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THE COURIER



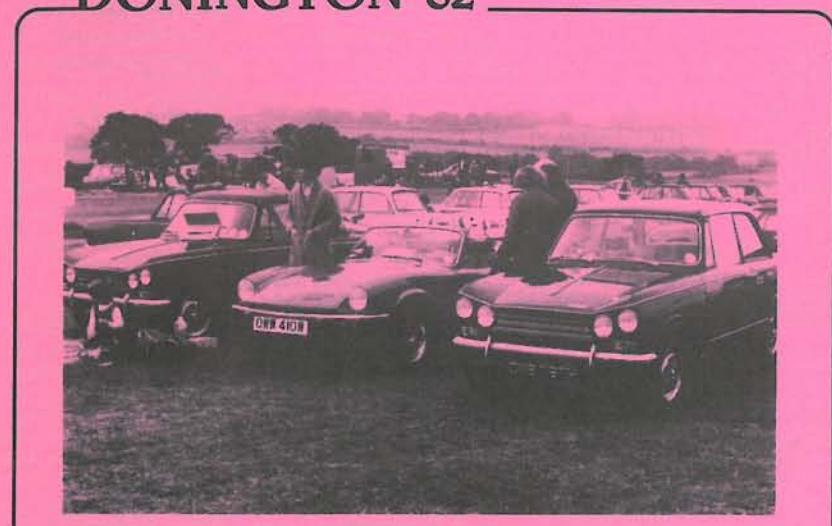
APRIL 1982 No. 22

the monthly news publication of the
Triumph Sports Six Club

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DONINGTON '82



JUST AROUND THE CORNER!!

TSSC The Club that's going places -----

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CHRIS GARDENER
3 Frenchwood Knoll,
PRESTON,
Lanes.
Tel: 0772 54469

INTRO

Towards the latter part of last year and at the AGM, I invited Areas to consider putting on events for the 1982 season. I was absolutely delighted to read in the March Courier the number of proposed venues both national and local. Some of the Areas appear to be really thriving and their own inventory of events would individually put some national clubs to shame.

May I express my appreciation to all those who will be involved with the arrangements and in particular the Area Organisers concerned. I think that we can confidently say that most members will be able to attend some type of event without having to travel a vast distance.

THE COURIER

The Courier remains an excellent monthly read and the number of advertisements almost place Motor Sport to shame. I am impressed by the technical nature of some of the letters we have been receiving and from the steady flow of first rate material from the Herald, GT6, Specials and Spitfire Marque Secretaries. I would, however, like to see some contribution from our Vitesse, Bond and Amphicar men, as no doubt some of the membership feel their cars are being neglected.

SPARES:

We held a committee meeting recently and I feel I should bring you up-to-date with the spares position. We are in the process of appointing a new Spares Secretary and, hopefully, I will be able to advise you further shortly. You will recall from the AGM Minutes that the existing stocks of spares are to be sold, but unfortunately there is bound to be a time delay due to a) problems involved transferring spares from Wiltshire to Staffordshire and b) collating and pricing. Eddie Evans will probably be in a position to advertise in the Courier in May 1982.

VITESSE/SPITFIRE 21ST BIRTHDAY, 1983

We are still anxiously seeking ways of celebrating this important occasion and if Club members have any ideas, will they please contact the appropriate Marque Secretary. In any event, all 1983 venues, Concours or otherwise, will feature the Vitesse and Spitfire in prominence and I would ask all Area Organisers to bear this in mind if they are considering either a local or national event for 1983.

LOMBARD RAC GOLDEN 50 RALLY

For those who are interested in spectating on this event, I have recently received the basic outline for the route which is as follows:-

Wednesday 14th April - scrutineering at Stratford-upon-Avon

Thursday 15th April - Rally starts mid-morning. Route in Oxford and Cheltenham areas.

Friday 16th April - Route in Leicester, Derby and Coventry areas.

Saturday 17th April - Route to Stoke on Trent, Shrewsbury and Bridgnorth areas. The rally returns to Stratford at the end of each day and the prize-giving will be on the Sunday.

PRACTICAL CLASSICS - GOING SPARE

Some of you will have read in the March 1982 edition, that Colin Matthews of 40 Little Trixall Lane, Great Haywood, Staffs., has various Triumph parts for sale. I was particularly interested because I bought by Vitesse DVT 784J from Colin in February 1975. I gave Colin a ring and he told me that when they bought job lots of spares for the Morris Minor Owners Club these included numerous Triumph parts which they now wish to sell at realistic prices. If you are looking for (in particular Herald) parts it could be worth dropping him a line.

