember help is only 26p away!

LE MANS TRIP

Peter Gould



Having spent hours/days pouring over maps, catalogues etc., not to mention a large phone bill, a plan has emerged.

The idea is to travel overnight Thursday, 9th June from Newhaven to Dieppe, departing 22.30, arriving Dieppe 02.30 approximately. A five day excursion return fare, car only, £63.00, passenger fare is £23.00.

The journey to Le Mans is about 4 to 5

hours, dependent on whether you burn rubber or not. 200 miles. The Green car park in the centre of the course with a £24.00 ticket, allows access to all parts of the course except the stands and pits during the race.

Leaving Monday morning about 08.00 to catch the 13.35 ferry from Dieppe. 200 miles. Arrive Newhaven 17.45.

Now, what you need for your motor

1. Driving Licence
2. Green Card
3. AA 5 Star or RAC Continental Recovery
4. Warning Triangle
5. Fire Extinguisher
6. First Aid Kit
7. Adjust lights with beam deflector & paint yellow
8. External rear view mirror for left hand side
9. Registration Documents
10. (a) Get form E111 from DHSS health care centre, this gives cover for hospital care etc.
- (b) Some French money.
- (c) Get some form of anti-theft device.

Travelling to and at Le Mans

- The car park ticket is bought on the way down at any one of hundreds of outlets.
- The race starts at 4pm Saturday.
- Food is best purchased outside of the circuit at a supermarket because it is less expensive.
- If you can get a C.B. it would be useful but channel frequency is limited to comply with French Law.
- If you are going to drink and drive, don't be surprised to end up in a cell - they are much stricter.
- You sleep in your car or bring a tent.

If enough people want to go, we may get a price reduction on the fare.

PRICES	Sealink car only	£63.00
	Passenger Fare	£23.00
	Petrol 400 Miles	£30.00
	Course Entrance	£24.00
	French Tolls	£5.00
	Food and Drink	£30.00
	TOTAL	£175.00

If the costs are split between two people, estimated cost is £145.00.

In order to ensure that a space is reserved on the boat, the latest date for booking is 1st post on Saturday 23rd April.

How to arrange it

Send a self-addressed envelope with a cheque for £86.00 made payable to TSSC (NLA) to me. As soon as I receive the booking details and tickets, I will send them to you. If the costs are split between two people, send a cheque for £63.00 + 2 x £23.00 = £109.00.

As the Kent and Essex areas of the TR Register are going, we expect to have quite a few Triumphs at Le Mans. Jaguar are expected to do well. **DON'T MISS IT!**

Peter Gould 18 Strafford Gate Potters Bar Herts EN6 1PN Tel: (0707) 53136

CAMBRIDGE TRIUMPH SPARES

SPECIAL OFFERS TSSC MEMBERS APRIL 1988

Spitfire IV/Early 1500 Interior Mirror (Non-Dipping)	£5.50
Spit IV/GT6 III Sunvisors	£7.90
Spit IV/GT6 III Original Seatbelts (Each)	£9.50
Spit I/II/III/GT6 I/II Original Rear Wings	£35.00
Spit/GT6 Fibreglass Doors (Steel Reinforced)	£45.00
Herald/Vitesse Standard Chrome Petrol Cap	£2.95
Herald/Vitesse Stainless Steel Locking Petrol Cap	£3.50
Spit/Her Full Clutch (Pressure, Driven Plates & Bearings)	£25.00
Spitfire/Herald Disc Brake Pads (4)	£3.90
All Models Stanpart Track Rod Ends	£3.90
Spit/GT6 Door to Doorglass Outer Weatherstrip	£5.75
Herald/Vitesse Original Doorskins	£19.00
Her/Vit Outer Wheelarch Repairs (Front or Rear)	£9.50
All Models Vertical Links (Kingspins) Original	£32.00
All Models Trunnion Blocks Original Stanpart	£12.50
All Models Trunnion Bush Kits	£2.00
6-Cylinder Engine Mountings	£3.50
4-Cylinder Engine Mountings	£4.50
All Models Overdrive Rear Gearbox Mountings	£12.95
Herald 13/60 New Distributors (Complete)	£47.50
Spitfire IV Brand New Distributors (With Vacuum Unit)	£57.50
Herald Complete Radiator/Heater Hose Set (State Model) 5-Hoses	£12.95
Spit Complete Radiator/Heater Hose Set (State Model) 5-Hoses	£12.95
Vitesse Complete Radiator/Heater Hose Set 5-Hoses	£15.00
Spit/Herald Cooling Fans	£5.50
Spit/Herald Water Pumps	£15.50
Spit/GT6 Door to Doorglass Seals	£5.75
Spit IV/GT6 III Window Wiper Arms (Stainless Steel)	£3.50
Spit IV/GT6 III Window Wiper Blades (Stainless Steel)	£2.50
GT6 III Original Chrome Filler Caps With Key	£37.50
One Only Brand New 'D' Type Overdrive Unit	£95.00
One Only Brand New 'J' Type Overdrive Unit	£95.00
One Only Brand New Herald/Vitesse White Hood & Frame Assembly	£295.00
All Models Girling Brake Master Cylinders (Single Systems)	£18.00

ALL PRICES + POSTAGE + VAT

We also stock many small parts and strive to carry all service items as well as trim and finishing items. Please phone or write for our NEW 1988 CATALOGUE - FREE TO TSSC MEMBERS.

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Friday 8.30 - 5pm
Saturday 8.30 - 3pm
Sunday 9 - 12noon

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COMPETITION NEWS

Hugh Davies

TSSC HILLCLIMB & SPRINT CHAMPIONSHIP 1988

Up-Dated Calendar:

April 9th	Oulton Park	B
April 23rd	Donnington Park	B
April 24th	North Weald	P
May 7th	Goodwood	C
May 8th	Goodwood	C
May 14th	Lydden Hill	B
May 22nd	Goodwood	P
June 5th	Goodwood	P
June 19th	Gurston Down	C
July 9th	Oulton Park	B
July 23rd	Lydden Hill	B
August 7th	Curborough	P
August 7th	Goodwood	C
August 13th	Lydden Hill	B
August 14th	Goodwood	P
August 28th	Gurston Down	C
September 18th	Goodwood	B
October 1st	Lydden Hill	B

Events Suffixed:

'B' Open to BARC
Championship contenders

'P' Provisional to be
confirmed

'C' Confirmed event

Why not come and watch the cars in action. Listed below are the venues used for both Hillclimb and Sprint Championship and for the Race Challenge.

OULTON PARK: 5 miles N.E. of Tarporley, Cheshire off the A49 - racing circuit - entry charge.

DONNINGTON PARK: on A453 Nottingham/Birmingham Road, 3 miles off M1 (Junction 24) - racing circuit - entry charge.

GOODWOOD: 1½ miles N.E. of Chichester, West Sussex - sprint course - free entry.

LYDDEN HILL: 7 miles S.E. of Canterbury, just off A2 - racing circuit - entry charge.

GURSTON DOWN: 5 miles west of Coobe Bisset, off A354 south of Salisbury, Wilts - hillclimb course - entry charge.

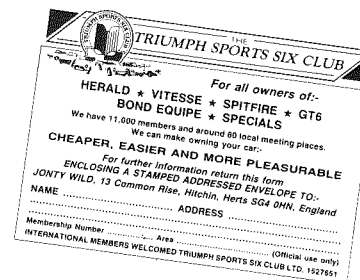
CURBOROUGH: 2½ miles N.E. Lichfield, Staffs, off A38 - sprint course - entry charge.

CADWELL PARK: 10 miles N.E. Horncastle on A153 nr. Lough, Lincs - racing circuit - entry charge.

SNETTERTON: on A11 35 miles N.E. Cambridge - racing circuit - entry fee.

CASTLE COOMBE: 5 miles N.W. Chippenham on B4039, Wilts - racing circuit - entry charge

RECRUITMENT DRIVE 1988



You will find some of the new style windscreen leaflets are included in this Courier and most members will now be familiar with the annual Recruitment Drive. This years' does not differ very much from last years'. I would like to say that each year this method of recruitment is extremely successful in reaching owners who would not otherwise know about us. AND each year more and more cars are scrapped, so the recruitment of the remaining cars becomes more important than ever. The more members we have, the more secure the future of our Club and our cars become. For evidence of this, just compare the increasing number of suppliers to the Club's growth over the years and you will find a direct correlation.

We provide an additional incentive to recruit by giving out prizes and basically there is only one way to win a prize and that is to put out windscreen leaflets; keep them in your glove box and your pocket or handbag.

Whether you put out hundreds of leaflets or just one or two, you still stand a good chance of winning a really worthwhile prize. There are prizes for individuals and the Area who recruit the most new members during the season and prizes drawn 'RAFFLE STYLE' both at the end of the season and each month, (the first month will be the May Courier and will be a **STAINLESS STEEL EXHAUST** for your Club car). In addition there is an **OVERSEAS PRIZE** drawn raffle style at the end of the season; I hope this will encourage our Overseas members to also take part. The prize details are as follows:-

SEASON PRIZES (from now until August 31st 1988)

First Prize £150 Cash - to the member gaining the most new recruits.

Second Prize £75 Cash - to the member gaining the second highest number of new recruits.

Area Prize £150 Cash - to the Area gaining the most number of recruits.

RAFFLE STYLE PRIZES

First Prize - two fully paid places on the much sought after TSSC Xmas Weekend.

Overseas Prize -£100 in your currency.

Runners Up - 5 Club sweatshirts (in your choice of type and colour).

MONTHLY PRIZES

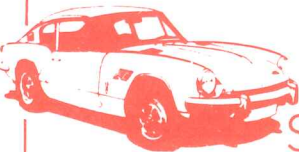
Each month a worthwhile prize (starting with a Stainless Steel Exhaust for your Club car) will be given away. It will be drawn 'raffle style' from the members who have recruited new members since the last draw.

REMEMBER for 'Raffle Style' prizes, one new member gives you one chance, two new members give you two chances and so on. **Don't forget to put your membership number on the leaflets (otherwise how will I know who you are?).**

RULES

These are very simple and are as previous years, so if you need details, contact me. Every member can take part (except me) and **REMEMBER you must use your own membership number.**

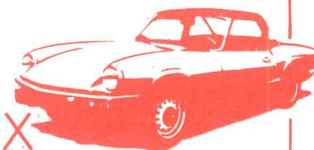
More leaflets are available from me: Jonty Wild (details TSSC Officers page at the rear of The Courier). **GOOD HUNTING!**



CLASSIC CAR AUTOMOTIVE

HERALD • VITESSE • SPITFIRE • GT6

ST MICHAELS WAY, MIDDLEWICH, CHESHIRE CW10 9DX



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 16pb Vitesse, GT6	£35.00
Caliper assy type M16p Late GT6	£35.00
Caliper seal kit all type 12sp	£6.99 pair
Caliper seal kit all type 1411	£3.99 pair
Caliper seal kit all type 16p	£7.25 pair
Caliper seal kit all type 16pb	£6.99 pair
Caliper pistons all type 12sp	£7.99 each
Caliper pistons all type 1411	£4.99 each
Caliper pistons all type 16p	£5.99 each
Caliper pistons all type 16pb	£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 kit	£3.00
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	£2.65
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 16pb	£3.50
Small satchel of anti squeal grease	50p

BRAKES CONTINUED

Pad retaining pins type 12sp & 1411	50p
Pad retaining pins type 16p	50p
Pad retaining pins type 16pb	50p
Pad retaining pin R clip all models	10p
Pad anti rattle clips type 12sp & 1411	60p
Pad anti rattle clips type 16p & 16pb	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	£7.50
Steering rack mounting bush all	£11.10
Steering column inner bush all	£1.75
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	£18.00
Stub axle Herald, Spitfire discs	£10.50
D washer for front stub axle all	25p

STEERING & SUSPENSION CONTINUED

Castor 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	95p
Anti roll bar clamp all	95p
Anti roll bar U bolt with nuts	95p
Anti roll bar end links	£8.50
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

CLUTCH PARTS

Master cylinder new 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	£12.00
Release bearing Herald	£8.25

Pressure plate (diaphragm) Herald £14.00
Friction plate (diaphragm) Herald £12.00
Release bearing Herald £8.25

Spitfire MK1 same as Herald coil spring
Spitfire MK2,3,4 same as Herald diaphragm

Pressure plate Spitfire 1500	£22.00
Friction plate Spitfire 1500	£16.00
Release bearing Spitfire 1500	£8.25

Pressure plate Vitesse 6	£28.00
Friction plate Vitesse 6	£14.00
Release bearing Vitesse 6	£8.25

Pressure plate Vitesse 2 ltr. GT6	£28.50
Friction plate Vitesse 2 ltr. GT6	£16.00
Release bearing Vitesse 2 ltr. GT6	£8.25

Pressure plate Vitesse 2 ltr. GT6	£28.50
Friction plate Vitesse 2 ltr. GT6	£16.00
Release bearing Vitesse 2 ltr. GT6	£8.25

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

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

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	£1.00
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 pin tail all	£1.20
Battery isolator switch all	£6.50

TRIM FASTENERS

Tennax heavy duty hood fasteners	45p each
Tennax single thread studs	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, 7/16 & 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

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

ALL PRICES ARE PLUS VAT AND POSTAGE

Opening Hours - Mon to Fri 9.00am to 5.30pm Sat 10.00am to 2.00pm

WHY NOT USE YOUR CREDIT CARDS

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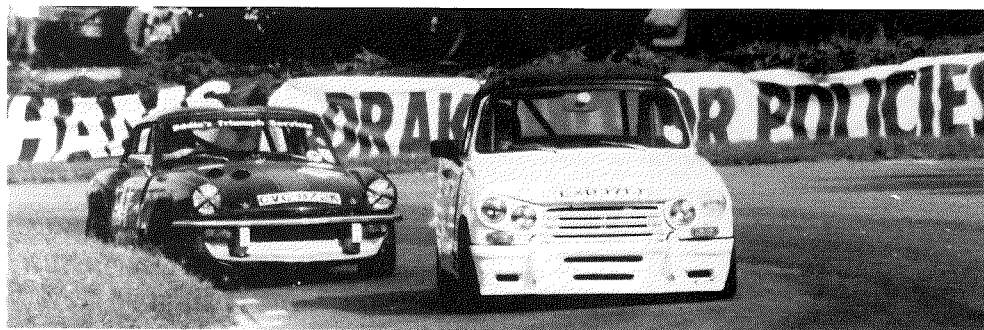


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SPECIALIST ENGINES & TRANSMISSIONS FOR SPRINTING & RACING**

Kingston Sports Cars leading the way

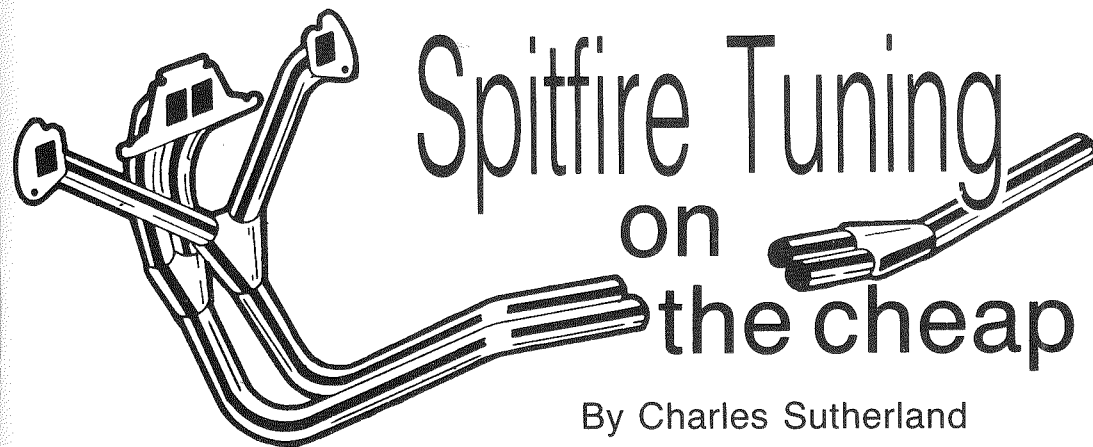


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80 WHITTON ROAD HOUNSLOW MIDDLESEX TW3 2DD
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Spitfire Tuning on the cheap

By Charles Sutherland

You are a relatively recent TSSC member and you have bought a rather down-at-heel Spitfire for basic transport. You are spending money on a rolling restoration but you would like some more performance as well. What do you do? This seems to be a recurring question at our local meetings and I thought it might possibly be useful to disseminate some of my own findings to a wider audience.

The obvious answer to most tuning queries is to start fitting Triumphtune parts in the sequence described in their catalogue. Unfortunately tuning parts, especially properly developed and well made ones are never going to be cheap - as the adage has it: "Speed costs money, how fast d'you wanna go?"

There are obviously right and wrong ways to spend a limited amount and there are some second best compromise approaches. What follows is culled from my experiences with my own and a few other Spitfire 1500s and is in no way intended to be authoritative. I am discussing only the 1500 and you believe any of it at your own risk. Let's start with the engine.

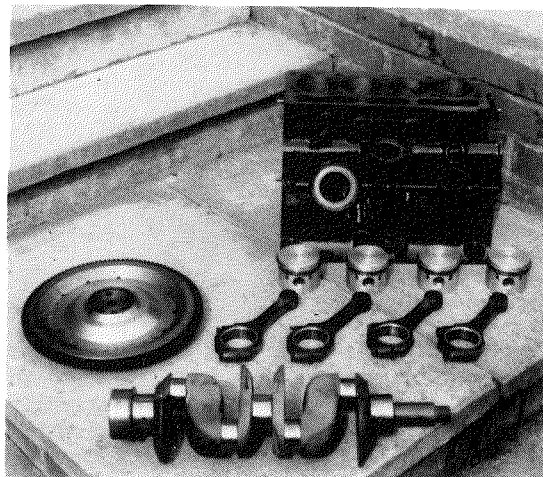
One tuning fact is agreed by all: the exhaust system is garbage. There is absolutely no point whatever in doing anything to the rest of the engine until the exhaust has been improved. The main problem is the silencer in sawing it off and substituting a straight-through item, e.g. a Peco box or something from a scrapyard will increase both power and noise. Make sure you can see daylight through the silencer; you don't want baffles in the way. An additional bullet-type box further upstream may help to keep the noise down. I tried this recently when the tail-box fell off my unmodified Herald 1200. I fitted a straight-through tail-box of Fiat ancestry, costing £6 from my local breaker and found a small but quite noticeable increase in power without too much noise. The Triumphtune 4-2-1 manifold and twin silencer system is one of the best but it does cost over £100. If I could only afford to buy half of the system I would go for the manifold which will do away with the troublesome downpipe gasket and fabricate a simple exhaust as described. You are then in a good position to up-grade the big-bore system later. Incidentally, if you are buying the twin system, I would recommend the round silencer type whose boxes are much more solidly built than the oval types and which should offset their extra cost by lasting longer. Having improved the exhaust, there will be a small power increase but, more importantly, the engine will rev more freely.

What next? The most significant restriction on gas-flow through the engine is now in the air filtration. If cost is no object, then go straight on and buy your K&N filters. If it is, then save your cash for the suspension and throw

away the air-box. Your Spitfire 1500 has 1½" SU carbs, right? Now measure the inlets on the air-box and you'll find they are 1¼" diameter. I know nothing about flow mechanics but that seems wrong to me somehow. Try this experiment: remove the paper filter elements from the air-box and bolt them directly on to the carburettors. Go for a drive and you'll find that the engine leans out completely and won't rev above about 4000 rpm. The air-flow has increased to such an extent that the carburettor needles cannot supply enough

the same test a wire mesh type chrome pancake filter flowed well and didn't clog but let everything smaller than gravel on into the engine. To prevent your paper filters picking up excess underbonnet grime and road-spray, I would suggest that you retain the box but drill holes in it to relieve the airflow impediment. K&N filters should be cheaper in the long term but mine have fractured around the bolt holes and one actually fell off. I haven't used the internal ram pipes. Has anyone else had this difficulty?

Having done all this, your



fuel to give the correct mixture. Now take off the air filters and bolt on to the air-box without replacing the filters. The engine revs normally and you have proved that the restriction is in the air-box and not the filters. If you try this without having modified the exhaust, you will notice nothing because the exhaust is still restricting flow. It all makes sense doesn't it. I recall an article in 'Car & Car Conversions' magazine some years ago in which David Vizard of Mini tuning fame tested various air filters on his flow bench. He measured flow through the filters then threw dirt at them to see how flow reduced as they filtered. The K&N filter flowed best and went on for a huge mileage - equivalent of muck before flow reduced. However, the ordinary paper filter flowed surprisingly well when new but flow reduced rapidly as it clogged. So paper filters are not so bad after all provided they are changed regularly. In

engine will run like a sick parrot because you need new carburettor needles. The Spitfire 1500 uses 0.090 jets and if these are in good condition, leave them alone. If it is a high mileage car, why not replace them in the course of a carburettor strip-down and clean-up? This gives an opportunity to dispense with the waxstat-type jets which some find troublesome. As far as needles are concerned, there are approximately 60 different profiles to choose from. The needles are classified according to their

diameter at 16 points along their length from shank to tip and SU-Butec publish a booklet listing all the dimensions. To save you some bother, I have drawn out some profiles (Fig. 1). The standard needle is ABT. Notice how the taper and hence fuel delivery reduces about half-way along the needle and actually stops tapering altogether for the last two increments. For cars with just the exhaust and filter mods.,

Triumphtune recommend the AAQ needle along with stronger damper and springs. I have not tried the AAQ but I have used the ABN, which is an even richer needle and I found that even that was not rich enough. To be honest, I have never found that changing damper springs makes very much difference but, of course, the only way to do this sort of work properly is on a rolling road and I am probably quite wrong. The needle which Triumphtune suggest for cars with modified

cylinder heads as well as exhaust filters, is AAM. I tried this one on a 1500 with TT manifold and system, paper filters in a drilled air-box and a stage two head last year and couldn't get it to rev all the way up. The solution was to use AAU which has more or less continuous taper and I concluded that the flattening off at the tip of AAM had something to do with it. I have used AAU needles in my own car for some time, both with a 262SAH cam (useless) and the TT fast road 83 cam (excellent) and have found them ideal in

both instances. If you know of a rolling road with a supply of SU needles to try out, then that is probably the best suggestion but if not, you have to resort to drawing needle profiles and empirical testing. However, at around £6 per pair, you don't want to have to buy too many of the things. If you get stuck, try AAU as a good all-rounder.

While inside the carbs, there are some other things to try. The butterfly disc in the 1500's carbs has a valve in it and the whole butterfly can be discarded for a plain one from any old scrap 1½" SU. I think that this valve is responsible for the 1500's idling instabilities and it also impedes flow through the carb. David Vizard did another flow test, this time on SUs and showed that even the butterfly retaining screws affected flow. This being the case, the flutter valve must be even more significant. Taking the same theme further, you can file off the heads and ends of the retaining screws (using Loctite to secure them afterwards) and thin down the throttle spindle as well as giving the butterfly an aerofoil section. Do not do anything else inside the carb body without referring to the original article as some likely looking rounding-off can actually be detrimental.

Setting up carburettors is absolutely critical and I suspect that quite a few Club cars chug about with unbalanced carbs and wrongly adjusted mixtures. I am not going to describe the procedure here but it is perfectly possible to set your carbs exactly right with the minimum of gadgets. Careful use of the lifting pin technique described in the manual will set the mixture without recourse to colortunes or gas analyzers. Balancing the carburettors is all

Fig 1 A selection of S.U. Needles showing diminishing diameter (increasing fuel delivery) towards needle tip.

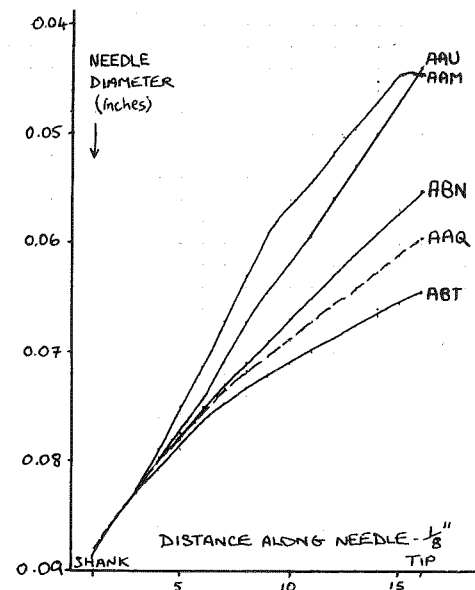
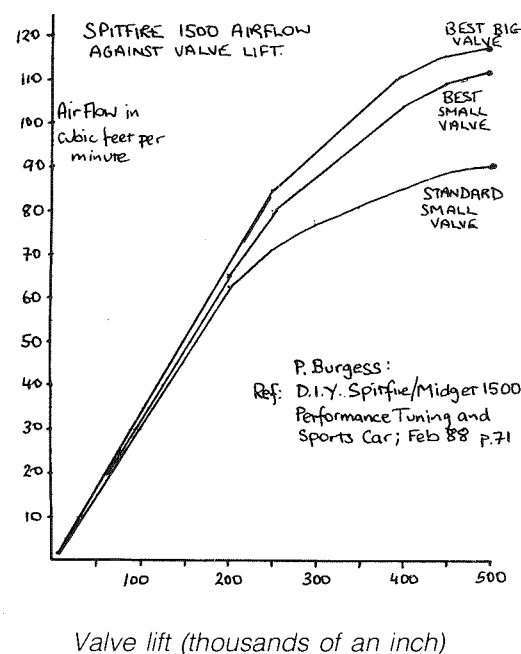


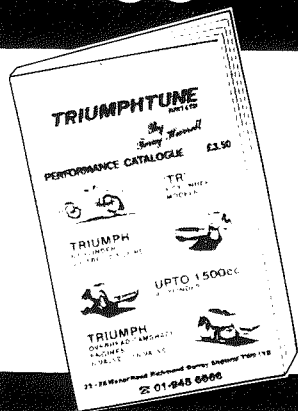
Fig 2



P. Burgess:
Ref: D.I.Y. Spitfire/Midger 1500.
Performance Tuning and
Sports Car; Feb 88 p.71



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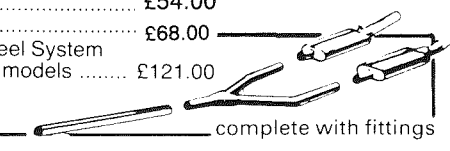
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important and it is simply not accurate enough to listen with a piece of tubing stuffed in your ear. The answer is to use a device called Gunson's carb balancer which is nothing more than a plastic manometer-type thing which you place over the mouths of the carbs to measure air-flow. Practice make perfect.

Electronic ignition may not seem like a high-value tuning aid but it is worth considering. I found that the contact-breaker gap altered rapidly and if it was reset after as little as 1500-2000 miles, the performance improved noticeably. I ended up setting the gap before every competition. Electronic ignition will not give you more power but it will keep your ignition perfect with no time-consuming fiddle.

To modify the engine further, you need to turn to the cylinder head. Polishing up the ports is unlikely to give much real benefit. There was a very interesting article on Spitfire head development in 'Performance Tuning' magazine (Feb 88), showing you what metal to cut away, how to reseat the valves and so on. If, with no previous experience, you are prepared to grind bits out of your head, then I wish you well. The graph is copied from this magazine article and shows flow through a standard head versus maximally modified heads with extensive port grinding and valve seat re-shaping. Notice that there is very little difference at low valve lift and all the improvement comes at very high lift. The standard camshaft will lift to only about the middle of the curve and 0.5" lift is very high indeed, possibly more than can be obtained on a Spitfire without recessing the pistons. I am no expert on this but the message is obvious: the benefit obtained from head modification is highly dependent on camshaft profile.

The impecunious tuner should now turn to the brakes and suspension.

BRAKES:

There was a very sensible piece on Triumph brakes in The Courier quite recently (July 87) and I don't intend to repeat it at length. Basically, I think most people want to up-rate their brakes because they have deteriorated rather than that good condition, standard trim is inadequate. I have done lots of sprints and hillclimbs on completely standard brakes with no problems at all. Once the hydraulic system is in order, get yourself a new pair of brake discs. The chances are that at present your pads are only using part of the disc. The difference is amazing and this has to be one of the most cost-effective repairs you can make. I would second the advice about using good quality brake pads. I once bought pads from a well-known motor factor (I must have been nuts to queue for them-geddit?) and they felt like cotton wool once fitted. Use Ferodo or Mintex and if your driving is so maniacal that you encounter brake fade, try Mintex M171 road/rally competition pads. I really think that converting to GT6 spec. and adding a servo is unnecessary on the Spitfire with the possible exception of circuit racing.

SUSPENSION:

Look at your Spitfire. Ridiculous isn't it? Doesn't it embarrass you the way the back wheels splay out, the front wheels point inwards and the nose sticks up in the air? The Press gave the early Spitfires such a hard time that BL finally made it virtually impossible to hang the tail out. The negative camber on the back is fine and keeps the rear in place but the positive camber on the front makes the understeer excessive. Get rid of it by adding extra shims between the front wishbone brackets and the chassis. You will find a couple there already and you need to add one or two to each site. The last time I looked, the shims cost 11p each from BL and that has got to be the best value mod. there is. Understeer will be reduced and the car will turn into corners much better. Do no over-do it though,

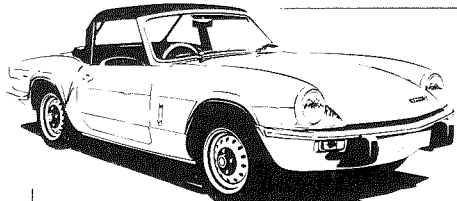
or you could give yourself a fright. A tiny touch of positive camber remaining is probably better for road use than going positive. This, of course, will alter your wheel alignment drastically so find your trusty Thiktwit fitter and have the needful done. At this point, I am afraid that there is no alternative to spending a quantity of piggy-bank innards on short front springs and up-rated shock absorbers. Spax on their own do not help very much. Lowering the front eliminates the front end float and dive exhibited by all standard Spitfires and it even makes the car look lower and more purposeful. Triumphtune sell two lengths and I have found the shorter of the two to give adequate ground clearance, although you might have to reduce your off-road activities. Don't bother with the rear spring unless it is sagging excessively. Decent dampers on the back are required (isn't it amazing how quickly the shocker bushes destroy themselves?) and only then do you need to start considering anti-roll bars. Obviously, wheels and tyres are worth a look and my best value recommendation would be 175/70 SR13 on Dunlop steel wheels, either late Spitfire 5J, late GT6 5 1/2J or 4 1/2J at a pinch. A good source of Dunlop steel wheels which were (still are?) standard Formula Ford issue is the used parts advertisements in motorsport magazines like 'Motoring News'.

Well, that is about all that I have to contribute at the moment. I hope it is of interest to some people who may not have heard it before. If you have any better ideas or disagree with anything that I have said, please write to The Courier.

P.S.

Has anyone seen the 'GT Transmissions' tuning manual? Why is it so expensive? Why have we not heard about the fully sorted 140 bhp Spitfire 1300 before now?

★



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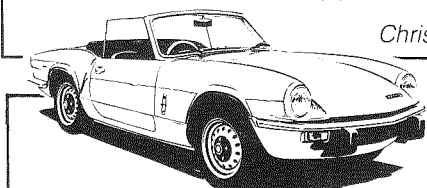
Engine Components			Water Pumps			Suspension Parts			Electrical			Filters (Oil)		
High Performance Camshafts			Spirite 1500 Fixed Fan			Spirite, G16 Suspension			Exchange Wiper Motors			Spirite		
Stage 1			Disengaging fan			Rebuild kit, front			Most models			G16/Vitesse		
Stage 2			MkII			G16, Spirite Upper Ball Joint			Exchange Deposit			Spirite 62-74		
Stage 3			G16			G16, Spirite Track Rod Ends			Starter Motors*			Spirite 74-82		
Exchange Deposit			Fan Belts			G16, Spirite U/L all models			Exchange Deposit			G16 66-74		
4 cyl			All models			Herold 59-71			Dynamax*			Spirite 63-70		
6 cyl			Brake Parts			Wheal Bearing Kits			Alternators*			Filters Petrol		
Cam Followers Each			Plats & Shoes set of 4			Spirite Rear outer			Spirite 710N			In Line Petrol Filter		
Most Models			Spirite III, IV 67-80			G16			71-76 Delco			Motrola Steering Wheels		
Rockers Shafts			G16 MkII, III 66-72			Exchange Deposit			G16 66-74			Motrola Steering Wheels		
Spirite Early			G16 MkII, III 66-72			Wheal Bearing Kits			70-72 Delco			Motrola Steering Wheels		
Late			Vitesse MkII 66-71			Spirite 62-80			Exchange Deposit			Motrola Steering Wheels		
6 Cyl Early			Spirite all models			Herold 59-71			Dynamax*			Motrola Steering Wheels		
Oil Pumps			Brake Discs Per Pair			G16 66-74			Exchange Deposit			Motrola Steering Wheels		
Spirite 1/223			Spirite all models			Herold 59-71			Dynamax*			Motrola Steering Wheels		
MKII/1500			Brake Drums Each			Wheal Bearing Kits			Alternators*			Motrola Steering Wheels		
G16			Spirite all models			G16 66-74			Exchange Deposit			Motrola Steering Wheels		
Timing Chains			Show Return Springs			Wheal Bearing Kits			Alternators*			Motrola Steering Wheels		
Most Models			Copper Brake Pipe Sets			G16 66-74			Exchange Deposit			Motrola Steering Wheels		
Bearings STD			G16 all models			Shock Absorbers SPAX*			Alternators*			Motrola Steering Wheels		
B/E/Ends			Vitesse all models			STD			Alternators*			Motrola Steering Wheels		
Engines			Cupro Nickel Brake Pipe			G16, Spirite Front			Alternators*			Motrola Steering Wheels		
1296 71 on			Seamless 2ft			SPAX Adjustable*			Alternators*			Motrola Steering Wheels		
1490 70 on			New Girling			Spirite, G16 Front			Alternators*			Motrola Steering Wheels		
1490 70 on			Spirite 1/17-70			Koni Adjustable*			Alternators*			Motrola Steering Wheels		
G16/Vitesse 67 on			MkIV, 1500 70-75			Spirite, G16 Front			Alternators*			Motrola Steering Wheels		
Only available in overdrive 10-30			68-70			SPAX Adjustable			Alternators*			Motrola Steering Wheels		
Exchange Crenkhafts*			70-72			Spirings Rear			Alternators*			Motrola Steering Wheels		
6 Cyl			72-73			G16 III			Alternators*			Motrola Steering Wheels		
6 Cyl			Brake Adjusters			Spirings Front*			Alternators*			Motrola Steering Wheels		
Exchange Deposit			Most Models			G16			Alternators*			Motrola Steering Wheels		
Bearings Extra			G16 70-72			Rotolux Coupling			Alternators*			Motrola Steering Wheels		
Short Engine*			Brake Master Cylinder			Exhaust Systems*			Alternators*			Motrola Steering Wheels		
As short engine plus head, Rocker Assy			Spirite MkII IV			G16 III			Alternators*			Motrola Steering Wheels		
New followers etc 4 cyl			1500			G16 III			Alternators*			Motrola Steering Wheels		
Reground crank, Regroffed Cam 4 cyl			Tandem			G16 III			Alternators*			Motrola Steering Wheels		
6 cyl			G16 66-72			G16 III			Alternators*			Motrola Steering Wheels		
Full Engine*			Servo Lockhead Kit			Pacer Performance Rear			Alternators*			Motrola Steering Wheels		
As short engine plus head, Rocker Assy			Most Models			Spirite IV - 1500			Alternators*			Motrola Steering Wheels		
New followers etc 4 cyl			Brake Callipers, NEW!			G16 MkII, Spirite III			Alternators*			Motrola Steering Wheels		
Reground crank, Regroffed Cam 4 cyl			Spirite 67 on			Alloy Rocker Covers			Alternators*			Motrola Steering Wheels		
6 cyl			Brake Hose (Each)			Cooler Radiators			Alternators*			Motrola Steering Wheels		
Exchange Heads*			G16 66-72			10 Row Radiators			Alternators*			Motrola Steering Wheels		
Standard Reconditioned 4 cyl			72-74			13 Row Radiators			Alternators*			Motrola Steering Wheels		
Performance tuned, Gas-flowed			74-81			16 Row Radiators			Alternators*			Motrola Steering Wheels		
Flow Tested Polished 4 cyl			66-71			Oil Cooler Kits			Alternators*			Motrola Steering Wheels		
Note: All heads are 4 cyl			Spirite 67 on			Kfr contain factory swaged hoses, engine block adaptor, etc.			Alternators*			Motrola Steering Wheels		
Assembled with valves and springs			Brake Hose (Each)			Standard Stainless Hoses			Alternators*			Motrola Steering Wheels		
Exch. Deposit			G16 66-72			Hose Hose			Alternators*			Motrola Steering Wheels		
Valves & Guides			72-73			Hose Hose			Alternators*			Motrola Steering Wheels		
In Exh			74-81			Hose Hose			Alternators*			Motrola Steering Wheels		
Spirite III			66-71			Hose Hose			Alternators*			Motrola Steering Wheels		
36 in			72-73			Hose Hose			Alternators*			Motrola Steering Wheels		
73-74 1500			74-81			Hose Hose			Alternators*			Motrola Steering Wheels		
G16 MkII 66-73			72-73			Hose Hose			Alternators*			Motrola Steering Wheels		
G16 MkII 66-73			74-81			Hose Hose			Alternators*			Motrola Steering Wheels		
MkII 73			72-73			Hose Hose			Alternators*			Motrola Steering Wheels		
Piston Rings			74-81			Hose Hose			Alternators*			Motrola Steering Wheels		
14400 Herald			72-73			Hose Hose			Alternators*			Motrola Steering Wheels		
15000 Vitesse			74-81			Hose Hose			Alternators*			Motrola Steering Wheels		
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15000 Vitesse			74-81			Hose Hose			Alternators*			Motrola Steering Wheels		
15000 Vitesse			72-73			Hose Hose			Alternators*			Motrola Steering Wheels		
15000 Vitesse			74-81			Hose Hose			Alternators*			Motrola Steering Wheels		
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15000 Vitesse			72-73			Hose Hose			Alternators*			Motrola Steering Wheels		
15000 Vitesse			74-81			Hose Hose			Alternators*			Motrola Steering Wheels		
15000 Vitesse			72-73			Hose Hose			Alternators*			Motrola Steering Wheels		
15000 Vitesse			74-81			Hose Hose			Alternators*			Motrola Steering Wheels		
15000 Vitesse			72-73			Hose Hose			Alternators*			Motrola Steering Wheels		

a vast increase in numbers of cars on the Register, especially convertibles.

Finally, a warning. Ever had one of those annoying clonks from the rear universal joints? I did and true to form, kept putting the job off until it got really bad. As a result of the constant clonking and vibration, one of the nyloc nuts holding the inner and outer driveshaft flanges together had worked loose. This enabled the head of the bolt to move inwards and neatly shear off the heads of the allen-headed set-screws securing the inner driveshaft to the differential casing. Result: a major oil leak from the diff and an awful lot of work to put things right. You have been warned! ★



Chris Hunts nicley restored Mk2 Saloon (Wales meet 1986)



AT LAST IN DEVON SPITS & PIECES

Triumph Spitfire used parts available for all models, including GT6's.
Postal Service Available Tel Newton Abbot 51370
Unit 9 Bradley Lane Newton Abbot Devon

BOND EQUIPE REGISTER

Peter Jacklin

The current position of the Equipe Register is as follows:-

MODEL	CARS ON REGISTER	TOTAL PRODUCTION	
2 + 2	22	444	5%
4S (incl. 1300)	115	2505	4.5%
2L Mk1 & II	154	1431	10.7%
TOTALS	291	4380	6.6%

As mentioned last month, the Bond Serial Number is the most important information required to make the Register as comprehensive as possible - please quote yours on any correspondence to me, show it on your I.V.R.s and be prepared to be asked for it if you phone, I can be most persistent! I would be pleased to hear from any owners who have any history/ownership details etc. of their cars and any photos that you can spare would be appreciated.

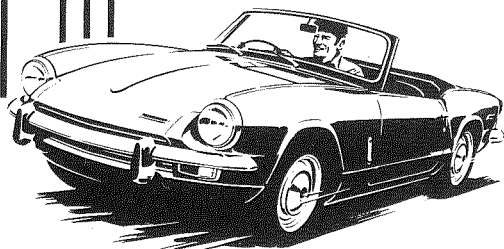
I am getting a regular response to my appeal for spares information/suppliers and hopefully I have managed to help a few owners obtain parts they required, so if you are in need, let me know. There are several cheap cars available for restoration, so if you 'non converts to the cause' fancy something different, give me a call and put another Equipe back on the road.

If anybody is willing to lend a hand in running the Bond Weekend, or if you have any advice/suggestions, please let me know. Let's have a good turnout of Equipes, certainly on the Sunday if you can't make it for the weekend.

Recently, I have been getting in some welding practice with the Migmate welder, bought through the Club Offer some time ago. I have carried out some minor floor repairs to my 4S around the seat mountings and the inner sill/floor area in front of the 'A' post. The 2-litre convertible I am helping to restore is coming on slowly; the chassis repairs are virtually complete but the bulkhead needs extensive work around its lower quarters. It is a funny thing when you reflect on it that the reason most Equipes have been scrapped is because the metal bits have disintegrated not because the GRP sections have failed. The Bond factory painting of the cars appears not to have taken account of the vastly different anti-corrosion properties of mild steel and GRP! Now a timely reminder - do not carry out any welding in close proximity to a fibreglass panel - a fire can be devastating, the resin (a petroleum derivative) burns well once alight and gives off noxious styrene fumes. Any fire can have very serious consequences for a GRP bodied car so make sure that your exhaust system is solid, all petrol pipes are sound and electric wiring is not a fire hazard. Then get your car out and enjoy driving it. Happy motoring!



SPITFIRE I II III REGISTER



The latest **TRIUMPH SPITFIRE MK 3**.
More fun per £ than anything else on wheels.

Nick Lord

This year I attended my first ever Winter Weekend at Stow. Lack of finances after Christmas or work have always prevented me from going before, but I can heartily recommend it - even the unplanned scenic drives!

A little while ago I had a phone call from Giles Haliwell asking for information on Spitfires. Unfortunately, I've lost your address, so could you please let me have it again.

New members are joining the early Spitfire Register at the rate of 30 to 40 a month. This can only spell good news if our cars are to be kept on the road. Hopefully, I can soon give you a membership marque breakdown. However, to give you some figures to be going on with, below is a table of Spitfire production for the 4, 4 MkII and MkIII.

Year	Home Market	Export Market
1962	457	880
1963	3685	17265
1964	4965	18422
1965	4327	15639
1966	4416	12661
1967	5420	9815
1968	4563	15036
1969	3704	14870
1970	4534	12507

The model totals were Spitfire 4: 45763, of which about 80% were for export. 4 Mk2: 37409, of which about 76% were for export and Mk3: 65320, of which about 80% were for export. So, on average, about 80% of the early Spitfires were exported.

Of all the Spitfires produced (314,342) roughly 50% went to North Africa, 23% stayed in Britain and 27% spread around Europe, South Africa and Australasia.

DID YOU KNOW ?

In 1964 Mr John Creaser and his wife Jean of Anlaby, near Hull, each won a Spitfire 4 in a national competition, run by the Quaker Oats Company Limited.

They were two of only eight people to send in correct entries and did not collaborate, fill in their entries at the same time or post them together.

Arriving at the showrooms for Mr Creaser to choose his Spitfire, the big surprise was revealed to them that Mrs Creaser had won the other one, identical except in colour!

HERALD REGISTER

Chris Longhurst



SALOON TO CONVERTIBLE CONVERSION

One of the most frequent enquiries I still get is with regard to saloon to convertible conversions.

The question is usually along the lines of "Can I take the roof off my saloon, put a hood frame in, and turn it into a convertible?" The answer is, yes you can take the roof off (very easily), *but* turning the saloon into a convertible is a different proposition altogether.

A large number of upper deck and rear side panels differ between the saloon/coupe/convertible, resulting in the saloon having a longer body-well and a greater distance between B-posts. The panel numbers are listed in Table 1 and, although this is mainly of academic interest as many panels are no longer serviced, it does illustrate saloon/convertible differences.