MISS MOTOR CLUB

With the co-operation of Motorcraft the International Rally Drivers Club is organising a series of Miss Motor Club contests and I hope some of our attractive young ladies will consider entering. Details should appear elsewhere in this Courier.

HILLCLIMB/SPRINT CHAMPIONSHIP

Unfortunately it was not quite clear in the March 1982 Courier due to a printing error,

Intro./Hillclimb/Sprint Championship cont'd .../

which events you obtained regulations from me and which were to be obtained from Alan Ivens. I have now had a letter from him confirming that it is necessary for each competitor to let him know that they wish to take part in the separate COMCC Championship and at least for the early events, you should ask Alan for the regulations. I hope in due course to be supplied with sufficient copies of the regulations to send to you direct for the events you intend to compete in. It is therefore important that you write to me as soon as possible confirming the events you wish to compete in, enclosing your cheque for £7.50 registration fee made payable to J M Griffiths re. TSSC Hillclimb Sprint Championship. THE DEADLINE DATE FOR REGISTERING FOR THE TSSC SPEED CHAMPIONSHIP IS 20TH APRIL 1982.

COMCC CHAMPIONSHIP RULES

Championship points for the COMCC speed events are as follows:-

75% of the results will count towards the Championship i.e. if a member enters all events his best score from 75% will count. Points scored are one per place e.g. winner of a 25 car race gets 25 points, second place 24 points, etc. In events where there are classes it is one point per place per number in class, e.g. second in class of 9 gets 8 points.

Itinerary of events

There are one or two additional events to those quoted last month and the full itinerary is as follows:-

| | |
|----------------|---------------|
| 28th March | Goodwood |
| 3rd May | Scamondon Dam |
| 22nd May | Lidden Hill |
| 23rd May | Curborough |
| 30th May | Goodwood |
| 6th June | Goodwood |
| 3rd July | Snetterton |
| 17th July | Oulton Park |
| 25th July | Goodwood |
| 15th August | West Malling |
| 25th September | Goodwood |
| 3rd October | Baitings Dam |

In addition to these events, there are the 4 following venues which do not form part of the COMCC Championship but will be included in the TSSC Championship and competitors must apply for the regulations from me.

| | |
|-------------|----------|
| 8th/9th May | Goodwood |
| 23rd May | Gurston |
| 30th June | Gurston |
| 3rd October | Gurston |

TITBIT: Did you know?

Handicaps have been used in an attempt to equate the widely differing performances of touring cars since the earliest days of rallying. At times they became quite ridiculous and never more so than in 1961 when Geoff Mabbs won the Tulip Rally in a TRIUMPH HERALD by virtue of the retirement of his team mate, Tiny Lewis, so that Mabbs would have a bigger 'improvement' on the next finisher in his class!

Did you know? The first mass-produced British car with all round independent suspension was the TRIUMPH HERALD of 1959!

JOHN M GRIFFITHS

PRESIDENT/COMPETITION SECRETARY

NEWS REVIEW

OLDEST HERALD - BY DENNIS WATSON:

A progress report on the Old Lady JDX 884. I received the Old Lady on Saturday, 31st October, 1981 and since then:-

Body detrimmed, removed, dismantled and stored away. Components removed from chassis. Chassis thoroughly cleaned and inspected. All chassis members replaced with new ones. New seals fitted in axle unit. Six new spring securing studs fitted as spring plate had previously been over-tightened, bending the plate and studs. Both rear suspension units dismantled for fitting of new UJ's, bearings, bushes etc. Progress is now being hampered by the cold, icy evenings and a squelched finger (sustained at work!)

TRIUMPH SPORTS SIX CLUB LIMITED
INVESTIGATION SPECIAL

I have recently received a letter from John Davy who will be known to Club members for the excellent article he wrote for Turning Circle on the HERALD but more especially for his organisation of STIR, his book 'THE STANDARD CAR 1903-1963' and his contributions to 'STANDARD TRIUMPH REVIEW' as Hon. Registrar of the STANDARD CAR REGISTER.

In his letter he informs me that he was recently discussing the origins of the name 'HERALD' with a colleague, over which we know there is still a little confusion. John has allowed me to reprint the appropriate part of his letter which reveals the following fascinating information.