If you do want to turn your saloon into a convertible, one of the easiest solutions is to take the rear body section from a scrapped convertible (rusty chassis, front end damage, etc.). The rear shell can then be transplanted onto your saloon (or coupe/estate) chassis. There are a few minor differences in the centre bulkhead section in that the convertible has threaded plates in the top of the windscreen surround to take the hood securing clips. Plates can be made up, attached to (gas) welding wire and slid through the central hole (under mirror) to line up with holes drilled in the windscreen surround; the hood clip can then be bolted in place.

An alternative solution is to take the rear deck/wing tops and B-posts from a scrapped convertible and fit them onto the saloon lower rear section. This method, not for the faint-hearted (!), was covered in detail by Len Pitt in the November 1984 Turning Circle (7, pp 17-22).

Driving an unconverted saloon with the roof off is acceptable (inform your insurance company though) - I have tried it and there do not seem to be any more rattles and judders than with the roof on! The chassis on saloons and convertibles are the same and the bolted-on roof probably does not add a great deal of stiffness. Even so, if you are planning to go roofless for long periods, it might be worthwhile welding in struts from the underside of the rear deck to the inner wheel-arches.

Weather protection of a roofless saloon is best achieved with a home-made tonneau cover (the original convertible one will be too short), held on by tonneau studs attached to the body, door sides and dash top (see Courier 93, p 41 - Studs can also be put along the outer door tops). Studs and dash plates can usually be obtained from hood suppliers. Although clip-on coupe roofs are possible, it is likely that the extra weight (side glass) of the saloon roof would not make this a practical proposition with saloons.

TABLE 1
Herald Convertible & Saloon
Panel Differences

	Convertible	Saloon
Inner Wheelarch RH	812233	705788
Inner Wheelarch LH	812232	705787
Outer Wheelarch RH	802846	802846
Outer Wheelarch LH	802845	802845
B-Post RH	803789	805438
B-Post LH	803788	805437
B-Post Closing Panel RH	901393	-
B-Post Closing Panel LH	901892	-
B-Post Filler Panel RH	704323	-
B-Post Filler Panel LH	704322	-
Upper Wing Panel RH	704420	903319
Upper Wing Panel LH	704419	902318
Lower Wing Panel RH	902271	902271
Lower Wing Panel LH	902270	902270
Panel - Upper Wing to		
Rear Deck RH	704295	703810
LH	704294	703809
Reinforcement Panel to		
Wing RH	803771	-
Reinforcement Panel to		
Wing LH	803770	-
Reinforcement Panel to		
W'arch RH	704768	-
Reinforcement Panel to		
W'arch LH	704767	-
Reinforcement Panel		
Support RH	704387	-
Reinforcement Panel		
Support LH	704386	-
Rear Deck	803790	805799
Rear Deck - Front Edge	-	705786
Deck Reinforcement -		
Centre	704427	608214
Deck Reinforcement RH	704428	608242
Deck Reinforcement LH	704429	608241
Stiffening Plate	-	611646
Waist Rail RH	-	812232
Waist Rail LH	-	812234
Reinforcement -		
Waist/W'arch RH	-	705785
Reinforcement -		
Waist/W'arch LH	-	705784
Tonneau Support Rail	902714	-

To the best of my knowledge these panel numbers also apply to Vitesse (saloons and convertibles). Don't forget to take the door windows (703795), weatherstrip (713941) hood and clips from the convertible!

EXETER TRIAL AND TRIBULATIONS



This is the story of eighteen hours in the life of our Devon Area 'Q' car. It is a tale of love and rust, clutching at straws or should that be destrawing of clutches and mud in the eye. Those with any mechanical sympathy for Club cars should turn over; lead-footed insomniacs may wish to read on and take up the challenge.

The scene is the Bath and West Agricultural Showground near Shepton Mallet in deepest, darkest Zomerset, at 3.00 am one night in January 1988, the players are: a brave 13/60 Herald reg. Q 957 UGL, henceforth known as 'Ugly'; TEAM LEADER Richard 'Bigfoot' Bruford; team leader Graham 'Wook' Hill; and your scribe, Nigel 'Mid' Whittaker, also team leader, no favouritism in this outfit!

As we drove into the huge floodlit building, we were greeted by the sight of rows of classic trials cars - Dellows, Trolls, Allards, MGs and Beetles etc. All were being thoroughly scrutinised, some even on axle-stands being checked for limited-slip diffs. The scrutineer turned to us and visibly paled as he saw Ugly. "Evening gentlemen, are you sure you're not looking for the Shepton Allet Car Auctions?". All he could think of checking was the battery mounting (doesn't he know that it is only Spitfires that have ferrous oxide battery boxes!). Ugly passed with flying colours. Right, now for some breakfast - full English variety at 3.30 am.

Our departure time was 5.40 am, so we had time to relax and check the car over. Due to our thorough preparation, the only job that needed doing was to transfer the engine oil from the spark plugs back to the sump - well, they had done over 75 miles!

The first special test hill was only a few miles drive from



the start and we arrived in time to lower the rear tyre pressures; this seemed to be the thing to do, presumably so one didn't have to carry so much air up the seemingly impassable tracks.

On the start line and we were away, organ pedal to the floor, holding it in first gear. A cacophony of noise, car full of exhaust fumes and shouted advice from the back seat drivers, straight cut gears howling as the abuse tried to make them helical. We crabbled and bounced our way and as the finish sign was picked out in the headlights, the engine faltered. We held our breath and slipped our clutch, somehow managing to summon enough 'Coventry neddies' to see us over the line - with a big cheer from the crew.

Time to put some air back in the tyres and then follow the direction sheet and maps towards the next hill. It was agreed that the engine problem was probably a fuel blockage and we decided to investigate when we reached the next test. However, we misread the directions and drove miles out of our way. Tempers got a bit ragged and I think we all secretly wished we were at home - asleep! All was not lost as there was a traffic-jam of competitors when we eventually arrived at the hill. It was beginning to get light, so we decided to strip the carburettor. This was a mistake! In the gloom, the dawn chorus was joined by mutterings of "Oh bother" and "Drat" as the petrol float mounting lugs sheared off and fell into the mud! Ah well; we cleaned the needle valve and reassembled it. The petrol pump was now completely

unhampered and pumped any petrol the engine didn't want all over the exhaust manifold; what would our friendly scrutineer have thought of that? Bigfoot's eyes suddenly lit up, "I know, we'll take out the access plate that covers the rear spring!". Stunned silence from the rest of the crew, "Eh?" "Yes, we can wire it under the carburettor to divert the petrol away from the exhaust pipe." As long as we stopped the engine when it wasn't using much fuel, i.e. idling, this was all we could do at present apart from keeping one hand on the fire extinguisher.



So we pressed on, the next few hills were much steeper and we were not alone not clearing any. Due to the enormous amount of spares, tools, tyres, clothing and sandwiches, each leaf of the rear spring had reached the Autumn at minus three inches! Something had to go and, you've guessed it, the exhaust pipe 'bit the dirt'. Although this improved the ground clearance, we were getting gassed and the engine had stopped 'torqueing' to us.

Don't tell anyone, but at this stage we summoned outside help (no, not the AA) and called a friend who could bring us a replacement carburettor, exhaust and a Courier Van rear spring. We estimated that we could change this lot at the lunch stop at Exeter motorway services. But before that, there were two more hills to be conquered, these were going to be tricky! I managed to coax Ugly to the start line and we sat in awe looking up a 45° slope with 'tramlines' 9 inches deep, obligingly spaced 4' 6" apart. On the signal from the marshall, I hit the pedals, Bigfoot and Wook bounced up and down in their seats and we managed to struggle upwards about ten feet before all traction was abandoned. "Brilliant!", shouted Bigfoot, "Last year we never left the start line". The last twelve months of development work comprising a new MOT, bigger tyres and a cassette player was obviously beginning to pay off.

We 'cooked' the clutch trying to get to the start of the next hill and decided to leave that one and head for Exeter. Other competitors were having even more difficulty than us and we gave a lift to a driver going for help, who, it turned out, had been trialing for years and back in the 60's had bought a new Vitesse 1600 to use for attacking these same hills!

Sacrilege! He also had a Herald Estate at his farm which we could have if we cared to go and collect it one day. We

exchanged addresses, dropped him off in Branscombe and continued to our service stop.

It is amazing how well three lunatics can work when the occasion demands and how seriously. The carburettor, rear spring and exhaust were all replaced and plugs cleaned in 45 minutes at the Motorway services car park and Ugly was ready to rear its head again!

Our fellow competitors deserve a word of praise at this point as several came over to see that we were alright and offered to lend a hand; it is good to find a competitive sport where this spirit still pervades.



All this effort was proved to be very worthwhile as, with Wook driving, we cleared the next hill; a difficult one, in fine style although we did discover (too late) that we were supposed to do a restart half way up. Never mind, the Herald was proving to be a bit competitive on the quiet.

We were now flushed with success and arrived at our next challenge; the 'infamous' Fingle Bridge on the edge of Dartmoor. Bigfoot Bruford was to be in charge of the car's destruction on this one, as his mum had come to watch, AAH! Our driver really lived up to his name here and gave it his best shot, arms flailing everywhere as he fought to keep it out of the trees. I tried vainly to get some action shots with my mud-covered camera. This was the best hill of the day with relatively long and easy straights separated by really treacherous bends, steep, sharp and very rough; and we made it, crossing the finish sounding like cowboys at a rodeo, whooping and hollering! However, in trials things can quickly change and, as we waited at the top of the track to do a car control test, the front of the car disappeared in a sudden and rather ominous cloud of steam. The fan had gone through the radiator due to the convulsions of the engine on the way up. The next competitor up in a Dellow turned out to be a saint and an entrepreneur and sold us a tin of 'Radweld'! This was tried but it soon became apparent that this was akin to trying to stop a rhino with an air rifle. Thus we restarted to that car buyer's

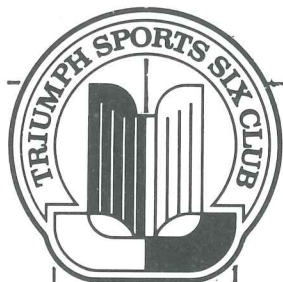
curse, 'plastic padding' which worked at length. The curing time was a bit too long, however, due to the temperature and we were approached by a marshall who told us that we were running too far behind our schedule and would have to retire. This was a blow, just as we seemed to be getting into our stride. I am sure I heard Ugly hiss a sigh of relief!

It was now around 4 pm Saturday and we had not slept since Thursday night, so I think that really we were a little relieved to be heading the fifteen miles home. We hadn't quite finished yet though, as Fingle Bridge had unknowingly done a mischief to one of our rear tyres which waited until it was dark and went flat! After the other repair jobs of the day, this was relatively easy and we were soon home.

Once refreshed with a cup of tea, conversation turned to the day's events and within minutes a list was being drawn up detailing improvements to Ugly for next year. A 1500 engine and clutch, all synchromiser gearbox, modified rear spring for more ground clearance, re-routed exhaust etc., etc., etc.; and we won't take so much extraneous junk!

I would never have believed a Herald engine could produce so much smoke, its gearbox such excruciating noises (in every gear!), its drive chain that amount of vibration and yet still keep going to provide us with so much enjoyment.

Next year we will be flying the TSSC flag again.



STARS AND THEIR CARS

21-year-old British actress Karen Young, lives in Buckinghamshire and has a Triumph GT6 as her own personal transport. Karen, at present working on the film 'Up the Khyber' is obviously a great attraction wherever she goes and the car makes it a very glamorous duo.



Know any more? Please send

AREA NEWS REVIEW



NATIONAL KITCARS & SPECIALS SHOW MAY 1st & 2nd 1988

This show was well attended by TSSC members last year even though it was a last minute panic, so this year the 'cogs' have been set in motion months in advance. This event is one of the largest, if not the largest show for specials of all makes and models. It is held at The Royal Showground National Agricultural Centre, Kenilworth (the same venue as the Town & Country Festival), which for those who have visited one of these events will realise, the area that the Kitcars & Specials Show is spread over is vast.

As well as the club car display, there will be inter-Club competitions based on the following:-

- | | |
|------------------------|-------------|
| 1. Driving Test | (3 cars) |
| 2. Standing Quarter | (2 cars) |
| 3. Concours d'Elegance | (3 cars) |
| 4. Tug of War | (6 bodies!) |

If you would like to be in one of the above teams, please contact me a.s.a.p., so that I can get the TSSC Club Entry Form registered.

As well as the team events, the following events can be entered on an individual entry basis:-

- | | | |
|-----------------|---------------------|-----------------------------------|
| 1. Driving Test | 2. Standing Quarter | 3. Individual Concours d'Elegance |
|-----------------|---------------------|-----------------------------------|

For these categories you must contact me for an Entry Form which you *must* send off yourself.

The Standing Quarter is for KITCARS ONLY - sorry, someone abused this event in a production car two years ago and hence the ruling.

Although this event is a two day event, last year some cars came for one day only. However, camping is available (forms from me!) or local B&B, which may be drier/warmer. Pre-entered cars can be taken off the site overnight.

The show itself is broken into two parts - club events and stands outside, manufacturers' display stands and autojumble indoors.

The TSSC stand is obviously for ALL our kitcars/specials as well as the vastly modified club cars but it would be nice to see a couple or so of each model to show what our club is about. For further information and Entry Forms, send an SAE to me:-

KAREN PITT 137 MELBOURNE ROAD., EARLSDON, COVENTRY TEL: (0203) 711244

AREA NEWS REVIEW

ANGLIA...CANTERBURY...CLEVELAND...CORNWALL...DERWENT VALLY...DEVON

Anglia

Luxury, a whole week from the meeting to the due date for the report. Just as well as in between was the AGM where, to say the least, lively discussion resulted. I hope The Courier gives a good report on the happenings but, if not, or you have any questions, come to the meeting!

Hopefully the April meeting will have the second instalment of slides for the TSSC John O'Groats to Land's End Convo. I may not attend as I am setting up a meeting at the Harvest Moon pub, Thorley Park, Bishops Stortford in the restaurant at 7.30 pm on Monday 11th April. I hope this is convenient for a lot of people. If this is well attended, it will become regular.

For those who sent me cheques for event tickets, sorry for the delay but, thanks to Janet, they should be ready at the beginning of April - cheques will not be banked until then.

Thanks to those people who brought their local papers in but still more required as well as photos and slides. Incidentally, anyone interested in going to Le Mans in June, either phone Neil Oakman on Royston 60819 or we will see you on Thursday 7th April, won't we?

Gary Morton

Canterbury

Now the weather is becoming more clement, I was surprised not to see more members at the last meeting in Canterbury. However our Sunday meetings at 'Slippery Sams', Stone Street, Petham are rather more encouraging.

Despite last months unsubtle hint, there is still no sign of David Jarman. However, I welcome Dave Hurley and look forward to seeing his Vitesse (each panel lovingly re-sprayed in his spare bedroom!).

Enquiries into the use of a Skid-pan have led me to a 'Better Drivers Course', run by the Police at their Driving School in Maidstone. I understand this is free; more info later.

I am still collecting addresses of useful scrap/breakers yards for our

tour in June/July. Meanwhile, Ray has a list as long as your arm of Club cars for sale or breaking.

Tuesday 12th April - Abbots Barton, 8pm.

Sunday 24th April - Slippery Sams for lunch.

Andrew Mason

Cleveland

Anyone wishing to go Egg Rolling on Sunday 3rd (Easter Sunday) is welcome to join the Cleveland TR Register in rolling their painted eggs down Roseberry Topping. Please phone David on (0642) 818152 for times and meeting place.

Our regular pub meeting at The Ladle is on Wednesday 30th April. Hope to see you there.

Kathy

Cornwall

Don't panic! Attendance at the A.G.M. revealed that the Club is only thinking about restructuring its organisation; we've plenty of time to discuss all the implications. Come to the **next meeting on Friday 29th April at the Grenville Arms, Nanpean** for full details.

Our two major events of the year will be the Cornwall Area Concours on Sunday 26th June at Colliford Lake Park, Bodmin Moor and a mass visit to the Beaulieu Motor Museum to coincide with the Autojumble on the weekend of 10th September. Full details will appear nearer the time but for more information and details of camping facilities at both events, please contact John Lincoln who has kindly organised both events on (0209) 214864.

David Buxton

Derwent Valley

Sorry there was no report in last month's Courier - I missed the deadline.

Attendances at our monthly meeting at the Railway have been very good, with an average of 25. It is very

gratifying to see so many people at these meetings - both new and old faces.

I had intended visiting the 2nd Sports & Kit-Car Show at Stafford but, unfortunately, an outbreak of the flu in our household put paid to this. I hope those of you that went had a good day.

John Gregory has volunteered his services as Derwent Valley Spares Secretary. He has in his care a limited selection of used Triumph spares which we have recently acquired as an Area. Anyone who is in need of used spares within our Area please see John at our monthly meetings.

If there is anyone out there who wants to dispose of any spares, then we may be in a position to purchase them but our funds and storage space are limited.

Our meetings are held at The Railway, Cowers Lane, which is situated on the crossroads of the Belper/Ashbourne and Duffield/Wirksworth roads - all are welcome.

John

Devon

In March's issue you will have read about the elections for the new committee, which is currently drawing up a timetable of events for the coming year. As we did last year, we are hoping to send to each Devon member a calendar of events once the newsletter has been written. Hopefully, this will be very shortly!

February was another good month for the Exeter meeting at London & Manchester Social Club at Clyst St. Mary, with about 20 people turning up - quite a few also used the swimming facilities this time. Now that we also have a Plymouth representative and a North Devon representative, we will also be having meetings in these Areas some time during the year - I'll keep you posted on these. Don't forget the Dart Bridge Inn is an excellent venue too, so please make an effort to turn up there.

Looking at April, the dates for your diaries are:-

Sunday 10th April - Evening

meeting at London & Manchester Social Club.

Sunday 24th April - Evening meeting at the Dart Bridge Inn, Buckfastleigh.

I hope to see you there, and don't forget, it's almost convertible weather again.

Gareth Beeching

Dorset

I would like to take this opportunity to welcome the two new members to our Area and hope to see them at future Club meetings. Last months meeting went well with the usual chat about our cars and what everybody had been doing. As the last of us were going home, Martin came running back in; he had broken a UJ on his Spitfire about 1/2 a mile down the road. Fortunately, he had a spare driveshaft/hub assembly at home but it still meant changing it on the roadside at 11.30 pm on a freezing cold night!

I would like to thank John Snook for the invite to the Wessex Area Rally at Bournemouth on 22nd May. Anybody from our Area interested please contact Andy Topp at Milborne Port, tel: (0963) 251189.

I shall be writing our Area news from now on and I can be contacted through Andy. **Next Club meetings at The Antelope Hotel, Sherborne, last Wednesday of the month, April 27th, May 25th and June 29th.** Hope to see you there.

Steve Wood

Essex

The Darts Match with the TR Register was a great success in every way. First, we won and second, there was a magnificent turnout, in fact we rather over-powered the TR Register members. As you know, I could not attend, due to work commitments, so thank you all for attending and for the organisation on the night.

There is some more news about the shed at the back of the White Bear. The Gun Club members are going to

AREA NEWS REVIEW

DORSET...ESSEX...HANTS & BERKS

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Hants & Berks

Following a successful first meeting at The Hatch, we have decided to move one of the two monthly meetings there. The first Tuesday meeting will therefore in future be at The Hatch (to the east of Basingstoke) with the third Thursday meet continuing to be held at The Round Oak, Padworth Common. Nice to see Sarah at a meeting - all you other members from the Winchester district please note that The Hatch is only 30 minutes or so up the M3.

Dave organised an entertaining Quiz for the Thursday February meeting. The Bonners made a too rare appearance and neatly bracketed the scores - Andy being top but Oh Dear Dona!

I'm sure that we will have, once

David

AREA NEWS REVIEW

HANTS & SURREY...N. HERTS & S. BEDS...HULL...EAST KENT

again, thrashed Hants & Surrey at Skittles on 15th March - report next month.

DATES FOR YOUR DIARY:

Thursday 14th April - Skittles against The Invaders Motor Club at The Hare & Hounds, Chieveley Nr. Newbury. 7.30 start.

Sat/Sun 7th and 8th May - South of England Meet. A convoy will be arranged.

Sunday 22nd May - M40 Meet. Again a convoy will be arranged.

Sat/Sun 9th & 10th July - The International Meet. If you can make no other, join us for this, the main Club event of the year.

Sunday 18th September (confirmed date) - Hants & Berks Autojumble. Volunteers needed to run side shows etc. I understand that Jonty will be including this in the official Club Calendar so we can hope for a good turnout.

Graham Sturgess

Hants & Surrey

A great day was had by all those who turned out for the Orbital Meeting, which was even better attended than last year (over 150 cars). Thanks go to Mike Crewes for his efforts in organising such a successful event and we look forward to seeing him when he moves to the Area.

No other news since the last newsletter I'm afraid. However, plans are afoot for a trip to the coast some time soon and maybe another Treasure Hunt even (hint, hint Tim and Donna!). Hope to see everyone on the 11th.

Mark

Nth Herts/Sth Beds

So much for my New Year's resolution - I'm sorry I missed the last Area News Review. Since the last report, however, we had our very late Christmas Party at the Kings Head, as arranged. I think the meal was enjoyed by everyone but unfortunately we all forgot our dancing shoes and those

who had to travel left quite early!

FUTURE EVENTS:

Wednesday 6 April: Area meeting at The Eagle & Child, Whitwell.

Tuesday 19 April: Area meeting at The Bird in Hand, Henlow.

Wednesday 20 April: Trivial Pursuit evening at The Eagle & Child, Whitwell. Early start - 8 pm, and food will be arranged (price £1 per head approx.). Bring your brains with you!

Thank you to Dave, Graham and Kevin who have volunteered to photocopy the Area newsletter for me. If anyone else can help in this way, or if anyone has any interesting articles which could be included, please let me know. You can contact me on Jonty's number (0462-56315).

Finally, a message to all the members from BEDFORD who might be reading this report. Why not come along to one of the above meetings - we're a friendly bunch and will soon have a full calendar of meetings/events to tempt you.

Inene Fussell

Hull

March saw a turnout of 9 people and we were very pleased to welcome 4 new faces.

Now the better weather is nearly upon us, we hope that a lot of old and new members will pop in to our meetings for a good natter and a lot of helpful tips.

We had a very good meeting discussing many aspects relating to our cars and the forthcoming car show at Kirmington on July 24th. Anyone interested in attending the above show, please let me know.

G Curtis

East Kent

The February 2nd meeting was held at The Woodlands. We had to hold this meeting upstairs as The Woodlands decided to re-decorate downstairs. We would like to wish Jon Low all the best for his second racing season in his Spitfire, hopefully with his new, extra

large garage he is building to take up all of his back garden, he should have ideal conditions to prepare the car.

The 14th February, M25 meeting at Windsor: we had four cars attend from the Area, namely Kevin's Bond, Pauline's Herald estate, Steve's Herald and my Vitesse. After a nice, sedate drive round the M25, we then proceeded to take the wrong turn off the M25 and after travelling in the wrong direction for a couple of miles, we turned around and re-traced our route, eventually arriving to see a car park full of club cars. Clive has now volunteered the E. Kent Area to hold an M25 meeting in September, probably at The Princess Hotel, Dartford - more information later in the year.

The 18th February meeting was at The Black Lion. The evening consisted of a number of persons attempting to throw miniature javalins at a target. Yes, you guessed it - DARTS!!! With a reasonably sized team of 8 from the TSSC playing an equally numbered team from the RMC, we started off with a 'nearest the bull' but, due to various distractions I encountered whilst throwing, I gave RMC the start (well, that is my excuse). Anyway, quick progress was made towards the double finish, where we all stumbled about for some time. After 1½ hours play, the score was two all. We then decided on a final play-off. Again it was the doubles that caused the finishing problems but the RMC pipped us at the post (it wasn't hard). An enjoyable evening however, and many thanks to everyone who attended.

We have been asked this year by W. Kent to run the stand at the Bromley Pageant of Motoring on 3rd July, so mark that one in your diary. We have been told that we can only have three cars on the stand. If anyone else is interested in going, they should apply in advance for their one-make parking area tickets.

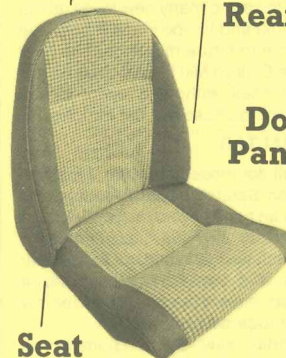
Our next meeting is on 6th April at The Woodlands Hotel.

Martin Morrison

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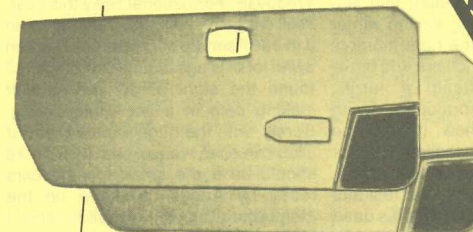
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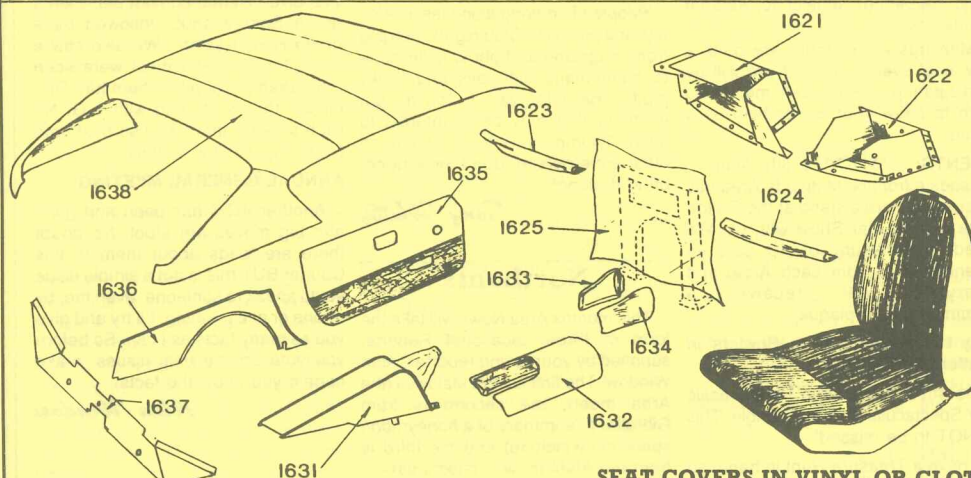
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AREA NEWS REVIEW

MANCHESTER...MERSEY...NORTHANTS...NORTHERN IRELAND

Manchester

An excellent turnout for the February meeting at The Nag proved (contrary to popular belief) that you weren't all hibernating for the winter but just waiting for the right moment to leap from your armchairs and brave the weather to attend! A terrific evening, helped enormously by an interesting slide show (thank you Mark!), provided an excellent start for a series of evening events to come. Starting this month is our resident parts wizard, Dave Hall, with his dead good, dead hard, 'guess the part' quiz.

Events in the next few months at The Nag are as follows:

April: Guess the part with quizmaster extraordinaire, Dave Hall.

May: Quiz T.B.A. - volunteers welcome!

June: Car Park Concours. Polishing cloths at the ready!

July: Barbecue, subject to weather conditions.

Meetings aside, there are quite a few local events in which we will be participating. Please call me if you wish to show your car or help on a stand.

EVENTS: May 7th & 8th: Alan Mosedale from N. Midlands Area has offered to share a stand at the Oulton Park Classic Car Show with us. We need a minimum of 10 cars in attendance (5 from each Area) and everyone will receive a commemorative plaque.

May 15th: Autojumble at 'Bowlers' in Trafford Park.

June 4th & 5th: Tatton Park Classic Car Spectacular and Autojumble. This is NOT to be missed!

I have a Treasure Hunt in hand, so watch out for it in the coming months.

Final thanks to Chris Hewitt for submitting an excellent Treasure Hunt and to Roland Drew for his help with the monthly activities. Contact me on the usual number if you need information or help of any kind. See you all at this month's meetings!

Paul Howarth

Mersey

I have decided that we are going to win the Club Stand Trophy at the Woodvale International Rally this year. I still cringe to think that the Stags won it in 1987 simply because they had an awful lot of Stags. I quite like Stags but found the sight of 30 very similar looking cars in a line quite boring. Surely, with the huge variety that our Club can offer, we can beat this. There should be some smart looking cars ready by August so keep up the momentum on the rebuilds and I promise to wash and polish my Herald before and not during the show this year.

There is a new venture being organised by the Scimitar Owners Club, bringing all the North Western car clubs together for a rally on the 11th June at the Windmill, Knutsford. This sounds a great idea to me. I'll let you know when I get further information.

People often bring along fascinating bits and pieces to Club nights, ranging from magazine and photo collections to home-made side-rails and Dinky model Heralds. So if you've got anything that may be of interest to fellow Triumph nuts but probably no other sane person, don't think twice, bring it along!

Tony Whitley

Northants

This month's Area News will take the form of three Locational Reports, supplied by your roving reporter, Alan Window. The first is from Maidwell (the Area meet), the second is from Gibraltar (a summary of a honeymoon spent car-watching) and the third is from the AGM (how it affects us).

MAIDWELL:

HELLO, GOOD EVENING AND WELCOME to the Window report from the Event of the Month, the Northants Video Night. Well, I took the videos to help break the ice and get people chatting but it turned out that the videos were so popular, they literally stopped the conversation. So it must

have been a good night. It was VERY good to see so many new faces (about 8 I think) and I hope you will continue to come to future meetings. The hunt for the Elusive Mk1 Herald Chassis has found itself without a scent at the moment to chase but not for long

GIBRALTAR:

Well, for those not aware, I married Ann on Saturday 20th February and made an honest woman out of her. I'm pleased to say that Club cars were there but we just could not fit Ann, her dress and my 6'5" frame into a Vitesse, more's the pity. However, my Cambridge saw service.

Sunday saw us in Gibraltar on Honeymoon. Gibraltar with a population of about 30,000 people of which 10,000 are British Service Personnel. It has more road inside the Rock, a total of 34 miles. So there isn't much road outside the Rock either. However, the population of our cars was noteworthy. The first to be seen was a red Herald convertible, then a green Spitfire 1500, followed by a green Herald estate. We also saw a red GT6 MkIII and most were seen more than once, all of them had Gib. plates, that is starting with a G. No Club stickers that I saw so next time I take my window leaflets.

ANNUAL GENERAL MEETING:

Another AGM has been and gone and big moves are afoot. No doubt there are loads about them in this Courier BUT this is not a simple issue so do speak to someone, even me, by phone or at a meeting. I'll try and give you as many facts as I can. So before you vote on the final issues, make certain you know the facts.

Alan Window

Northern Ireland

Our March meeting has been one of the most interesting to-date, with the appearance of Pete Waller's Burlington. Yes, fresh from the paint shop and without any interior, it was the centre of attraction and Pete was rightly proud of it. All the Club members left their drinks at once to go

AREA NEWS REVIEW

NOTTINGHAM...Oxford ... PETERBOROUGH...RIBBLE...SALISBURY

Oxford

IMPORTANT NOTICE - NEW VENUE & NEW DATE: the new venue is THE WISE ALDERMAN, 249 Banbury Road, Kidlington, Oxford. The new date will be the THIRD WEDNESDAY each month, starting 20 APRIL - usual time, from 7.30 pm.

It is on the A423 Oxford/Banbury road at the North end of Kidlington. Driving from Oxford, it is the last building on the left as you leave the village, just over the canal bridge.

Nice, stone built pub with a separate room for us with our own bar. Food and snacks are available. Good car park with picnic tables on canal side. If we support it well, the room is free!

After 10 happy years at The Grapes, it will be a wrench but all good things come to an end. Since Mr and Mrs Jim Douglas retired to Spain, the brewery have decided to rebuild the interior of The Grapes, which means our room goes.

Now some events for your diaries:-

Sunday 22nd May - Convoy to East Berks Area M40 Meet at Wycombe Air Park, Booker, near High Wycombe, leaving the Wise Alderman, Kidlington at 10.30 am.

Saturday 28th May - Barbecue in Avon Dassett Country Park with a pub lunch at Edge Hill en route, all arranged by Geoff Timms. We leave at 9.30 am prompt from the Wise Alderman, Kidlington. Tickets are £2.50 each (not including lunch) from Geoff. Bring your own drinks.

Sunday 26th June - Oxford Area 'Flying Picnic' at the Shuttleworth Collection, Old Warden Airfield, Biggleswade. Bring your own picnic and watch an air display of 'Delightful de Havillands' (weather permitting) incorporating the 'Great British Picnic'. Entry tickets from John Cudmore priced at: car/driver + 1 passenger - £6.00, car/driver + 2/5 passengers - £8.00. ENTRIES WILL CLOSE 12TH JUNE. Tickets include entry to vintage aircraft and car museum and 'Picnic Plaque'. There will be many pre-56 classic cars and MG 'T' models at the picnic which will

and see it.

We were also glad to welcome yet another new member, Dessie O'Hare, who owns a very nice Vitesse convertible MkII which he has just finished rebuilding - a possible article for The Courier? Also welcome after a long time absent, was Piers who was most thankful at the sight of the Burlington. Alastair Mulholland rang to apologise for not attending - hope to see you soon Alastair.

More possible summer runs were discussed, including the idea of visiting our fellow Triumph enthusiasts in the South of Ireland - what about it Chris Dyer? We also looked at the forthcoming Ulster Classic Car Show. Any member wishing to help with stand or who is prepared to show their car, should come to our next meeting.

I hope to be able to announce a competition for the best Club car in this Area; this will be judged by members and the winner will receive a plaque or trophy (at least). Meanwhile, I am waiting for my car's MOT to come through - things are really happening in this Area so watch this space.

Paul Robinson

Nottingham

Unfortunately, there was a bit of a mix-up in respect of rooms at The Dog & Duck for our February meeting but, hopefully, everyone found us and the BSA Club in the other room. We will be back in our own room in future.

I have had one volunteer, Debbie, to arrange a boat trip for one of the Club nights (hope your arm soon gets better). Also another offer from Pete to organise a Treasure Hunt. Is there anyone else out there with some ideas?

I have also had details of the Austin Seven meeting on the 5th June at Wollaton Park which last year was felt would be a good event to put on a Club stand, rather than the disappointing Evening Post event at Holme Pierrepont.

Next meeting Wednesday 13th.

David Manning

help to make it an interesting day out. Convoy to leave promptly 9.00 am from the 'Wise Alderman' at Kidlington. (Changed time/place).

Finally, congratulations to Helen Smith and Andy Jones who are now engaged and will be married on 30th April. It is our first Oxford Area success in the marriage stakes but I think it has started a trend. The Area's best wishes go with you both.

John Cudmore

Peterborough

I am having to write this before our meeting, so as to reach the deadline for April's magazine. Just a reminder that we are having a **Video Evening at the next meeting on 11th April which will be held at the Eastern Electricity Board's offices.** We shall be leaving the Three Horseshoes at 8.00 pm sharp, and directions will be left behind the bar for any late arrivals. Please make every effort to attend as it should be a very interesting evening.

Not a lot else to report, so I hope to see you ALL on the 11th.

Sharon Espin

Ribble

Another quiet month in the Ribble Area; where is everyone? No doubt things will pick up in the Spring once the shows begin again.

Information etc. has started to arrive now for Towneley Hall and Woodvale to mention but two; I'll bring the entry forms to the next months meetings.

As promised in the last Area News, my new phone number is Blackpool 893994. See you all at the next meeting.

Peter Oldcorn

Salisbury

After attending the AGM on 6th March, I would like to use this opportunity to report to you what went on there, as seen through my eyes. There was plenty of discussion which was sometimes heated, but on the whole the questions asked were

AREA NEWS REVIEW

SCOTLAND TAYSIDE...CENTRAL SOMERSET...SOUTHERN...SUSSEX

satisfactorily answered. The general opinion of those present at the meeting was that: 1) the TSSC is a car club and as such has no place in it for insurance and other financial services, except those relating directly to cars. 2) all directors of the Club should publish in the Annual Accounts, the sum total of any financial or other gain they receive from the Club.

All three of the special resolutions were passed with large majorities. This does NOT mean that the proposed constitutional changes WILL now take place, but it does mean that detailed proposals will now be drawn up for members to vote on at the next AGM.

A final note: **April's meeting will be on Tuesday 5th**, but thereafter meeting will return to the first Thursday in the month.

Bill Morland

Scotland Tayside

It was nice to see such a large turnout at our last meeting. Thank you to all who attended, especially those who had to travel.

Please note that monthly meetings are now to be held on the 2nd Sunday of each month - **next meeting on Sunday 10th April**, 7.30 pm, Golf Tavern, South Road, Cupar - bring a friend along.

Meanwhile we are planning a Car Boot Sale for May and a barbecue in June; the dates are still to be fixed.

Incidentally, there is to be an Autojumble Sale at Doune Motor Museum on the 10th April. Maybe see some of you there. This will not affect that nights Area meeting.

For further information do not hesitate to get in touch. See you all in April.

Andrew Thompson

Central Somerset

The February meeting was again fairly well attended with yet more new faces - hope to see you again at future meetings, and it would be nice to see some of the old faces again as well!

The April meeting will be back at

The Creech Castle Hotel which will by then have been completely refurbished and I understand will have no fruit machines, pool tables or darts and will, I hope, be much more suited to our monthly meeting and should be a little less crowded. I hope to be able to arrange for the TSSC to have the use of a small separate room for the last Thursday of the month for our meetings and this will obviously be better for us. So please remember **as from April, the meetings will return to the Creech Castle.**

I have booked a stand for the Club at the Yeovil Festival of Transport which takes place on 13th/14th August at Barwick Park, Yeovil. If there are any members in the Area, or surrounding Areas who would like to have their cars on the stand or would like to help organise the event, please do not hesitate to let me know as any help offered would be greatly appreciated.

I also hope to arrange a Club stand at the Cricket St. Thomas Classic Car Show, which is held at Cricket St. Thomas Wild Life Park, near Chard in July. Again if anyone is able to help or would like to show their car please let me know.

The Somerset Area Beach Party, will again be held at Unity Farm, Breaun near Burham on Sea and the date has been fixed for Friday 24th June - Sunday 26th June, so please note in your diaries accordingly and again, if anyone is able to offer any help in the organisation of this event, please let me know.

DATES FOR YOUR DIARIES:

24/26 June - Somerset Area Beach Party, Unity Farm, Breaun.

July - Cricket St. Thomas Classic Car Show, near Chard.

13/14th August - Yeovil Festival of Transport, Barwick Park, Yeovil.

Rod Warren

Southern

1988 has got off to a great start with more members than ever before attending the meetings. Keep it up! We also have got more events

organised than for many years.

It has also become evident a large number of members attending the monthly meetings are coming from the west of our region so it has been decided to move one meeting a month further west. When I've found a suitable venue, I'll let you know.

Also it has been decided to hold a third meeting a month. This will be in various places and dates, so watch for details. The first of these is on Easter Sunday and will be a drive in the New Forest with lunch at a pub. Anyone wishing to go, please be at Wickham Square by 10 am on the 3rd April.

Nothing else is planned for April but May sees the South of England Meet on the 7th and 8th and on the 22nd we have been invited by the Wessex Area to join them for a run through the New Forest, finishing with a 'best car' competition on Bournemouth Seafont. Would anyone interested in going contact me for further details and so I can let Wessex know the approximate numbers.

Ian Ward

Sussex

I must apologise for no Area News last month but I did have other important things happening at the time, with reference to this, I would like to take this opportunity to thank my wife, Sara, for making me the proud father of our son, Christopher.

The February Quiz was won by Steve, so by now will be starting his job in the U.S. of A. and who has also taken his 'total rebuild' Vitesse with him IN PIECES.

The 3rd Sunday meeting in April is cancelled, as we will be meeting on the following Sunday (24th April), when we will be taking on the Gatwick Area at Ten Pin Bowling at Crawley. If you wish to be in the team, please let me know as soon as possible, or if not, just turn up and support your Area. Again, let me know as we will travel up in convoy. The same also applies if you intend on going to the South of England Meet on either the Saturday or the Sunday.

A provisional date of Sunday 15th May has been set for our next

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| 6. Midland Spitfires, Birmingham | Parts |
| 7. Triumph Care, Kingston | Repair |
| 8. Austin Rover (BL) Network | Parts |
| 9. Classicar Automotive, Middlewich | Parts |
| 10. Rimmer Brothers, Lincoln | Parts |
| 11. Andy Rose, Northumberland Heath, Kent | Repair |
| 12. G.B. Sports Cars, Leighton Buzzard | Used Parts |
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| 14. Cambridge Triumph Spares, Huntingdon | Parts |
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| 16. Max Wallace, Eastleigh | Parts |
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| 20. Lex Mead, Weybridge | Austin Rover (BL) Agent |
| 21. Dutton Forshaw, Maidstone | Austin Rover (BL) Agent |
| 22. Henleys, Northampton | Austin Rover (BL) Agent |
| 23. John Hills, Redditch | Parts |

APOLOGY FROM MAX WALLACE TRIUMPH SPARES

I have been moving all my Triumph parts and cars to a new premises: Unit 6, Horton Heath Service Station, Horton Heath, Nr. Southampton. Therefore I would have been unavailable and my answer machine is always full up with fed-up Triumph owners, who have put their phone down in disgust at not being able to obtain the parts they require.

I advertise in 'The Courier' every month but I am afraid I have been letting all my customers down for the last few weeks. I should be settled in at my new address by the time you read this letter.