"It is widely known that ALICK DICK (formerly MD at STANDARD TRIUMPH), had a motor cruiser named the 'HERALD' - 22ft vessel kept at Milford Haven, which was fitted with a STANDARD diesel engine and I was under the impression that he had named the boat himself and that the name was simply adopted in favour of the widely canvassed 'TRIUMPH TORCH', which the car so nearly became. However, he now reveals that the boat was originally a tender for Sunderland flying boats (this should excite your aptly named editor!) during the war before he got it through the late Frank Carr (Carrs of Croydon, STANDARD TRIUMPH distributors) who found it lying on a beach in Kent where, towards the end of hostilities, it had been used by some elements of the Armed Forces for target practice! ALICK DICK bought it, moved it to Milford Haven, where it was repaired, converted to pleasure use and fitted with the diesel. It was at Lawrenny in Milford Haven for many years and the last information I have is that it was sold to the Manager of the Yacht club there about 15 years ago. When this un-named gentleman retired, it was still running but what has happened to it since would be of great interest. Perhaps the most interesting point is that the name HERALD was still on it when it was an RAF tender!"

John invites us to do some investigative journalism and suggests that we put up a small reward for the sleuth who can first write the sequel to the above and obtain a good photograph we can use in a future edition of the COURIER. John Davy suggests the Amphicar section should be consulted!

I am most indebted to John Davy for this fascinating piece of history and hope that our members in South Wales will accept the invitation to try and discover if the vessel still survives.

For the best sequel and photograph, what better prize than a signed copy of John Davy's book 'THE STANDARD CAR 1903 - 1963'.

Get to it and submit your reports to me please.

FOR THE ATTENTION OF ALL QUALIFIED MOTOR ENGINEERS/DESIGNERS

I have got a puzzler for you too. I was recently reading the magazine of THE BUGATTI OWNERS CLUB "BUGANTICS", when I came across an article by Arthur Mallock (of Mallock single seater fame). The following is a quotation from his article and I invite those among you in the know to contribute an article to the COURIER amplifying on the 'features' referred to.

'I was totally sold on the swing axle concept which proved top of the high cornering stakes for close on three decades and to this very day has many features still unattained in other systems'.

Well said Mr Mallock; but can someone amplify the statement?

J M GRIFFITHS
PRESIDENT

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 from erroneous or misleading information found therein.

After receiving requests from Area Organisers, the Committee have decided to publish a summary of its meetings. This is the first such report - it is a summary of the meeting held on 7th February, 1982.

- (a) Matt Maudsley was elected as Vice President.
- (b) Vitesse/Spitfire Birthday 1983 - no suggestions have been forthcoming from members as to how the Club can celebrate this joint 21st Birthday. The appropriate Marque Secretaries are being asked to organise an event and all events participated in during 1983 will use these birthdays as the Club's theme.
- (c) Trophies - The Club is having miniature Herald chassis' cast for use as trophies for concours etc.
- (d) Glyn Ridgewell has been co-opted onto the Committee and elected as Treasurer (note: under the Club's rules, he will have to stand for re-election to the Committee at the next AGM).
- (e) Combined One Make Car Club - we have applied for membership to this club which organises many events which members will be able to participate in.
- (f) STIR 82 - our contribution to this major event is being organised by John Cudmore and the Oxford Area.
- (g) Annual Concours - the organising of this event by the West Midlands Area is well advanced. Details will be published shortly.
- (h) Enamel Badges - with help from the Club, the West Midlands Area are having enamel lapel badges made. These should be on sale at the Concours.
- (i) VAT - the Club's income is such that it looks as if we will have to register with the VAT-man!! If anyone out there is a C & E VATman or has any experience of Clubs and VAT, please help by contacting me.
- (j) We have been invited by the TR Register to their sprint weekend at Goodwood on the 8/9th May 1982.
- (k) One of the areas has asked for a contribution to a trophy which they have given to the licencee of their previous meeting place. The committee has decided that this type of trophy should be funded from area funds.

In addition to the above, the meeting discussed a number of administrative matters and interviewed a prospective spares secretary - more news on this soon.

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| Mk. III | Front Wing | £19.50 |
| | Rear Wing | £24.50 |
| All Models | Tailgate | £15.00 |
| SPITFIRE | | |
| Mk. I/II/III | Front Wing | £19.50 |
| | Rear Wing | £24.50 |
| Mk. IV | Front/Rear Bumper | £29.50 |
| | Bonnet | £195.00 |

These and many more - Large SAE for lists
All of the above prices are plus VAT and subject to availability

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We have planned a series of six exciting tours to some of the major European motor racing events as part of the World Formula One Grand Prix Competition and the world famous Le Mans 24 hour race.

Our Plan

Our aim during the planning of these tours was to provide an efficient, comfortable means of travel for people who cannot afford the time to travel by slower and less comfortable means. Good quality hotels, usually 3/4 star rating, all with private facilities wherever possible were chosen.

Easy and Relaxing

The Saturday departure from Gatwick means you can relax after a hard working week and so miss the heavy Friday traffic. Saturday morning your own privately chartered aircraft awaits to take you to the event in Europe. Enjoy your breakfast flying over the Channel and the crowded European motorways, remembering that you will arrive at your destination at the same time as the people who set off the day before!

Efficient Travel

You'll be very surprised at the cost too. You see, scheduled aircraft often fly with empty seats and also have to comply with international pricing regulations, therefore prices are necessarily higher. By chartering our own aircraft we can use it to its maximum efficiency and the prices will therefore be very low.

The Aircraft

The aircraft we use is the HS748 operated by Dan Air from Gatwick. A versatile and robust twin turboprop aircraft carrying up to 48 people in modern airconditioned comfort. Manufactured by the Manchester Division of British Aerospace, with Rolls Royce Dart engines, the 748 has consistently achieved world-wide sales success.

Our Tours

By using specially chartered air transport we can offer a weekend away to see both a World Class motor racing event and also some of the most beautiful towns, cities and countryside in Europe. All this in a relaxed environment with no hassle nor requirement for a survival kit!

We are sure that you will find at least one of our tours too good to miss and hope that you will join us this year - maybe for all six! One thing is certain once you have been on one of our tours we're sure you'll want to travel with us again.

L I BRISTOW (MRS)
DIRECTOR

P.S. Attention all Club Organisers and Company Managers

The aircraft for the above events carries up to 48 people, but we can arrange special trips for parties of any size from 6 upwards. Ideal for Club trips, sales incentives for both clients and company personnel. Just tell us your requirements!

ADVERTISING IN THE COURIER

All advertising in the motoring sections of the Courier is free of charge for club members. Non-members can advertise in the Courier for a donation, from £3.00 upwards. Advertisements must be written, not phoned, and MUST reach me by the 15th of each month, to appear in the following month's issue.

ALL magazine material MUST reach me by the 15th of the month to be included in the following month's Courier.

BILL SUNDERLAND - EDITOR.

MAY 22ND CONCOURS '82 - THE FIFTH NATIONAL CONCOURS

Donington Park, Castle Donington, East Midlands

Get out the T-Cut, the wax polish, your old vests for dusters, yes, it's polishing for Donington time again.

There's a new set of rules this year (if required, please send an SAE to Tony Spicer, Laburnum Cottage, 336 Clarence Road, Four Oaks, Sutton Coldfield, W. Mid. B74 4LU) and a speeded up GT marking system. Concour entries on the day only at a cost of £3.00 per entry, which entitles you to a correctly spelt commemorative plaque, yes, that's right with 3 'n's'.

Judging will commence at 1 o'clock. No entries will be accepted later than 12.30pm. The classes will be:-

1. Original Class
2. Working Class - cars doing over 100 miles per week.
3. Modified Class
4. Working Modified Class - Modified cars doing over 100 miles per week.
5. Elite Class - Winners of the past 2 years Concours', all classes. These cars cannot enter the other classes.

Prizes to be won

1st, 2nd and 3rd of classes 1-4.
1st of Elite Class.
Best Personal Choice.
Best Convertible - Shield provided by Spitfire UK.
Mike Long Trophy for best GT6.

Side Attractions

For those in the AA, Donington have promised that this year the beer tent will turn up. Other attractions - trade stands of all types have been invited, the more the merrier. Autotest - as last year, this is to be organised by the Essex Area.
Exhibition Area - showing other cars of interest, e.g. E Type Jaguars, Armstrong Siddeleys, John Griffith's Stage 3 Vitesse, Formula 3 racing car, Triumph Acclaim.
Also under negotiation: Service Alley - Indenticar, TJ Tracking Check, Autotech - fully mobile specialised service devoted to solving auto-electrical problems. Full crypton tune from £8.50 and advice available.

Full Club regalia on sale in the marquee including new metal lapel badges from the West Midlands Promotions.