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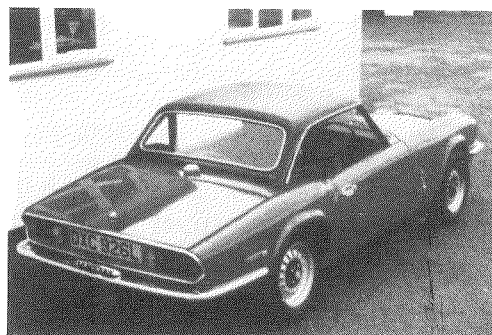
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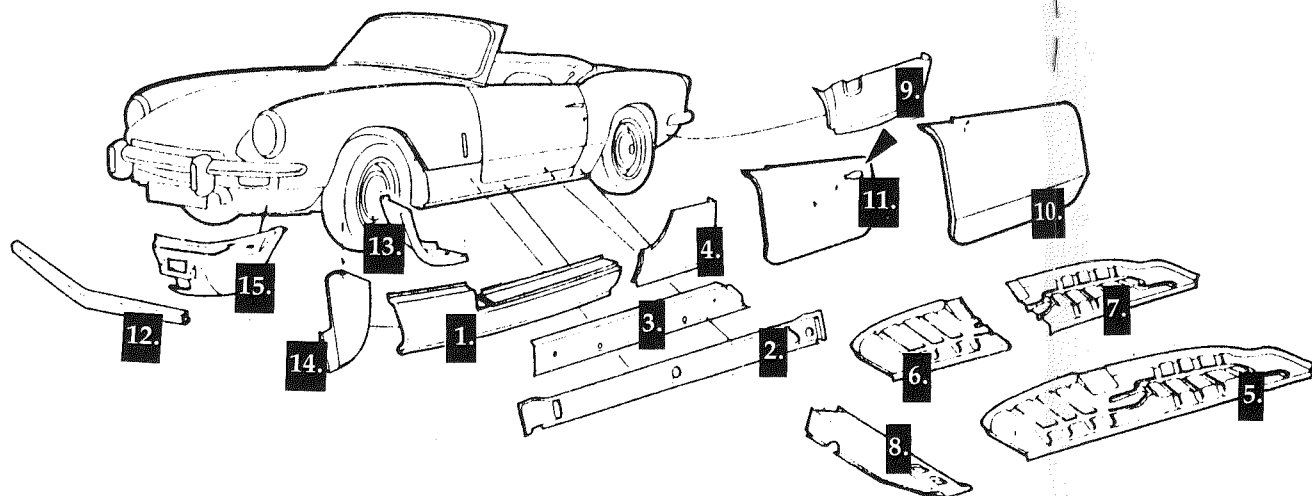
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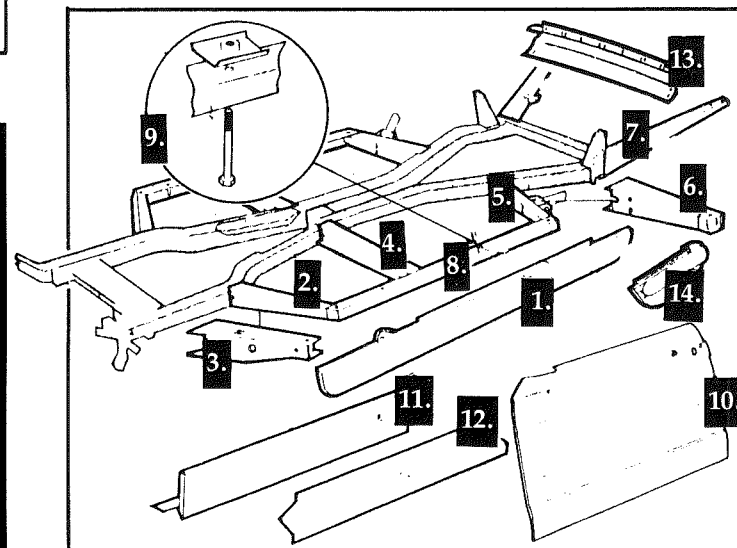


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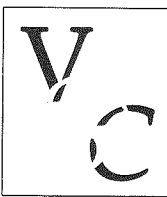
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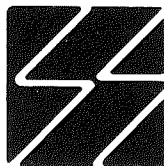


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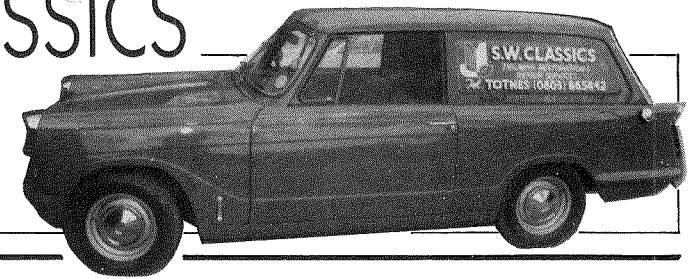
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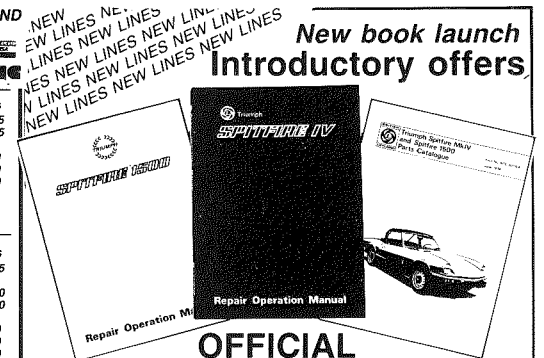
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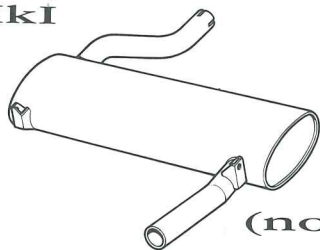
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AREA NEWS REVIEW

SWINDON...THAMES...S.E. WALES...WESSEX...WEST MIDLANDS

Treasure Hunt, which are always enjoyed by those who take part, so make a note and have a go.

DATES FOR YOUR DIARY:

Wednesday 6th April - Five Bells, Chailey.

Sunday 24th April - Bowling-v-Gatwick at Crawley.

Wednesday 4th May - Five Bells

Nigel Wilce

Swindon

Well, Spring seems to have arrived and we have escaped any real Winter. Hopefully, we shall now see all those cars that have been put away for the Winter coming out and soft tops down (some of us have the top down more than others, Brad).

The March meet was well attended and my report upon the A.G.M. especially the resolutions regarding the change of status for the Club was discussed. Sorry this was after the event but we did not have a meeting after the February Courier arrived or before the A.G.M.

Events are starting to happen thick and fast now so please do your best to attend and support your Area and the Club.

Make a date for July 9th and 10th as this is the Club event of the year - the International at the East of England Showground. It should be the best event ever.

Locally we are looking forward to stage two of our Area Competition; this will be a Manoeuvreability Contest during May - see the next Area newsletter and Courier for details. Hope to see many old and new faces at meets.

FUTURE PROGRAMME:

April 11th - Area meet at the White Hart for a technical evening.

April 23rd - Skittles at The Ghost Train, Purton, nr. Swindon 7.30 pm. Bar snacks available. Swindon challenge all comers.

May 9th - Meet at The White Hart.

Ivan Kirk

Thames

So, another busy month has flown by and our new members are still arriving. After postponing the original film night, due to the fact that I couldn't carry the television, we rescheduled for 10th March and this time we had two TVs and a much improved sound system - thanks to David Jacobs from the TR Register. We had 26 viewers who have never been that silent before all at once!

What a day - the A.G.M. - I don't have enough printing space to explain all of this but I can tell you we have a 'Councillor' amongst the Thames Area membership, namely Mike. Congratulations. Of course, the biggest discussions were about the proposed changes within the Club which will be explained fully at a later date. Anyway, here are April's dates to be going on with:

Thursday 7th - Social at The New Inn.

Sat/Sun 9/10th - London International Classic Car Show.

Thursday 21st - Photo Swap at The New Inn.

See you Thursday

Tracy

South East Wales

For our March meeting, Sergeant I Davies of the South Wales Constabulary gave us an interesting talk on driving techniques and road manners. This was followed by a lively question and answer session. I'm sure we all learnt something.

We then had a long discussion on the proposed restructuring of the Club, to be voted on at the A.G.M. It was generally agreed that, whilst there were some good ideas relating to the future of the Club, there were problems over the lack of control over the two separate companies to be formed. It was agreed that safeguards needed to be instated and I was glad everyone voted at our meetings against the proposals because of the lack of such safeguards.

FUTURE EVENTS/ATTRACTIONS:

Chris has agreed to prepare and organise a navigation rally. Watch this space for details.

On April 26th Rivers Fletcher will be giving a talk at St. David's Hall, Cardiff. Having heard him before, I can thoroughly recommend this event.

Harry Kuehling

Wessex

There is not much to report this month (for a change!). Most of our activity seems to have been in preparation for the A.G.M., which was interesting to say the least. No doubt a report will be produced elsewhere, so I will not dwell here. Many thanks are due, however, to those people who helped with preparations and who provided support on the day.

The March Tuesday meeting saw a poor turnout for the Photo Competition, so the classes were combined. Congratulations to Trevor Carlyle, who provided the winning entry and commiserations to Rod and Phillipa Newham, who provided the three runners-up!

FUTURE EVENTS:

16th April - 50's Party at Castle Tavern, Christchurch.

22nd May - New Forest Run, ending in a display at the Undercliff Drive in Bournemouth. This is to be run for all Triumph cars, so bring along your friends.

Jonathan Longhurst

West Midlands

Tuesday's meeting saw another good turnout, welcoming many new members and especially members from Coventry. We are compiling an Area Library for parts books, manuals etc. If you have duplicates or books you no longer need, please let me know.

STOP PRESS: Funday, The Unicorn, Hampton Lode, Bridgnorth will now be on Saturday 18th June (not 11th as previously reported).

Next meeting - Tuesday 12th April and Sunday lunchtime 24th April.

Tony Spicer

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AREA NEWS

REVIEW

WOLVERHAMPTON...WORCESTER WEST

Wolverhampton

The last bowling expedition went well; we're definitely getting better, is it time to challenge the MG Owners?

A new sport has been discovered. We all met up at the sports hall and found out that none of us knew how to play. Fortunately they provide you with an umpire - relief all round. Having had the roles explained to us, I was none the wiser ("just tell me when to run").

We all thoroughly enjoyed ourselves, especially Dana who kept scoring 6's. Claire and Jackie froze on the side lines - you can play next time. As this is being written before the March meeting, there is not much more news. More bowling and cricket to come. **Next meeting April 11th at The Merry Hill pub - upstairs.**

Chris & Sarah Whitley

Worcester West

With 48 members present, we are certainly increasing our membership. Some members travelled quite a distance from Coventry and Cheltenham. New members this month were Linda and Brenda Grundy, Tim and Lynn Sutherland, Darrel Jenkins and George Dolson. hope I got all your names right!

We had our usual Quiz, won this month by Ken and Dianne and the Booby won by John and Dave. Now we do have some more dates for your diary:

15th May - Black Country Museum meeting at 12.00 noon on the car park, followed later by a Barbecue at our house. Deposit of £1.00 required for the museum.

5th June - Treasure Hunt with the Stag

Owners Club.

25th & 26th June - The Breen Weekend. An event not to be missed and I promise not to bring the Tug-of-War rope!

Next meeting April 4th at 8.00 pm at The Anchor Inn, Kempsey, Worcs. The date April 4th is correct - I know it's Easter.

Chris Chawra

North Yorks

At long last we have a date for the Brewery trip - Monday 1st August at 7.30 pm. There are only 25 places available (15 of which were booked at this month's meeting). Anyone else interested, please phone me on York 412297 as soon as possible. Bass Brewery will also supply a buffet (£2.00 per head). All money to me at the May meeting please.



North
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Triumph
weekend
1988

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

Date: Friday 27 May to Monday 30 May 1988 inclusive.

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

Campsite details: The campsite is well organised with metalled roads. We have been asked to give numbers in advance so please could you forward details along with £1.50p registration fee (to cover trophies, administration) to: Kathy Sleightholme, 12 Strait Lane, Stainton, Middlesbrough Cleveland TS8 9BB.

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

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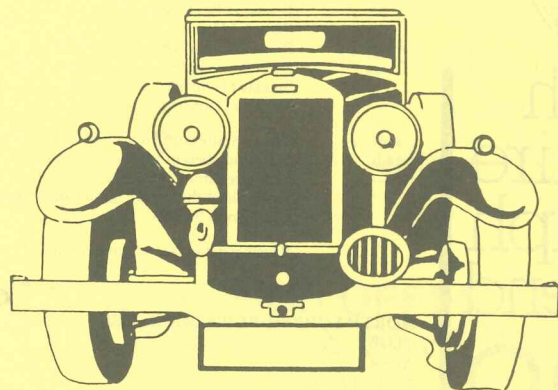
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AREA NEWS

REVIEW

SOUTH YORKSHIRE

The trip to the Army Transport Museum at Beverley has been provisionally arranged for Saturday 4th June if there are sufficient numbers. There is a small entrance fee but, judging by the brochure sent to Pete, it looks very good value. Those interested please let us know at the next meeting or phone me to reserve a place.

The proposed Treasure Hunt will be given a dummy run soon to plan the exact route and the clues, so please bear with us for a month or two and it should be ready to roll in May or June.

Thanks to those new members for attending the meeting at Pannal - sorry I can't name you all individually as I haven't got the list. See you all at the next meeting.

Judy Teesdale

South Yorkshire

Thanks to Harry for running February's Thursday meeting in my absence. It's good to know that our January newcomers returned for more! Apologies for the lack of a raffle - I'll buy some cloakroom tickets (and prizes).

At the March Sunday meeting we welcomed David and Sue, and David and Lucy - the Retford contingent. Good to see you; don't forget Thursdays.

We recently heard that the Rotherham Motoring Weekend is on 18th and 19th June. As our Area usually attends in force, Mark is beavering away at getting a block booking.

Do any of you want to take an active part in the committee? Volunteers are always welcome (as are spectators). Next committee meeting is Monday 9th May at the Sitwell Arms.

April's Thursday meeting will be at the Sitwell. Short items: Peter is arranging a short tour after May's Sunday meeting; where are your pictures for the Mug File?!; Xmas Meal 10.12.88.

Colin Troise

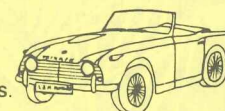
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9th & 10th JULY 1988



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ATTENTION TRADERS
INDOOR AUTOJUMBLE
9th & 10th July 1988

Dear Trader,

Once again I have pleasure in announcing the Club's largest annual event and in fact probably the world's largest Triumph gathering, namely **The Triumph Sports Six Club International Weekend**. To be held at the **East of England Showground, Peterborough** on **Saturday and Sunday, 9th & 10th July 1988**. The greatest benefit of this venue, apart from easy access from the A1 or Motorways, is a full **INDOOR Autojumble Complex**. We fully expect attendance in excess of 4,000 people, so hopefully trading will be brisk as bad weather is not a factor this year. Indoor stall space is available to you by **Advance Booking** only and will be charged at the rate of £30 for the whole weekend. Setting up will commence on Friday the 8th of July and breakdown will be allowed only on Sunday the 10th. As before, we will be advertising the event in both 'The Courier' (club mag) and National enthusiast magazines. Free advance advertising will be given in 'The Courier' to all Traders attending. Entry to the event will be by official Trader Passes, booked in advance, only. Judging by the amount of business achieved at last years event, I am sure that this is the one date this year you will not want to miss.

Please fill in the Booking Form as soon as possible, as space allotment is on a first come first served basis, and return to the address given. Thank you for your support and I look forward to seeing you on the day.

Yours sincerely,
Bernard Robinson
(TSSC Trade Liaison)

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01 ANGIA	Gary Morton	0799-27455	The Coach & Horse	TRUMPINGTON, CAMBS.	1st Thursday
02 AVON	John Lippitt	0272-857594	Travellers Rest/The Talbot	FITTON / KENSHAW	1st Mon/3rd Wed
50 AYLESBURY VALE	Bill Gregory	6296-661909	The Cow Roast	BERKHAMPTON (441)	4th Tuesday
61 BRIDGEND	TBA		TBA		TBA
59 CANTERBURY	Andrew Mason	0227-792462	Abbots Barton Hotel	CANTERBURY	2nd Tuesday - 9pm
55 CLEVELAND	Kathy Siegholme	0642-590798	The Ladle	LUDGATE LANE, M.BORO	Last Wednesday 8pm
03 CORNWALL	David Buxton	0726-924083	Contact Area Organiser		Last Friday 7.00pm
04 COTSWOLD	John Stark	N/A	Standard Triumph Club		3rd Tuesday 8.00 pm
67 COVENTRY	Karen Pitt	(0203) 711244	The Elm Tree	— GRENSTER	1st Wednesday
06 DERBY JUNCTION 29	Geoff Fletcher	0602-726147	The Railway	TILE HILL LANE, COVENTRY	1st Tuesday 8.00 pm
66 DERWENT VALLEY	Richard Burford	0332-981094	The Kings Head Hotel	HEATH VILLAGE	3rd Wednesday 7.30 pm
08 DEVON	Andrew Elliott	0647-52363	The Seven Stars	CLYST ST MARY / BUCKFASTLEIGH	2nd Sun / Last Sun 8pm
09 EAST BERKS	Dave Bidd	0245-441819	The Fox Revived	KNOWLE HILL, NR. MADENHEAD	2nd Tuesday 8pm
08 GATWICK	Chris Childs	01-330-1389	The Hatched The Round Oak	STANFORD RIVERS	1st Sun, Lunch
48 HANTS & BERKS	Dave Hearnden	0256-464428	The Wheatstee	Horley	1st & 3rd Mon 9pm
11 HANTS & SURREY	Maxine Waits	0323-509674	Eagle & Child / Bird In Hand	PADWORTH COMMON	1st Tues/3rd Thurs 8pm
52 EAST SUSSEX	Stephen & Karen Voller	0923-223549	The Coach & Horses	LITTLE COMMON	2nd Monday 8.30pm
12 HERTS NORTH & SOUTH BEDS	Seva Bedford	0426-6397	The White Bear	WHITWELL / HEALOW CAMP	1st Monday
13 SOUTH HERTS	Sheila and Ed Russell	0426-73074	The Royal Oak	NEWGATE ST. VILLAGE	1st Wed / 3rd Tues 8.30pm
58 HULL	G Curtis / D Birmingham	0782-394301	The Wagtail	BARTON UPON HUMBER	3rd Wed, 8.30pm
45 IPSWICH	Clive Marvers	N/A	The Three Crowns	IPSWICH	2nd Tuesday 8pm
14 EAST KENT	Clive Coldwell	0474-359974	The Crown	GRAVESEND A227	1st Wednesday
15 WEST KENT	Richard Francis	0732-460039	The Woodlands	SHEPHERD	1st & 3rd Wed 8pm
16 LEICESTER	John Thorpe	0533-28374	The Bath Hotel / Gate Hange Well	SHEPHERD / SYSTON	Last Thurs 8pm/2nd Sun lun
17 MANCHESTER	Paul Howarth	061-790-8991	Ring O' Beils	PRESTON/ROBOWEN	1st Thurs/2nd Thurs 8.30pm
63 MERSEY	Tony Whitty	051-425-2287	The Stag's Head	FARNWORTH VILLAGE, WIDNES	2nd Monday 8pm
47 NORTHANTS	Alan Window	0536-761329	Old Hall Tavern / Rising Sun	CHINGFORD / ARKLEY	3rd Wednesday 8pm
21 NORTH LONDON	Graham Mountford	01-957 1755	The Three Crowns	STONE	2nd Mon / Last Mon 8.30pm
22 NORTH MIDLANDS	Alan Mosedale	0782-394301	Glenavon Hotel	NEWTON ABBEY	1st Sunday 2pm
23 NORTHERN IRELAND	Paul Robinson	N/A	The Dog & Duck	KIDSLINGTON	3rd Wednesday
24 NOTTINGHAM	David Manning	05097-4450	The Wise Alderman	SHARDLOW	Alternate months 2nd Mon
25 OXFORD	John Cudmore	099-389555	Three Horseshoes / The Plough	YAXLEY / DING ST NICH	2nd Mon 8pm/4th Sun 12.30pm
52 PETERBOROUGH	Peter Oldcorn	075-88335	The Black Horse/Hoghton Arms	KIRKHAM/WHITNELL	1st Sun 7.30pm (from May)
26 RIBBLE	Bill Morland	(0253) 893994	Three Crowns	WADDON	2nd Sunday 7.30pm
38 SALISBURY	Andrew Thomson	0592-72515	The Goff Tavern	CUPAR	3rd Monday
65 SCOTLAND NORTH	Marion Williamson	031-612816	Farmile Inn	EDINBURGH	2nd Monday
29 SCOTLAND WEST	Alex Back	0224-582591	Palm Court Hotel	SEAFOORD RD, ABERDEEN	2nd Monday, 8pm
32 SOMERSET	John Walcott	0292-56624	The Glasgow Flying Club	ABBOTSNOCH ROAD, PALESLEY	Last Thurs 8pm
33 SOUTHERN	Paul Warren	0278-424234	Creech Castle Hotel	BATHPOOL	1st Tues / 3rd Thurs 8.30pm
46 SURREY	Paul Ward	0705-258433	White Hart	DENNEAD	1st Wed - 9pm
34 SURREY	Mark Russell	0273-5-5739	The Five Belis/Various	COULSDON	1st Mon / 3rd Sunday lunch
31 SWINDON	Nigel Wile	0793-61392	The White Hart	CHAILEY / VARIOUS	1st Monday 7.30pm
49 WEST SUSSEX	Iwan Kirk	0903-203952	The Coach & Horses	A27 WORTHING	1st Thurs 7.30pm/3rd Sun 12
35 THAMES	Mark Bickerdike	0753-684212	The Traveller Rest	HAZEL COMMON	Alternate Thurs 8.30pm
37 TRENT	Tracey Ludmon	N/A	The Traveller Rest	ROSSLEY, NR. WREXHAM	2nd Tuesday 8pm
37 WALES NORTH	Patrick Faleur	0244-316750	Wenop Castle Hotel	CASTLETON	1st Tues 8pm
38 WALES SOUTH	Harry Kuehling	0222-752484	The Golden Lido	HAVER VILLAGE	2nd Tues 8pm
39 WESSSEX	Jonathan Longhurst	0202-433148	The Skittlers	BROADSTONE	Alternate Tuesdays
56 WEST MIDDLESEX	Bob Rowland	01-561 0671	The Royal Oak	WISHAW	2nd Tues 8pm
40 WEST MIDLANDS	T & J Spicer	021-3539961	Moxhill Hall	NORTON	Last Tues 7.30pm
54 WOLVERHAMPTON	N/A	N/A	Norton Grange Hotel	DEIGHTON/PANNAL	1st Mon/3rd Tues 8.30pm
41 WORCESTER EAST	Bill & Bev Dixon	0905-358781	The Anchor Inn	RIVELIN VALLEY / WHISTON	2nd Sun lun/4th Thurs 8pm
60 WORCESTER WEST	Peter Johnston	0757-618787	White Swan Inn/Spacey Houses		
42 YORKS NORTH	Colin Toise	0742-307584	Norfolk Arms / Silwell Arms		

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 <p>SF6 fuse box £5.95</p>	<p>WE ALSO STOCK</p> <p>Switches, knobs, cables, leads, bulbs, rims, batteries (original-style BLACK-CASE), wipers, junction boxes, relays, indicators, control boxes, brushes, points, resistors, solenoids, fuseboxes, dynamos, courtesy lights, interior lights, Mercury lights, number plate lights, foglamps, driving lamps, reverse lamps, etc. etc. - IN FACT, MOST THAT YOU COULD NEED ELECTRICALLY FOR YOUR CAR.</p>		 <p>31284 Dip switch £8.50</p>

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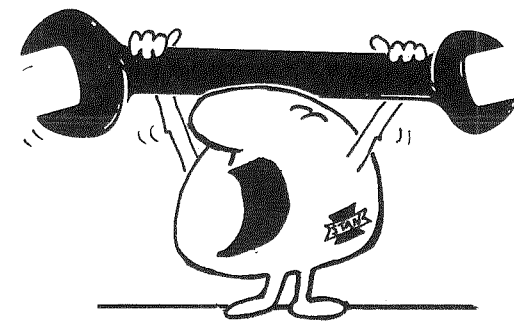
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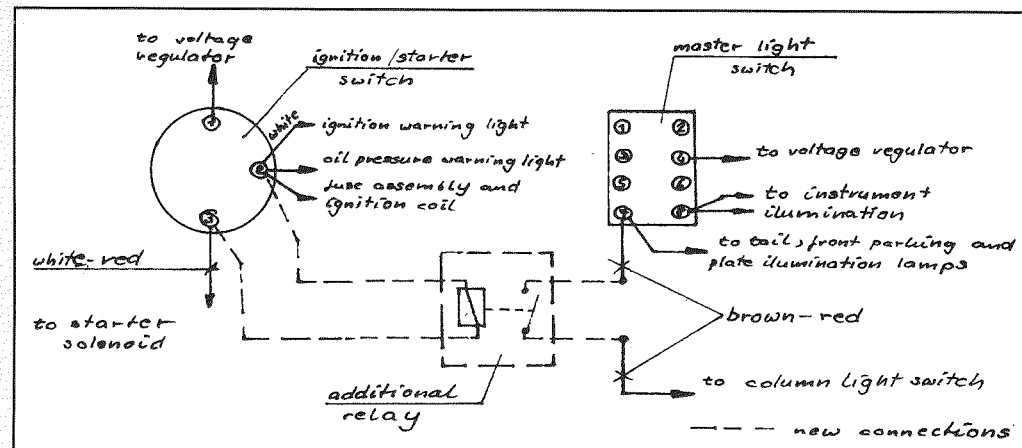
Technical Tips



Lights!!!

Here is some advice about how to remind yourself to switch off main beam or dipped lights:

All you have to do is make a small change to the electrical system by fitting an additional relay. I disconnected the cable to the master light switch and column light switch (brown-red) and at this point connected an additional relay. The relay should be connected to the starter solenoid and ignition coil terminal on the ignition/starter switch. Additional relay switches on main beam and dipped lights only when the ignition is switched on and the starter is not turned. This second alteration also saves the battery when the starter motor is in operation. This additional relay can be used on any of the relays except the one for the horn. The diagram shows the necessary connections when applied to a Spitfire MkIII.



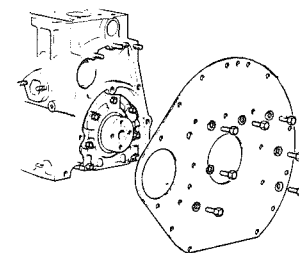
Zbigniew Czarnechi - Poland

CLUTCH FAILURE

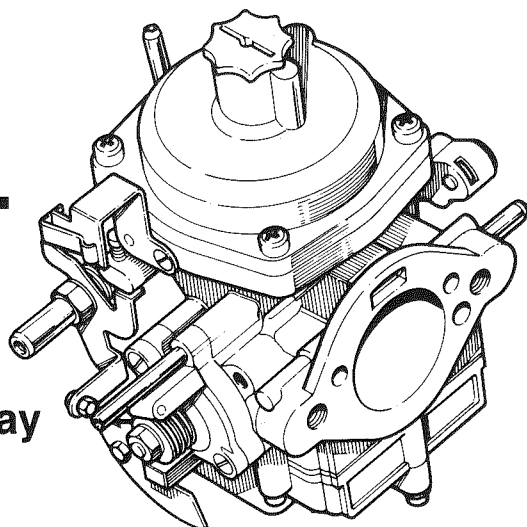
If your clutch-plate fails after a few hundred miles, it could be the engine back-plate (Fig. 1) which is distorted. This will cause the clutch to run out of true.

A new (or good, straight) plate should cure matters. I didn't believe it when I was first told about it but believe me it's true.

David Herriman - Holland



TECHNICAL 6 Cylinder



CARB PROBLEMS?

Brian Gray

I have had several enquiries concerning engine faults, to which carburettors seem to be the suspect area.

Before buying replacement carbs, there are a few basic checks that can be carried out with Stromberg carbs that may eliminate your problem:

Obviously there are many more things that can cause carb problems but these few, simple checks can often eliminate your problem. Remember, a carburettor is not a piece of machinery, it is an instrument for metering air/fuel mixture into the engine in the correct quantity.

If you would like any further information, then drop me a line or give me a ring. But be warned, I am a very difficult person to get by phone due to the hours I work (9.00 am to 9.00 pm - Monday to Thursday).

I would be interested to find out if there is any interest in college courses aimed at restoration, repair, maintenance etc. of Club cars. The college I work for is considering running courses aimed at specific makes of cars, i.e. Mini restoration or Escort repair and maintenance (ERK!).

They may be persuaded to cater for our Club cars if there is sufficient interest - any comments welcome! The college in question is at Grays, Essex.

1. Is there oil in the damper? The oil slows down the initial rise of the piston/needle assembly as the throttle is opened, to provide a rich mixture for acceleration. With no oil, on initial throttle opening, the piston will rise too quickly and a weak mixture will cause a 'flat spot' or hesitation, or even stalling on acceleration.

2. Is the air filter clean? A blocked air filter will cause an excessively rich mixture which could cost about 10 mpg - always the first check before trying to adjust carburettor mixture. This will cause rough idle and high mpg.

3. Is the diaphragm OK? Under the top of the carb is a rubber diaphragm. If this is split or perforated, then the carb piston will not lift sufficiently or maybe not at all. If the piston needle assembly does not rise, then no fuel will be supplied to the engine: "It will not go". NOTE: you must ensure, if removing carb piston/diaphragm assembly, that it is replaced the correct way around.

4. Is the carburettor flooding? Sometimes dirt on the needle valve causes it to jam open thus overfilling the carb with fuel. This can usually be remedied by a short, sharp "tap" with a spanner on the float chamber. The "tap" will hopefully shake the dirt from the needle valve face, allowing it to close.

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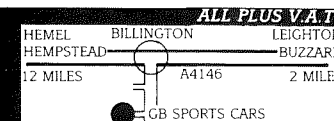
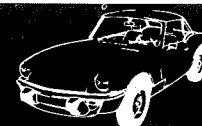
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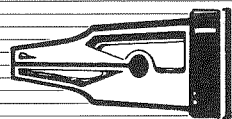
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Pen to paper



Classics

Thank you Jeremy White (Courier Feb 88) for putting the 'classic' car view into perspective.

I drive my Spitfire (it doesn't have a name) 30 miles to and from work and for pleasure at the weekends. In other words, the car does the job it was built for 14 years ago and just because I spent a lot of time and money restoring it, doesn't automatically make it a classic, it just means I like the car and wouldn't swap it for any tin box.

Thanks!

John Colby - Oxted, Surrey

Many thanks to the Robinson brothers for the series "The Purrfect Six" - this will come in very handy for me when I give my Vitesse 6 its first rebuild at 100,000 miles next month. In fact, it does not really require a full rebuild but only the replacement of various perished oil seals. But while the engine is out

I think I understood C H Eickoff's article in February's edition but still, I would like anyone to tell me which diff and from which car, I can fit to my '66 saloon to make it 'easier' on the motorway. The present diff I think is a 4.11, giving approximately 16 mph per 000 revs in top gear. Can anyone help? Does anyone have one?

My Vitesse is in use each day but I wish to 'fill in the holes' and repaint her. As she is not too bad to start with, I think I may get away without a complete job being done. The problem I have is this:

(i) I have no spray equipment.

(ii) I don't have the time to spray the car (or have it done and I can't afford the £400 quoted!).

Careful brush-painting had crossed my mind. I wondered if any other member has brush-painted a car - if so with what results and are there any tips/hints they can pass on to me?

Chris Sheridan - Wigan, Lancs.

Used Daily

Having read Jeremy White's article about 'classics' in the February Courier, I feel compelled to reply.

There have been many, many letters written into most of the car magazines about what constitutes a classic car. The only sure conclusion, to my mind, is that it is up to each individual to decide whether or not his pride and joy is a 'classic'.

As a matter of interest, the Collins Dictionary of 1957 defines Classic as: Refined, Famous, Chaste. Chaste is further defined as Pure, Modest, In good taste. Our cars are hardly refined, but they are famous. Many people have stopped me and told me their stories of their ownership of 'our cars'. I would also say that they are modest and certainly in good taste! Enough said on this subject.

What I want to particularly take him to task on concerns his last sentence:

"Mind you I do wonder what the people who put away their Triumphs for the winter drive in their place"

My own, personal car is a January 1968 Vitesse Mk1 convertible which, up to November of last year, has been used daily for the last five years to transport me eighty miles each way to and from work on the M4. She has now completed 150,000 miles, the engine is still original and has never been touched apart from the routine servicing and still gives me 90 mph cruising and 32

mpg aided by an overdrive and change in the diff ratio. As she is now 20 years old, I decided that she deserved a semi retirement away from the rigours of the worst of our weather and road conditions, so consequently will only tax her during the summer months. Also, I'm getting older (43 next birthday) and cold draughts at 90 mph are no fun at 5.00 am when I'm on my way to work!!

In answer to Mr White's question - what do I drive in the winter? What else, of course, but another Triumph!! I treated myself to a 2500TC saloon. Cost £500, Ziebarted from new, consequently NO serious rust anywhere, 90 mph cruising but only 27 mpg. However, no draughts, power steering, overdrive, servo brakes, rear screen heating and - luxuries of luxuries - a radio that can be heard at 90 mph! All the modern conveniences that a Triumph man could possibly want. Isn't this the ideal car for a TSSC member to drive when his real pride and joy is stored during the winter months? Or does someone else out there know of a better?

Mike Tarry - Chippenham, N. Wilts.

COMFORT & WARMTH

Every year around Spring time I scold myself for not getting around to improving my Vitesse comfort during the summer months.

I have cleaned, taken off, tested the valves and heater unit but alas there has been little improvement. Also, with the onset of age, I feel I want extra heat.

I've seen a number of heater units advertised for cars and I was wondering if any member had fitted them or had any suggestions as to which makes may be appropriate.

There is also the question of seating: I thought I would try to improve the present front seats with more comfortable, up to date ones from, say Metro-MGs, Fiats or Novas. Has anybody got any suggestions or experience of doing this?

Any other hints on comfort would be welcomed.

J Hindson - Liverpool

A LITTLE BIT OF ENCOURAGEMENT

It was a great surprise of see the results of the TSSC concours at STIR 12 reported in the February Courier. I am pleased to inform you that HOH 306D is mine.

I bought the car in November 1984 and stripped it down completely. Knowing virtually nothing about cars, I made a note of all dismantling work and this record was invaluable when it came to putting the bits back together two years later.

For any members contemplating a rebuild, I would offer the following advice:-

1. The bodyshell will always turn out to be in a worse state than you could ever imagine.
2. There shouldn't be any bits left over.
3. If I can do it, anybody can.
4. Don't buy your wife a new car - she will want to put it in the garage.
5. It's worth it in the end!

Robert Huddleston - Birmingham

OOOPS, THAT'S TORN IT!

I run as my only car a MkIII Spitfire, which is in daily and constant use. However, whilst happily motoring through town recently, I experienced what I can only describe as a colossal 'bang', followed by sparks flying up past the drivers door window and th car, without any help from me, ended up in the nearside gutter.

Inspection revealed that I hadn't run down a cyclist as I first thought, but the vertical link on the front offside had snapped, leaving the threaded lug well and truly seated in the trunnion which, when it hit the road under the pressure of the spring, caused the sparks.

Well, to cut a long story short, I got the motor back home to see what's what. Local suppliers

here in Felixstowe could supply the required trunnion at £30 + each. In desperation, I rang Cambridge Triumph Spares as advertised in The Courier and told them the story. They agreed to send me the items as required and invoice me for them as opposed to me sending the cheque, them cashing it etc., etc. Their trunnion was only £10.50! A £20 saving on local prices!

I would recommend Cambridge Triumph Spares to any TSSC member requiring bits and bobs. Their service is trusting, fast, efficient and courteous and the parts that I ordered arrived the very next morning (and I'm motoring again!).

Mike Richardson - Ipswich

Audible Oil Pressure

Regarding 'Technical Tips', February 1988 Courier which featured 'Audible Oil Pressure Warning' by John Dann of Craven Arms, Shrops, I sincerely hope that nobody wires a buzzer to the circuit published.

There the buzzer is in parallel to the low oil pressure switch, as a result of which the green oil pressure warning light will stay on permanently, although at slightly lesser brilliance when the oil pressure switch is open in the 'normal engine running' condition, due to the bulb filament current being slightly reduced by the low resistance of the coil in the inoperative buzzer.

In regard to the second paragraph of the article, I agree that a buzzer could be useful in a 'tickover' situation. But, as the pressure switches 'drop out' (go earthy) at about 5 lbs per sq. in. (hot oil condition), I don't feel that a buzzer would help at all if you were pulling 90-95mph at 5500 rpm. By my own costly experience, a mixture of 10% oil and 90% air being admitted to the oil pump at 5500 rpm gives a pressure in excess of 5 lbs per sq. in.

Finally wouldn't it be far more useful and simpler to forget about the costs and complexity of a buzzer, and fit another oil pressure warning light in parallel with the speedo light, in 'line of sight', say immediately aft of the drivers 'windscreen heater vent' pointing vertically upwards. Through the simulated leather facia!

My Spitfire MkIV 'Helarity' is noisy enough, to which end I hope eventually to get rid of that terribly noisy heater motor; I'd rather hear the tappets! Or the U/J's in the back end!

Geoff Lucas - Weybridge, Surrey

Light Flashers

I have a 13/60 convertible in daily use and would like to change the stalks (for light flashers, under the steering wheel) to the present-day standard set-up, to avoid confusion after driving another car. I assume this was not changed on later models? though I think a steering lock was added.

This does not appear too difficult, what seems to be needed is a modified steering column outer tube, although, being aluminium, it may be too flimsy: I have been working on this with stalks from an Allegro. Perhaps someone has done this already and could offer advice? I suspect that most of the Allegro steering might be used, with two knuckle joints (what an excellent design). Secondly, I have a lot of play in the wiper linkage and wonder whether new kits are available somewhere. Also I think a two-speed wiper was fitted on later models; is it interchangeable?

I started driving in 1935 in London (no Driving Test until renewal in 1936) and at the end of the summer term joined with four school pals to buy a 1930 Armstrong Siddely saloon for £4 10s (new price was about £350, hefty depreciation) and in this we toured and camped for a fortnight, including North Scotland. After that we sold it for a modest profit, for £5. It had a massive flywheel and 'crash' gears, so you could never change up on a hill (had to wait too long for the engine revs to drop). I suppose that is the reason ArmSid adopted the 'pre-selecta' gearbox.

I became a keen Riley nine owner, the last was a 1932 Gamecock - soft top two-seater just after the war; also crash gears and I broke three crankshafts so I became proficient at engine rebuilding. Very sadly, due to growing family needs, I had to let it go in 1960 and got a Ford Consul cv. The steering was like a ship in a rough sea.

My wife acquired a new Herald 1200 cv in 1965, and I found it a very satisfactory successor

to the Riley; so easy to maintain and good to drive, so I obtained a 13/60 cv in 1968; got my right foot on the clutch instead of the brake and wrote it off in three months. I then had to get another which my wife now owns.

Neville Cooper - Wollaton, Nottingham

Optimum Oil Temperature

Referring to my note in January's Technical Tips, for the record, Shell tribologists say that the optimum oil temperature for the engines of 'our cars' is 74/82°C. This value is useful as datum when an oil temperature gauge is fitted and gives an indication if an oil cooler is desirable, particularly as in addition to its lubricating function, the oil in the engine also contributes up to 35% of the overall engine cooling.

John Dann - Craven Arms

Please call again!!

I placed an advert the Parts Mart of Courier No. 91 for Spitfire 1500 spares.

A gentleman from Clacton-on-Sea came down to purchase the spares. I have since unearthed some more and would like to pass them on to him, as they are part of his collection.

The gentleman in question owns a yellow Spitfire 1500. If he is reading this, perhaps he would like to get in touch again so that I can make further arrangements. My address is 117 Henderson Drive, Dartford, Kent. DA1 5ZD.

David Ewers

Travelling Overseas?

I wonder whether any members may be able to help me enjoy my summer touring in my Herald 1200.

I intend to take it over to Holland/France/Belgium in the summer but without the saloon's roof and wonder what the legal problems might be regarding i) Registration Documents and ii) Insurance. Also is there a propshaft available to allow the fitting of an overdrive gearbox to a Herald - if anyone has one, I would appreciate a call on 01-360 3058.

Andy Brooker - Winchmore Hill, London

Thanks very much!!

I have been a member of the TSSC for a couple of years and have a white saloon 13/60, which broke down on Hampstead Lane on Saturday 20th February while I was travelling to a party.

Although I knew what was wrong with the car, I couldn't fix it and was some way from home, so was becoming fairly annoyed with myself (for not having a tool kit available) and the car (for packing up).

At this point, a 1200 convertible pulled up (also Club members) and two people got out to help me with the car. I would very much like to thank them for their help and, although the car still wasn't fixed and I didn't go to the party, they gave me a lift home and were unbelievably nice. I was very cheered up by the generosity of human nature which doesn't often happen.

I hope that you print this in order to show my gratitude, as a good example of how good people can be and how wonderful it is to be helped.

The car got fixed the day after (it was a matter of replacing a rubber fuel pipe) and is now going perfectly. My thanks to Robin and his girlfriend.

Camilla Streath - Highgate, London

BRAKE..... CALIPER SEAL RENEWAL

David Herriman - Venlo Holland

Spitfire brakes were never really the best in the world and apart from renewing the pads when they become worn down, the rest of the system is often neglected.

The brake calipers themselves never seem to get any attention unless they actually leak. Pistons do stick or get tight and you'd probably be surprised what a new set of seals will do for your brakes.

Buy a set of seals (Fig. 1). There are only two different sets: Spitfires up to the end of MkII and MkIII onwards. When buying, I wouldn't recommend Moprod ones, as I have found their spring clips to be very weak. You will also need new brake fluid and Meths to wash the parts in (you can, of course, use the brake fluid but NO petrol). Also a sachet of brake grease will be needed.

Right, let's start. I won't insult your intelligence by telling you how to jack up and support the car but I will warn you that quite a bit of force will be necessary to free some of the nuts. Remove the pads and if they are to be used again, make a note of what came out of where (remember to keep your oily hands off the pad linings).

Now insert a piece of wood or metal about the same thickness or a bit thicker than the metal

part of the brake pad between piston and disc. Now press the brake pedal a few times to make the piston come out a bit. Leave the bits in and do the same on the other side (remember you won't be able to do this later as there would be no fluid in the system).

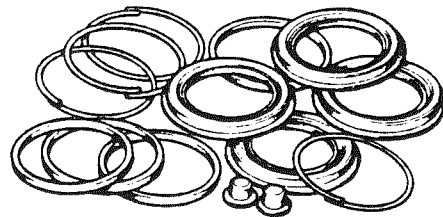


Fig 1 - Seal Set

The next thing is to clamp the brake pipe to stop the fluid from leaking out. There are special clamps on the market but if you haven't got one, you can use mole grips with some pieces of wood or pipe to protect the pipe (Fig. 2). Next just loosen the pipe at the caliper just a little.

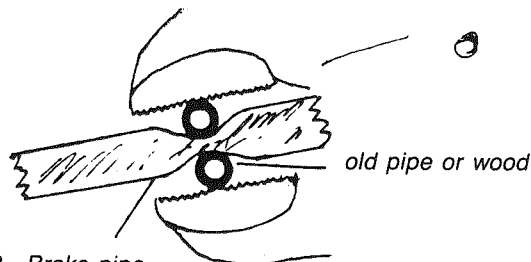
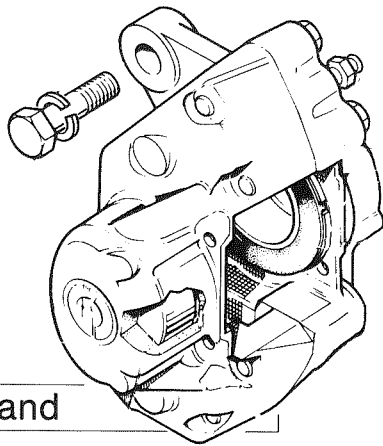


Fig 2 - Brake pipe



Unbolt the caliper by undoing the two bolts, Fig. 3. Then, while holding the flexible pipe in one hand, unscrew the caliper from the pipe. Don't lose the copper washer on the end of the pipe. This may sound silly but the other alternative is to completely remove the pipe beforehand, which means you will lose a lot more fluid.

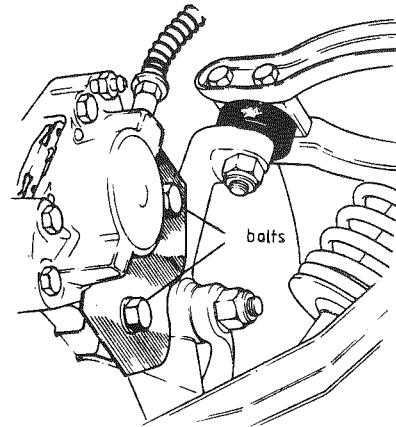


Fig 3

With the caliper on the bench, give it a bit of a clean up BEFORE you start dismantling. Use a wire brush and gunk or even a bit of petrol as you are going to throw the rubber bits away.

Now the seals themselves: remove the spring clips and the dust covers (Fig. 4). At this stage, the official workshop handbook says, "Extract the caliper piston. Piston removal may be facilitated using a low pressure air-line".

Now, I assume about 95% of all readers will not have access to an air-line, apart from the fact that this system never works for me; Murphy's Law predicts they will be rusty anyway. Let's look at another method. First of all, do the obvious and try to prise

them out with your fingers or a screwdriver. If this works, congratulate yourself as the chances are like winning The Pools.

If they don't want to come out, don't waste a lot of time and energy but go on to Stage 2. Stage 2 is to split the two halves of the caliper. Do this by undoing the four bolts, Fig. 4. Be careful as there is a rubber seal between the two halves which isn't included in your new seal set.

Next place one half in a vice and pry out the piston with two screwdrivers as in Fig. 5. You can also try with TWO pairs of grips opposite each other on the edge but there is a danger of breaking a bit off. If they still won't budge, try penetrating oil and let it soak while you go and have a cup of tea. Then, first try and push the piston back in. Yes, this might just free it up enough. Use a piece of wood over the area of the caliper and try and tap it back in. In 99.9% of all cases, you should now have the piston out. If not, it's probably rusted so solidly that you need a new caliper.

Now clean the piston and check for pitting. If the piston is badly pitted, you will have to get a new one. Prise out the old seal from the caliper and clean it out with meths, followed by new brake fluid. Check the bore for scoring and if OK, (they normally are) fit a new seal. Lubricate bore and piston with new fluid and push the piston back in.