Also throughout the day there will be a continuous p.a. including interviews with interesting personnel. If you think you have something interesting to say, please report to the marquee on the day.

West Midlands Challenge Trophy

The West Midlands Area are staging an itner area competition involving a team of 2 men a woman and a Herald. It's a timed change of wheels and plugs. The fastest 3 teams will be in a grand final. For the clock watchers and chronological experts amongst you, the timing of the preliminaries will be from exactly around noon to about 3 o'clock and the Grand Final precisley later on in the day. Your Area Organisers have full details of this, so if you are interested in taking part, please see them. The rewards include a superb engine hoist for the winning teams area and the challenge shield to be held for one year, plus individual prizes for all finalists.

Camping

Camping will be available from Friday night at a cost of £1 per tent to cover both nights.

Saturday Evening Entertainment

There is to be a disco/buffet held at Redgate Lodge for TSSC members and their guests only. (Skateboarders not allowed).

Buffet will consist of:-

Chicken portions
Volauvents
Sausage rolls
Chipolatas
Ham sandwiches
Beef sandwiches
Quiche Lorraine
Pork pie
Crisps
Pickles

Those wishing to partake of the food must order their tickets in advance, at £3 per head. This includes disco. To be ordered from: JANIS SPICER

336 Clarence Road
Four Oaks
Sutton Coldfield
West Midlands
B74 4LU

PLEASE ENCLOSE SAE (NO SAE, NO TICKETS).

Disco only tickets will be available from the Club regalia stand on the day and on the door at £1 per head.

Added Attraction

On the Sunday (23rd May), John Griffiths and Co. will be competing at Curburough Sprint Course, which is only a short distance (about a gallon away) from Donington. There is already a crowd of us going to give our support. How about joining us.

SOUTH OF ENGLAND MEET '82

To be held at Beaulieu, home of the National Motor Museum, in the heart of the New Forest, Hampshire, between Bournemouth and Southampton on Sunday 25th April, 1982. Time: 10am to 5pm, entry only £2 per car (to our rally) for ground rent & RAC-MSA insurance. Meet your fellow members, see their cars, discuss them, take photos. Bring a picnic, make it a day for all the family. Bring your surplus spares, swap them, sell them, buy them. If anyone should get bored, there is always the Motor Museum, the palace House and gardens and Beaulieu Abbey itself. Tickets for these attractions must be purchased at a specially reduced rate at the entrance on the day. There will be a 'Top Three (Club) Cars Contest', ticket holders do the judging, forms will be provided, one per car. The Thames Areas will be holding a Grand Raffle. Individual areas are encouraged to have a stand of their own. Othe Triumph Clubs are also being invited. All in all, an exciting day out - see you there, remember to make this a success, we need your Areas' full support. Non-Triumph cars will be required to park well away from our cars.

Entrance tickets to be purchased well in advance from the Thames Area (individually or as an area) but in any case, as soon as possible PLEASE.

PLEASE SEND CHEQUES MADE PAYABLE TO 'Triumph Sports Six Club (Thames Area)' NOT LTD. to TSSC Thames SEM '82, c/o Mr Leon F Guyot, 5 Kenilworth Ave, Wimbeldon, London SW19 7LH. PLEASE SUPPLY AN SAE FOR YOUR TICKETS.

At the above event we are all required to display 'Beaulieu Event' window labels, which will be issued at the entrance.

Tickets for Beaulieu itself must be purchased at the gate, adults £2, children £1. These are nothing to do with the TSSC but because of our numbers, the price is reduced by 1/3rd and these tickets get you into all the other normal Beaulieu attractions.

Tables and chairs for spares stands etc. should, we think, be provided by the areas concerned, due to high cost of hiring these via Beaulieu.

TRIUMPH SPORTS SIX CLUB - NORTH AND SOUTH YORKSHIRE AREA CONCOURS AND MOORS RUN
SUNDAY 5TH SEPTEMBER, 1982:

MEET AT THE ROYAL OAK, NORTON, MALTON (A64 YORK - SCARBOROUGH -BAR LUNCHES - TETLEY'S BEERS).

ANYTIME AFTER 10.00 PM. JUDGING 12.00 - 2.00 PM. PRESENTATION OF PRIZES 2.15 PM.
MOORS RUN 2.30 PM (bring flask etc.). CLASSES - SALOONS AND SPORTS (will split further if entries warrant).