When the piston is back in, clean the area which is still showing. Then rub a bit of brake grease around the piston and caliper, which will be under the new dust covers. This will prevent the metal under the dust cover from rusting. Now fit the new dust covers and the

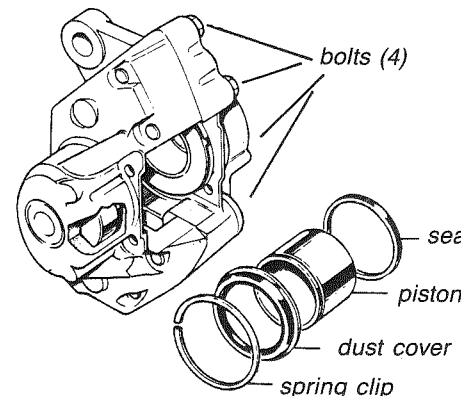


Fig 4

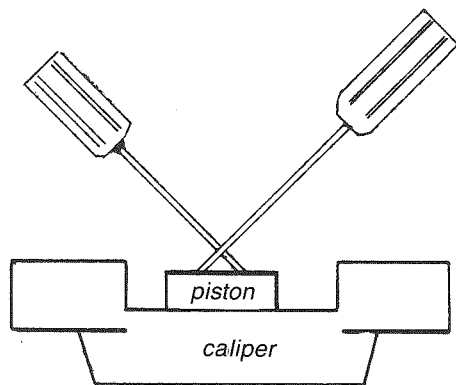


Fig 5

clips - be careful not to split the new covers.

Here one more tip: remove the bleed-nipple. If it is not perfect, fit a new one but whichever, use a bit of brake or copper grease on the threads. The next time you want to bleed the brakes you'll be thankful.

Bolt the caliper back on tightening to 65 lb/ft or 9 kg. Refit pads and brake pipe, then when both sides are done, bleed the system.

You'll probably find the car stops much better now and hardly cost anything (apart from a bit of sweat maybe?). ★

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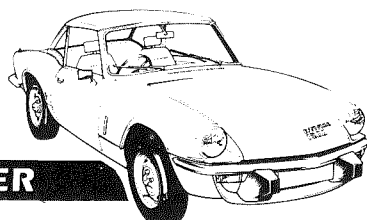
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THE SECOND LONDON ORBITAL MEET

What an appalling week, rain and winds right up to Saturday night. Sunday, Valentine's Day dawned - cloudy but dry. The weather was still to improve.

By half past eleven members had started gathering at The Wheatsheaf Pub in Old Windsor for the second Orbital Meet. As the clouds cleared and a bright sun shone, members from all over London arrived, hair waving in the wind. Without exception, all the convertibles were topless, it was a great sight to see. By one o'clock the car park was full and I mean *full*; you just couldn't get another car in, or out for that matter. With regular calls over the pub P.A. system for 'the owner of the Triumph sports car', we stood among over 150, 'which one does he mean?!'.



When we booked the pub the landlord said, 'This car park is big enough, no-one has filled it yet'. 'We might', I replied. 'I doubt it', they said. We more than filled it - doubling last years' attendance and pulling in members from as far away as the Isle of Wight, Manchester, Coventry and Holland yes, Holland! A brief visit from Jos Jurriens and Ruud Lemmers in an **BGT. Their excuse was that it was the only right hand drive car in their fleet. Still it was nice to see you both - I didn't realise the M25 went so far.

After a week's rain, Windsor Great Park was literally under water and, since the only car we were missing was the Amphicar, we decided to cancel the Photo-Call. I for one didn't fancy pushing out 150 cars from the mud, especially after last year, eh Bob?

I think a good time was had by all; many new and old faces joining together for the largest Club Noggin and Natter ever (unless you know different). We didn't drink the pub dry though this year but Orbital Meeters are getting used to eating pubs out and this year was no exception. Some people even bought sandwiches.

Hopefully, South Herts will have a Meet in June and East Kent in October. See you all there.

Mike Crewes

THE TRAVELS OF HAROLD THE HERALD

By Peter Milne

I first set eyes on Harold, a 1967 12/50 saloon, in a dim and dusty garage covered with dust and spiders' webs. He had been pushed in there two years previously by his owner who informed me that he had a seized gearbox and wasn't worth repairing. But as I rubbed the dust away, finding a beautiful Royal Blue paint finish, I knew that this was the car for me. So I offered a token sum of £30, which to my surprise was accepted and towed him back to my house. I replaced the gearbox and one week later he had an MOT and was totally legal. Now came the problem of finding him a name but as the months passed, the name stuck.

We drove around together for two years, when one cold, damp March morning, I decided a warmer climate was the place for us. I talked to my friends, most of whom thought that I was mad, but I managed to talk two into coming. The plans were made and the details finalised, so on August 10th last we boarded the boat to France with a feeling of apprehensive uncertainty, grounding the exhaust in the process.

France, as a nation, are generally not proud of their cars or roads, so an ageing Triumph Herald was a sight of amusement and wonder to even the most liberal French maniac. We hadn't been in France for more than three hours before we saw our first accident! I was the only person to stop, everyone else just carried on as if it were an ordinary, everyday occurrence.

The centre of Paris is definitely to be avoided; walking on the pavement is bad enough but in the thick of the rat-race around the Arc de Triumph, in this giant sized 'bumper car' course, it's enough to put anybody's nerves on edge.

The drive down south to the Mediterranean Sea was long and hot, with only one slight hick-up on the way. The cassette recorder caught fire and, as we were running away from the car, we lost the map. We also met up with three couples in Spartan kit-cars, who said that they had seen a couple of girls in a white Vitesse convertible.

At one camp site, we were accosted by an English guy who insisted on showing his five year old son what a 'proper car' looks like. His son wasn't interested in the comparisons between Harold and a B-reg. plastic Sierra and just kept moaning about an ice cream he had been promised.

The roads along the south coast were pretty appalling and trying to dodge potholes the size of footballs and coping with very busy, twisting mountain-style roads, soon took its toll on my arms and Harold's cooling system. We had to stop, so we cooked dinner on the rocker cover, put as much water back as we could and set off again to cross the Italian Border



at 10.30 in the evening. With the onset of night and the totally different driving styles and rules of the Italians, we headed for the first motorway for safety, only to find it was all toll systems. Italy is a fun place to drive in but only if you have 130 mph and 0-60 in 8 seconds performance and you leave your brain outside the car when you get in.

All the way across north Italy and on our travels, we heard people speak about two girls in a white Vitesse convertible and a few hours into Yugoslavia, heading south along the coast road, we saw them. Unfortunately, we were heading in opposite directions in a maniacal stream of traffic so we never got the chance to stop and chat.

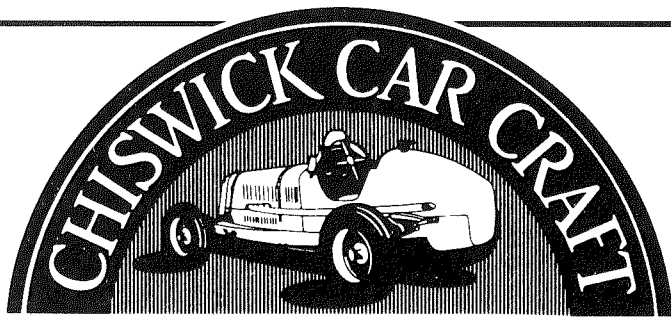
We had heard a lot about Yugoslavia but no one had said a word about the 80 miles of cobble stones. If anyone needs their suspension testing, it's just inland, east of Albania. When the exhaust joint finally broke, we stopped unknowingly at a Yugoslavian prison, where all of the convicts had to work. Luckily, this one had a garage but no one could speak a word of English and had never seen a Triumph before in their lives.

One hour later, with £4.50 less in our pockets, we were speeding on our way with a new welded section over the broken joint, only to be pulled over for speeding. We were going 24 mph over the limit and were fined on the spot, £2.50. I wish English police had the same system.

In Greece we got a parking ticket, I think. It's all written in Greek letters and I'm still not sure exactly what it is but I haven't paid it, so I'm not really worried. The Greek roads are brilliant, nice and wide, well surfaced and there is also an abundance of Heralds - as many as in England, if not more - and they are all in immaculate

condition because of their climate. I wish I had taken some Recruitment Leaflets with me; all I could do was hand out the address of the Club office in the hope of boosting foreign membership. Out of all the people I spoke to, no one told me about Athens! There is no legal conduct there at all. The only two rules which apply are to use your accelerator and brake as hard as you can and if you see a gap, drive at it, whilst keeping one hand on the horn. No one has ever heard of crash helmets for motorcyclists, or stopping at red lights, or slowing down for pedestrians, whether they are on or off the pavement.





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Harold had a rest for two weeks in a long-term carpark in Pireaus while we went island hopping. There is no point taking a car, as most of the islands are small and moped hire is cheap. Once back at Pireaus, we boarded the ferry for Israel. The Israelie security is brilliant, except when it comes to putting your car back together again!

We have been here for 5 months now, and intend on staying another 7 months, when the rest of the world is at our disposal for Harold, myself and anyone who wants to come.

An Arab has already offered me three of his wives and a four-wheel drive camel for Harold but he simply isn't for sale.



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We travelled 3,175 miles and he now has a nice home next to the Dead Sea, where he can rest for a while until we continue our travels. If anyone knows of any other Heralds in Israel, please get in touch. Our address at present is: Kibbutz Ein Gedi, Dead Sea, 869 80, ISRAEL.

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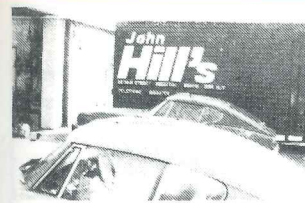
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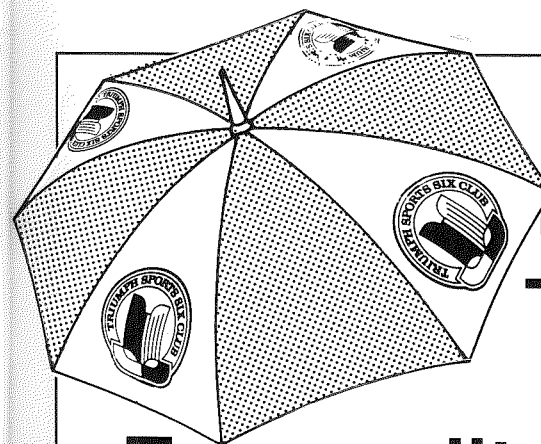
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Spitfire 1500 1975 O/D: recon engine 15,000 miles. MOT failure, parts to repair. Tatty body. Ideal for restoration. £275 o.n.o. Contact: Nigel, tel: Wimborne (0202) 888999 - 86/15055.

Bond Equipe 2 + 2: complete chassis-up rebuild, recon engine, professional respray, full MOT, Tax, only 400 miles old. Exchange GT6 in same or £2,000. Serious enquiries only please. Contact: Aris, tel: Ledbury (0531) 2579.

Herald 13/60 convertible: white, 1969, h/top, rebuilt chassis-up 3 years ago. Needs respray, otherwise excellent. £1200. Contact: Taylor, tel: N4 (01) 263 2065 - non-member.

GT6 Mkl 1970: MOT, good runner but tatty. Suitable renovation project or spares. £350. Contact: Bartholomew, tel: E11 (01) 989 3585 - 86/16263.

Herald 1200 1965: two-tone blue bodywork and interior in excellent cond. Engine a good runner however MOT failure on chassis. New exhaust, rad, starter motor. Contact: Andrew, tel: SE18 (01) 317 1437 - non-member.

Herald 1200 saloon 1962: reg 3983 VB, Lichfield Green. 1 yrs MOT. Lovely car, much work done, used daily. Will somebody give her a good home. Agreed Value insurance £800, offers £600 o.n.o. Contact: Jeff, tel: SE11 (01) 735 9571 - 86/15831.

Herald 13/60 convertible 1970: Signal Red, full MOT, immaculate condition, regularly maintained, used in summer only. Must be seen. Plus various spare parts. £2500. Contact: Reed, tel: Horsham (0403) 68775 home or office (03727) 26246 - 86/13863.

Triumph Herald 13/60 estate: T&T, good tyres, new exhaust, reliable runner but body needs some attention. £425 o.n.o. Contact: Rowney, tel: Kent (0322) 528006 after 6pm - non-member.

Triumph Vitesse Mkl convertible 1971: good condition, Damson, factory wire wheels. Includes new hardtop. Fine example. 1 yrs Tax. £2700. Contact: See, tel: Pangbourne 2627 - 87/189222.

1969 GT6 Mkl: 1 yrs MOT, needs new back floor. Want to swop for Spitfire MkIII/IV. Contact: Pete, tel: Chatham (0634) 43897 - 88/20835.

GT6 Mkl 2500 TC: complete car, requires restoration. House forces sale. For details contact: Cotter, tel: Rochford (0702) 541037 - 86/14562.

Herald 13/60 convertible: G reg., white, mechanically good due to lots of renewed parts including new radiator, water pump. New hood. MOT. Recent respray. Offers. Contact: Brian Bicknell, tel: Newquay, Cornwall (0637) 860198 eves -

Vitesse convertible Mkl: white, paint lacquered, complete renovation to chassis and outriggers. New door skins, steel bonnet, carpets and trim pads. Seats recovered with white beading. Bumpers chromed. Chrome wheels and baskets. Roll bar. Wooden steering wheel. Garaged, never been wet. New front suspension, steering rack and rear shockers. Special insurance valuation. Must be seen. £4,000. Contact: Powell, tel: Newport (0633) 275257 after 6pm - non-member.

Herald 1200 D reg. 1966: Dolphin Grey. For restoration. Good car in everyday use up to Feb 88. Good home wanted for much loved car. Further details, contact: E Illman, tel: Copthorne, Sussex (0342) 715334 - non-member.

GT6 MkIII 1973 O/D: non-rototflex, electric fan, new carpets, much welding done, photos to prove. Current MOT. Needs respray and minor trim items to complete. House purchase requires funds, hence £800 o.v.n.o. Contact: Malcolm, tel: Stoke (0782) 28911 - 88/20507.

Spitfire Mkl: twin exhausts, new rear suspension, new rad, J/A roll over bar, Saffron. Now has MOT, Tax, petrol. Lots of spares inc. electric fan still boxed, chrome bits, mirrors (wing), locks. £900. Summer nearly here! Contact: Robinson, tel: Peterborough (0733) 234794 - 85/12698.

Triumph GT6 Must Go! K reg. with 2.5 Pl engine, some work needed. Offers please to Dave Barnard, tel: (01) 528 1171 work - non-member.

Vitesse 2 Litre Saloon 1969 Valencia blue good condition but needs MOT £450.00 Contact Eddie, tel: Luton 0582 421105 - 86/14929.



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948's 2 928's: one with MOT, the other with a completely rebuilt engine 5,000 miles ago £400 for the pair or £200 each. Contact: Gerry, tel: Maresfield (0825) 3453 - 82/4466.

For sale K reg 13/60 Herald: goes like the wind, convertible, recon engine, new clutch and exhaust, body needs attn., mechanically sound, no Tax or MOT. £250. Contact: Willis, tel: Crowthorne (0344) 777320 after 6pm - non-member.

Triumph Herald 948 saloon 1960: 9 months MOT, 50,000 miles, reg. 645 BON, absolutely immaculate and totally original, including white/grey paint. Previous owner 27 years. Must be seen. Summer use only. £850 o.n.o. Contact: Stuart, tel: B'ham (021) 561 3498 - 84/7209.

Spitfire 1500 1979: red, £2,300 and 1976 white O/D £1,500 o.n.o. Both splendid condition. Changing to Vitesse convertible. Don't delay. Local garage trying to sell me a Stag!! Contact: Brian, tel: Loughborough (0509) 890788 - 86/13608.

Herald 13/60: J reg, MOT failure. Mechanically sound but bodywork needs attention. Ideal for restoration, too good to break. £150 o.n.o. Contact: Simon, tel: SE26 (01) 778 6787 after 6pm or w/ends - non-member.

Herald 1200 saloon 1968: Conifer, 49,000 miles, v.g.c., original paintwork and trim, runs well, garaged, owned 5 yrs, MOT'd September. Good 155 Radials, tyres, battery, exhaust. £500. Contact: Steve Brent, tel: Chew Magna, Avon (0272) 332520 - 83/6126.

Spitfire MkIV 1974: good condition, hard and soft tops, new floor, taxed and 12 months MOT. Worth around £950 except £900 o.n.o. for yellow 1300 O/D car. Family forces sale. Spares as well. Contact: Roy, tel: Middx. (01) 423 2094 - 87/18504.

Vitesse MkII convertible: 12 months MOT, 6 months Tax. Excellent condition. Summer use only. £1595 o.n.o. Contact: Gary, tel: Derby (0332) 882690 - 88/5884.

Spitfire 1500 1980 V reg: good average condition for age and low mileage (61,000). Last 2 owners known. Original steel hardtop plus soft top, both in good condition, red carpets and body. £1800 o.n.o. Contact: Christopher, tel: Kings Lynn (0553) 673873 - non-member.

Triumph Vitesse saloon: red, hard top, petrol 1998cc, Dec 1969, unused for 4 years. Bodywork needs attention. £300 o.n.o. Contact: Harris, tel: Sittingbourne 74402 - non-member.

Vitesse MkII convertible O/D: long MOT, sound chassis, driveshafts, gearbox recently o/hauled, new exhaust, new rear wheel bearings and trunnions. Body fair. £1200 o.n.o. Contact: Alan, tel: (0908) 510703 - non-member.

Spitfire 1500 1979 T: Pageant Blue, O/D, soft top, 80,000 miles, recent exhaust, good tyres. Offers around £1650. Contact: Gareth, tel: S Wales (0291) 422663 - 85/10425.

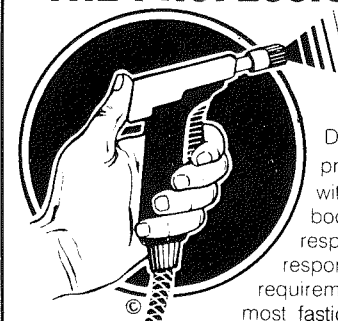
76 Spitfire 1500: green, MOT, v.g.c. £1100 o.n.o. Available from 5.4.88. Contact: Buchanan, tel: B'ham (021) 373 6543 - 85/10473.

2L Vitesse MkI convertible O/D: 1968, MOT'd, Taxed. White, black stripe. Good cond. Complete body rebuild, chassis sound. Needs minor tidying. Comes with w/s manual, tonneau, electronic ign. £1450 o.n.o. Contact: Fordham, tel: Haselmere (0428) 3873 after April 1st - non-member.

Triumph Vitesse convertible 2L MkI O/D '67: excellent mechanics, good chassis, fair bodywork. Recent r. sus., clutch, f. springs and shockers, carpets, silencer. MOT, Tax. Extras include Corbeau GT seats, Lumenition, Halogens, Spax adjustables all round. All receipts. £1650 o.n.o. Contact: G Martin, tel: Bexleyheath (01) 310 1758 - non-member.

Spitfire MkIII 1968: bought as restoration project 6 months ago, untouched since. Imminent house purchase forces sale. Wire wheels, good tyres, good chassis, hard and soft tops. £150

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o.n.o. Contact: Shields, tel: Fareham, Hants (0329) 665832 - 87/19844.

1971 13/60 Herald estate: 9 months MOT. 2 new tyres, new brakes, steering, exhaust, clutch. Body needs minor cosmetics only. V. reliable and economical car. Excellent starter. £525 o.n.o. Contact: Sarah, tel: Peterborough (0733) 253178 - 87/17008.

GT6 MkIII J reg: completely rebuilt bodywork, reconditioned 2.5 litre engine, recon g/box, new clutch, six miles only since rebuild, stored for two years. Also available original engine plus various spares. £3,000 the lot. Contact: Paul, tel: nr. Bridgenorth (0746) 780564 - non-member.

GT6 MkIII 1973: Mimosa Yellow. O/D, appliance wheels including new panels, parts not yet fitted. Suitable for renovation project. Offers around £700. Buying of flat forces sale. Contact: Paul, tel: Watford 226784 day, Royston 45120 eves - non-member.

Triumph Herald 12/50: MOT expired (due to being unused). Bodywork needs some attention but excellent car for enthusiastic restorer. £200 o.n.o. Rare car. Contact: Ian, tel: Dorchester 68695 day - non-member.

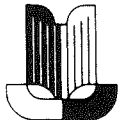
Herald estate 1971 13/60: Valencia/black, 29,000, taxed and MOT to February 89. Lumenition, electronic fan, red coil, tach, Bentley instruments, u/sealed, regularly serviced. Workshop Manual, spares. Owner 87, failing sight, sadly giving up. £600. Contact: Kay, tel: Beckenham (01) 658 5128 - 85/9684.

Triumph Herald 13/60 1969: hard top, white, VERY reliable, fairly good condition. £500. Contact: Williamson, tel: Harrow (01) 236 4333 ext 20741, or (01) 861 1284 - non-member.

Triumph Vitesse 1963: well maintained, used regularly, licensed and MOT 31/12/88. Details contact: Trend, tel: Sevenoaks 452360 eves - 85/11098.

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SPITFIRE MkIV & 1500 " "	£54.00 + VAT	3.00
HERALD/VITESSE	£55.00 + VAT	3.00

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SPITFIRE 1/4 panels all models (pair)	£14.95 + VAT	2.50
SPITFIRE MkII/III & III rear panels (each)	£19.95 + VAT	3.00

SEALS:

Door seal (black only) (per mt)	£3.94 + VAT	1.50
Boot seal (per mt)	£2.40 + VAT	1.50

VISA & ACCESS WELCOME

Spitfire MkIV MOT failure (floor): complete car only £150 for quick sale. Contact: Craig, tel: Witney (0993) 71550 - non-member.

Spitfire MkIV 1973: white, good condition, MOT, low mileage, radio, £900 TSSC Agreed Value, £800 o.n.o. Contact: Jane, tel: Holstead (0787) 473774 - 85/10204.

Spitfire 1500: white, recent engine transplant with bottom end o/haul and new clutch. Strombergs. Twin exhaust, radio/cassette. £1400 o.n.o. Contact: Richard, tel: Basingstoke (0256) 469613 - 84/7842.

GT6 MkII v.g.c., W/W good chrome, respray M/blue, o/hailed g/box, totally original, T&T. £1100 o.n.o. Contact: Fiona, tel: Ealing (01) 494 3111 - 86/13657.

Herald coupe 1960: Reg. 4223 PX, no Tax or MOT. Chassis generally sound but some welding required at front. £150 o.n.o. Contact: Chris, tel: Hants (0428) 713608 - 85/13011.

Spitfire MkII 1966: in beautiful, unmarked red, excellent condition all round, Taxed, MOT'd, hard/soft tops. £1000 o.n.o. Contact: Michael, tel: Nottingham (0602) 735325 - 87/17193.

GT6 MkIII 1973 (L): Carmine Red, recent silencer, clutch, rear springs, years MOT, used daily. One owner last 3 years, good cond. for year. £1350. Contact: Arnold, tel: Cardiff (0222) 711458 - non-member.

Spitfire MkIV K reg: black, hard top. Stored for 18 months hence no Tax or MOT. New parts fitted before storage, gearbox, full clutch and brakes. £325. Contact: Wickham, tel: Bolton (0204) 694465 - 87/19218.

Herald 13/60 saloon 1970: rebuilt chassis, engine 21,000, new diff, good tyres, doors, paintwork tatty. Completely reliable. £200. Contact: Logan, tel: Bracknell (0344) 883797 - 86/14512.

GT6 MkI for restoration: good bonnet, wire wheels. Spares incl. engine, g/box, pair BL rear wings, floor pans, rear seats. £300. Contact: Mike, tel: Weston, Herts (046279) 505 - 82/4207.

13/60 sold by me new and to every owner: 64,000 miles, new sills, chassis members, clutch, exhaust. Drives superbly, new MOT. £495 o.n.o. Contact: Mosley, tel: Somerset (0963) 50860 - 87/17624.

Spitfire MkIII 1970: white, MOT August, 77,000 miles, good cond. Reliable. £900 o.n.o. Contact: Anna, tel: Middlesex (0895) 422418 - 84/8124.

Herald 13/60 convertible 1971: chassis and mechanics completely rebuilt, body in primer ready for completion. Abandoned project. Cost £1900 all receipts and photos. Offers around £1200. Contact: Charles, tel: Plymouth 342003 - 87/19572.

Herald 13/60 - 2 cars: £175 the lot. Will break. Got to go as need space. Contact: Neil, tel: (0954) 51141 - 85/11739.

TR6 1974: very clean, sound example. Standard throughout. Recon. engine, g/box. Many new parts, much recent work. Goes well, drives beautifully. Reluctant sale £3750. Contact: Mike, tel: Isleworth (01) 568 1870.

Spitfire MkII 1965: completely o/hailed over last 3 years. Recon MkIII engine, recon MkIV O/D g/box, low mileage, excellent cond. £1450 o.v.n.o. Contact: Barton, tel: Wolverhampton ((0902) 751673 - 86/16572.

GT6 MkIII 1972: recon engine and box. New exhaust, carpets, 1 3/4 SUs. Also servo and long MOT. £1100 o.v.n.o. Contact: Ian, tel: Denham 834282 - 87/18486.

Bond equipe GT 2 + 2 Jan '64: green, MOT, sound condition, good mechanics. V. rare. £500. Contact: Chris, tel: Woodford Green (01) 504 6015 - 86/14248.

Herald saloon 1200 1962: one owner, 37,000, black/white.

MOT. Original engine. Body finish. Tyres. Brakes excellent. No rust. Sale due loss of garage. Spares: steering assy. Bumper rubbers. Overrides. Rear lamp assys. Belts. Plugs. etc. £500. Contact: Saint, tel: SW14 (01) 876 6818 - 87/18314.

Triumph Herald 1200 saloon 1969: 9 months MOT, runner but needs attention. Ideal subject for restoration. £250 o.n.o. Contact: Coates, tel: Tewkesbury (0684) 299707 eves & weekends - non-member.

Spitfire MkIV L reg: short MOT, new top exhaust, runs well, good starter, needs new clutch and slight cosmetic work, hence £300 o.n.o. Contact: Barrie, tel: Loughborough 236686 - 86/15287.

1970 Triumph Herald 13/60: wants new owner (4th), 54,000 miles, 12 months MOT, smart appearance, well behaved. Changed circumstances force sale. £950. Contact: Roderick, tel: N'ton (0604) 712313 - non-member.

Triumph GT6 MkIII (1972) for sale: colour red with sunroof, excellent condition. £2,400. Tel: Worksop (0909) 485384 - non-member.

GT6 MkII two cars: both 1970, one for rebuild, one for spares. £500 o.n.o. Buyer collects. Contact: Leslie, tel: Beds (0480) 213229 eves and w/ends or (0860) 718231 daytime - non-member.

Vitesse MkII saloon 1970: Signal Red, sunroof, recon. engine, not used one year due to rear spring failure - now repaired. Some rust. Job abroad forces sale reluctantly. £395 o.n.o. Contact: Andrew, tel: Tisbury (0747) 870218 - non-member.

Triumph GT6 MkIII L reg: rotolux, 3.27 diff, O/D, alloys, new low profiles, immaculate bodywork, one of the best. £1895 o.n.o. Contact: S R Gill, tel: Abergavenny 78943 day or Pontypool 3865 eves - 86/15999.

Spitfire MkIV M reg: same family 7 years, recon. engine and g/box, new tyres, MOT and Tax. Excellent, original, well-loved car. Body needs slight attn. £925 o.n.o. Contact: Fiona, tel: E Sussex (01) 370 2374 - 85/13039.

Triumph GT6 MkIII 1974: immaculate original car. Full history, 15,700 miles. Concours awards. £6,500. Contact: Ken, tel: Edinburgh (031) 334 0148 - 87/18747.

GT6 MkIII 1973: blue, O/D, 75,000, mechanically sound, in need of bodywork restoration. £1000 o.n.o. Contact: Lines, tel: Bury St Edmunds (0284) 701819.

Vitesse 2L MkI: tan interior, white exterior, 8 months MOT, new clutch fitted, sunroof, good sound car. Excellent mechanics, needs tidying. £700 o.v.n.o. Tel: N14 (01) 440 2723 anytime to view - non-member.

Herald 13/60 convertible: grey, blue interior, new hood, carpets, outriggers, exhaust, discs, brakes, full rebuild and respray. Bootrack. Full tonneau. 12 months MOT. £1800 - bargain. Tel: N14 (01) 440 2723 anytime to view - non-member.

Cars wanted

Triumph Herald 13/60 saloon: must be in good cond. Will pay up to £600. Contact: Dave, tel: Preston 58870 - 86/15634.

Triumphs wanted: I will buy your good, bad or ugly Spitfire, GT6, Vitesse, Herald or Bond. Even non-runners and left hand drive models. Collection arranged. Contact: Terry, tel: Chelmsford (0245) 257739 or 71883 - 86/13828 (TRADE).

Wanted Triumph Herald 13/60 convertible in good condition. Contact: Jason, tel: Bagshot 79869 - 88/20836.

Scotland and North England: any Herald and Vitesse convertibles in any condition or can you help to locate the same. Contact: Ron, tel: Edinburgh (031) 449 6311 - 86/15369.

Parts Mart

GT6 MkII 1969 breaking: most parts available incl. engine, new gearbox with overdrive. Also rear seat conversion available. Contact: Ray, tel: Woking (04862) 21392 after 6pm - 86/15714.

Herald exhaust downpipe £250, seat cradles £4.00 the pair, anti-roll bar £2, front spring and shock assy. £5 the pair, spax adj. rear shocks £2 each, standard rear shocks £1. Contact: Tim, tel: NWS (01) 485 0092 - 85/11044.

Breaking for spares: Spitfires, GT6s, Viteses, Herald, Dolomites, Sprints, Toldos, 1300 FWD, Bonds. All parts removed. Some new parts available. Delivery service arranged. Triumphs and spares purchased. Contact: Terry Murphy, tel: Chelmsford (0245) 257739 or 71883 - 86/13828 (TRADE).

Industrial press work undertaken: hubs split no problem, bushes made easy. All work considered and sensibly priced. Collection and delivery service available. Same day service 7 days a week. Phone anytime. Contact: Alan, tel: Stoke (0782) 399428 Reg. 394301 - 85/10386 (TRADE).

Spitfire MkIV new tonneau and hood-well covers (black) £45. Vitesse MkII tonneau cover (light grey) £25. GT6 MkII rad £20, O/D prop £10, fuel tank £15 pl. clocks, wheels and other items. Contact: Dave, tel: Lancs (0695) 26212 - 85/10394.

GT6 MkII & Spitfire parts: GT6 fuel tank, bumpers, hatch, instruments etc. Spitfire 3 manifolds and carbs, bellhousings. Many odds and ends. Contact: Mr Lambourne, tel: Chesham 774102 - 87/19125.

Herald 1200 convertible complete: needs restoration - £150 o.n.o. Herald 13/60 convertible complete minus engine £100 o.n.o. Also for sale MkII Vit engine stage 3, can be heard running £180 o.n.o. includes modified head. Contact: Alan, tel: S-O-T (0782) 394301 - 85/10836.

Spitfire MkIII all parts except body panels. Engine £9, chassis £15, g/box O/D prop £45, diff £9, windscreen £9, p/tank £7, trim £9, hood cover £9, door glass £7 ea etc., etc. No reasonable offer refused. Contact: Andy, tel: B'ham (021) 327 1000 - 78/00589.

Garage Clearout: 13/60 bonnet, 2 Vit bonnets and doors left right bonnets, h/top, sunshine roof 12/50, petrol tanks, heaters, rads, 2 chassis, back front body Vit, suspension, diffs, assortment of

headlight units and engine parts, trim and body panels 13/60, 12/60 Vitesse. Contact: Graham, tel: Kingswinford 287315 - 85/13061.

Triumph convertible spares - garage clearout: good engine, chassis, doors, complete hood, many spares, £80 lot - no offers. Please write Mr M Lee, 28 Haven Street, Burnley, Lancashire BB10 4DQ leaving tel. no. - non-member.

Spitfire MkIV 1500 factory hardtop: opening rear window £75. Contact: Frank, tel: Eastbourne (0323) 509435 - 87/20174.

Weller wheels, white, 8-spokes: two with good tyres, size 6" x 13" with 205/60 tyres, fit any Triumph £80. Contact: Philip, tel: Lichfield 262927 - 86/14139.

Vitesse or GT6 O/D and gearbox £95, new solenoids, O/D £15 each, GT6 MkII bonnet badges £5 each, rear brake and stop light for Vitesse, Herald £5. Contact: Wood, tel: Coventry 504811 at night Pittam 28 Purefoy, Coventry - 86/16152.

GT6 MkIII rototex cover, fire damaged interior, all other parts must go, engine only 30,000 since rebuilt. O/D g/box with new gears plus spoke wheels and hubs. h, much more. Contact: Tony, tel: .cs. (0522) 41693 - 86/14781.

Vitesse MkI conv: chassis finished, engine and diff missing, bodywork easily repairable. Partially dismantled but mostly complete otherwise. Good hood, frame fittings, 2 bonnets, both repairable. £80 but buyer removes whole lot. Contact: Patrick, tel: Wimborne (0202) 883664 - 86/13900.

Herald bootlid £15, Spitfire 1500 works h/top £50. 13/60 estate body trim and front grille. Offers. Contact: Ranjit, tel: Epsom (03727) 25138 eves - 84/7199.

GT6 MkI v.g. chassis £40, engine £60, non-O/D g/box £40. Contact: Jerry, tel: Somerset (0278) 64583 - 84/9176.

F/glass bonnet for Spitfire 1500, metal bonnet needs repair for MkIV Spitfire, gearbox 2 x 1½ carbs, prop, bootlid, diff, cyl heads, steering rack, steering column, speedo, rev counters, distributors, suspension parts, chassis parts - all cheap. Contact: Robert, tel: Glasgow (041) 956 3413.

Garage clearout: windscreen Vit, tow-bar, Spit door, GT6 door tinted, rear hatch MkIII tinted, GT6 bonnet MkIII, chassis GT6 MkIII, rear bumper GT6 MkIII, Spit 1½" SUs with inlet manifold, 2 5½J 8-spoke rims, 1300cc Spit engine,

2 cloth seats recovered GT6, 6 MkIII rims, rear qtr. windows tinted, fuel tank MkIII GT6, rear lights Vit, new crank 2000, rear lights MkIII GT6, rear spring new for roto GT6, gearbox uprated mainshaft O/D D-type, set 2150cc forged racing pistons, blue printed oil pumps all models, lightened flywheels all models, MkIII GT6, with rototex for sale, plus bits and pieces. **STOLEN FROM GARAGE:** GT6 MkIII bonnet O/S door GT6, oil cooler kit, 28% O/D J-type special, 1500 Spit steering column, LSD special ratio for racing only this LSD is by GT Transmissions and is one of only five in existence, **REWARD FOR INFO LEADING TO THE RECOVERY OF THESE PARTS.** Contact: Colin, tel: N17 (01) 808 8007 between 8-9 eves only please.

Spitfire 1500: inlet manifold £5, bonnet tatty £15, g/box £10, 1300 gearbox £10, Vit 1600 speedo tachometer £5. Tel: Brighton 205925 - 85/11244.

Spitfire MkIII bonnet: good cond. £35 o.n.o. Many other Herald and Spitfire spares i.e. chrome work. Contact: Colin, tel: Upper Basildon 671414 - 85/10917.

Spitfire IV, Spitfire III breaking: engines, gearboxes, hardtops, bonnets, doors, seats - various colours and matching trim, diffs, h/shafts, f/suspensions. All parts and panels available. 7 days and postal service. Vandalised Spitfire III: spares or repair, drive away £150. Contact: Sharp, tel: E7 (01) 534 1981 - 87/17737 (TRADE)

Spitfire 1500 spares: exhaust manifold 17-25, carb set £30, inlet manifold £9, rear bumper £35, door winder mechs £10, 3 piece wood dash £18, front vertical links £17.25, trunnions £4.50. Possible post. Contact: Mike, tel: Plymouth 268130 eves - 85/9893.

MkIV Spitfire hood and frame £40, tonneau cover £15, '73 hood cover £10, MkIII soft top frame £15, Leyland repair operation manual RTC 9230/8 (1500) £10. Contact: Dave, tel: Nottingham (0602) 702615 - 88/20789.

Vitesse MkII bonnet: v. little rust but not dead straight. £50 o.n.o. Wanted: Vitesse bumpers, Rostyle wheel trim, conv. door window, passenger door, sunvisors, trims round rear of hood. Contact: Henry, tel: Stockport (061) 456 3393 - 85/12383.

Herald 1200 MkII chassis and estate body c/w rear seats and door £30, coupe roof and rear screen ribbed rear qtr. panel £15, 13/60 bonnet £25. Contact: Peter, tel: Stratford on Avon (0789) 69565 - 87/17861.

1300 MkIII short motor £30, head £15, gearbox £15, rear susp £15 a side, 1200 crank £10, head £15, cam £5. Tel: Woking (04862) 63929 - 85/12060.

New parts: 1300 engine UKC3587 complete. Diff 4:1. Driveshafts 132300. Vertical links. Stub axles. Lower trunnions. Stainless exhaust. B.L. sills, outriggers. Kingston 4 synchro g/box. Balanced propshaft. Pair used doors. Spares list. Contact: Barton, tel: Ascot (0344) 882943 - 81/02450.

Spitfire MkIV bodyshell in good condition. What Offers? Contact: Morley, tel: Kings Lynn 810630 - non-member.

Spitfire MkIII soft top and frame £5, windscreen and frame £5, K&N filters for HS2 carbs £5 pair, 3.89:1 differential free chassis free new voltage control unit £4. Contact: Graham, tel: E Grinstead 315350 - 82/4996.

Vitesse MkII cyl head, g/box (dismantled), boot lid, steering rack, steering column, footwells, one pair (new) wiring loom master cyls, angled speedo drive (O/D), rear seat black saloon, lights, gauges, cables, switches and lots more. Contact: Hurdle, tel: Fareham (0705) 385214 - 84/7422.

Triumph Herald 13/60 convertible: 1500TC engine, servo assisted brakes. Had engineer's report, one of the tenth birthday convoy cars, nearly new hood. Excellent cond. £1450. Contact: Keith, tel: Stratford (0789) 297355 - 86/13707.

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Spitfire Spares: MkIII 1300 engine £20, non-O/D g/box £10, prop £5, hood frame £25, MkIV seats black £20 for pair. Also late GT6 cyl. head £15. Contact: Steve, tel: Watford (0923) 221740 - 86/16053.

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Herald 13/60 abandoned rebuild due to impending wedding! completely broken down prior to rebuild - nearly everything available - if you want it I may well have it. Contact: Mike, tel: Ipswich (0394) 278701 - 85/12662.

New unused Stanpart MkII Spitfire bonnet £250, new seat cushion black £15, new window winder mechanism LH £10, new MkIV Spit bonnet top £40, short 1147 engine reground crank £40. Contact: Tony, Portsmouth 827261 ext 65 or Southampton 436961 - 87/20127.

Supercharger: potential 50% power increase, complete kit for 1300 Spitfire including manifold pulley etc. New, unused £500. Genuine enquiries only please. New 6-cyl con-rods £45 set. Contact: Steve, tel: Tottenham (01) 801 4577 - 82/3806.

Spitfire J-Type O/D: good condition £100. Vit 2L clutch (boxed) £30, plus g/box £25, O/D Vit six prop £5, non-O/D £20, Solex carbs x 2 £10. Contact: Mike, tel: SE22 (01) 693 9873 - 86/15615.

Herald/Vitesse S/H spares: some complete cars for restoration. Fine condition with MOT: Vitesse saloon, O/D, reg EVE 300D £1300; Spitfire IV O/D yellow, £550. Good Vit parts wanted. Contact: Robert, tel: Cambridge 894322 - 85/11898 (TRADE).

Triumph Herald 12/50 damaged, not repairable, serious front end accident 3 months after complete restoration. O/hailed engine and g/box. Many new parts. Must sell complete v. soon. Offers. Contact: Roach, tel: Cornwall (0209) 716271 - 83/06740.

Herald 13/60 saloon 1968: complete but non-runner. Prefer sell complete but will break if enough interest £50. Contact: Peter, tel: St Albans (0727) 34804 eves & w/ends - 83/5786.

Vitesse 2 Litre engine, low mileage O/D diff, O/D prop, 5 4 1/2 J rim wheels. Large petrol tank. Vitesse front discs. New steering wheel MkII. 5 standard rims. Vitesse new rear valance. New o/rider. Door repair panels. Breaking Her 13/60. Contact: Frank, tel: Sutton Coldfield (021) 308 3364 - non-member.

Spitfire MkII windscreen and frame £30, reconditioned propshaft £30, hood £30, all in good condition. Contact: Peter, tel: Wolverhampton 751673 - 86/16572.

Spitfire/GT6/Dolomite pattern wide wheels (Dunlop 5.5 Jx13x16) £35 pair. MkIV inlet manifold plus carbs and filter £20. Hub plus disc £7, left hand vertical link with stub axle swivel arm £8. Contact: John, tel: N. Wales (0492) 622051 - 87/20055.

GT6 II: chassis £35 + £55, sills £7 rear spring £5. Other parts. Vitesse: wheels £3, MkI N/S driveshaft £5, gearbox 1600 £25. Herald: carb kits £3, engine 13/60 £35, cyl. heads, steering columns. Seats: black estate rear £4, tan front £3. Chassis riggers (rear, centre, boot). Loads of other parts. Contact: Chris, tel: M'chester (061) 860 5801 before 9am or 6-8pm best - 82/3877.

Breaking Spitfire MkII: all parts available. Ring me for details. Contact: Chris, tel: North Harrow (01) 429 1216 eves - 87/18938.

Spitfire 1300 MkIII engine and g/box. MkII hardtop. Herald headlights and cowlings. Also Herald speedometer. Offers. Contact: Bennett, tel: Nuneaton (0203) 396624 - non-member.

Spares for all cars: diffs, shafts, vert links, bonnets, bodies, seats, bumpers, lights, engines, g/boxes, carbs etc., etc. Fair prices. If I haven't got it I will try to find it. Contact: Gill, tel: Abergavenny 78943 day or Pontypool 3865 eves - 86/15999.

GT6 MkIII breaking: most parts incl. solid bodyshell, recently rebuilt engine, diff, g/box with O/D, servo, rear spring (non-rotollex), spax shocks, almost new front springs and discs, electronic ign. Contact: Mr Jakeways (01) 606 6677 work or (01) 521 2589, (0226) 763164 home - 83/6685.

13/60 parts: engine, g/box, diff, carb, manifolds, door glass (F), new sills, good hubcaps, exhaust front pipe. Many other bits incl. instruments. Offers please. Contact: Dunham, tel: Bishops Cleeve, Cheltenham (0242) 676734 - 85/10450.

Spitfire MkIII steel hard top: good condition. Offers? Contact: King, tel: Orpington (01) 777 0805 - 84/8154.

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Wanted for MkIII Spitfire: set of Spax adj. shocks. Tubular exhaust manifold. K & N DCOE with inlet. Brake disks. Complete performance engine. Alloy wheels. Cash waiting. Write SAC Shaw LJ, Movs Sqn., RAF Brize Norton, Oxon OX8 3LX.

Wanted hood frames and h/tops for Spitfires, Herald and Vitesse. Collection arranged. Contact: Terry, tel: Chelmsford (0245) 257739 or 71883 - 86/13828 (TRADE).

Wanted: spax shockers, rear anti-roll bar and John Allen roll-over bar for Spitfire MkIII. Contact: Steve, tel: Leeds 756651 - 85/11930.

Genuine Stanpart parts wanted to rebuild my ageing convertible Vitesse - particularly floor pan sections, dash and windscreen assy., rear wings and wheelarches. All roll bar. Contact: Ian, tel: Bristol (0272) 622441 - 80/1244.

Wanted fibreglass bodyshell for worn out Herald must be in good condition, will travel any distance. Please contact: D. Head (0533) 8071 - 88/1488.

Has anyone out there any original Stanpart rear wings, or a good rust free bonnet (plus any other interesting original goodies), for my MkII Vitesse convertible's 18th birthday rebuild? Replies gratefully received. Contact: Peter Williams, 10 Chesham Rise, Cherry Lodge, Northampton NN3 4PX (0604) 405416.

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