It is hoped all entrants will join in the spirit of things and make our first Concours event a great success. The Moors Run (can you climb a 1 in 3 hill?), will finish about tea-time just above Whitby.

Entries with fee (£2.50) by 24th July if possible to:

JOHN GRISS, 87 Welham Road, Norton, Malton, North Yorkshire YO17 9DS.

ALL ENTRIES WILL RECEIVE A COMMEMORATIVE PLAQUE

Cut Here

TRIUMPH SPORTS SIX CLUB
NORTH AND SOUTH YORKSHIRE CONCOURS - 5th September 1982

MODEL OF CAR YEAR REG. NO.

OWNER'S NAME

ADDRESS

Please return to JOHN GRISS by 24th July with £2.50

Cut Here

TRI BOND SPARES

GRANADA and RIBBLE Areas have amalgamated their spares stocks and are now offering these for sale within the Club.

We have available:-

BONNETS BOOTS GLASS
TRIM SEATS and MANY OTHER PARTS

ALSO, dependant upon response, we can have remanufactured:-

*DOOR SKINS, WINDSCREENS, REGLAZED FIXED QUARTER LIGHTS,
SEATS RE-UPHOLSTERED, and HOODS, TONNEAU COVERS and
HOOD WELL COVERS remade by the original manufacturer.*

Having built up contacts with many ex-Bond personnel, we are in a position to offer a free information service, based upon factory records, to club members. N.B. PLEASE write enclosing a s.a.e.; we cannot afford postage.

For information please write to:-

Mr. C. GARDNER,
3 Frenchwood Knoll, PRESTON,
Lancs.

Spares enquiries:-

ANDY on Blackburn (0254) 71624 or CHRIS on Preston (0772) 54469

or JIM on BLACKBURN (0254) 56835

SUMMER MEETING - TSSC

The Milton Keynes and Leicester areas of the Triumph Sports Six Club are holding a Summer meeting on August 22nd at the Fountain, Loughton (on the A5 between Stoney Stratford and Bletchly). The meeting is to be an inter-Club meeting and we are inviting drivers from the MG Owners' Club and from the TR Clubs. The meeting will consist of driving test, working car condition awards and some other competitions. There will be a meal and a disco in the evening. If you would care to come, please fill in the form below. Tickets are £3.00 for adults and £1.50 for children (the childrens ticket covers a childrens meal and for the entertainer, for part of the afternoon.

The meeting starts at 1.00pm until 10.30pm.

CUT HERE

I would like to attend the TSSC Summer Meeting and requiretickets @ £3.00

and childrens tickets @ £1.50

I enclose a cheque/PO for £

I would like to enter the driving test/car condition awards

My car is

My Club is

Please make cheques/PO to Geoff King

Name

Address

LAST POSTING DATES FOR TICKET APPLICATIONS 7TH AUGUST
ENCLOSE SAE FOR RETURN TICKETS

Ticket applications: GEOFF KING
 31 HIGH VIEW
 DEANSHANGER
 MILTON KEYNES
 MK19 6LL

SPLITFIRE WEEKEND:

There has been a good response to my advert in the February Courier concerning a 'Spitfire Weekend'. The event will be held, subject to confirmation, between 21 and 22nd August at a venue yet to be decided somewhere in the New Forest. Although this is a Spitfire Register Weekend, all local club members will be welcome. I hope to announce the venue in the next edition of the Courier. The only cost incurred will be the camping fee and, of course, travelling expenses.

NEIL WILLIAMSON
International Spitfire Reg.

International Marque Secretaries

HERALD REGISTER SECRETARY

Herald Exhaust System - Part Numbers and Interchangeability.

There are three basic exhaust systems found on heralds:- those on 948's and Mk I 1200's (to Commission Number 00,000), those on Mk II 1200's and those on 13/60's. The first two types can be subdivided by the type of exhaust manifold they are matched up to. The basic 948 and 1200 manifold (inlet and exhaust combined) has a depth of ca. 4½" from top to bottom. On 12/50's (inlet and exhaust combined) and twin carb. 948's and 1200's (separate inlet and exhaust) the manifold has a greater depth; ca 9" from top to bottom. Consequently the front exhaust pipes are not interchangeable between the two manifold types. The 12/50 and twin carb types also have a slightly larger diameter outlet/front pipe and therefore need a larger manifold/pipe gasket (see chart).

948's and Mk I 1200's have a three part exhaust system - the front pipe, expansion chamber and silencer/rear pipe. On these cars the silencer/rear pipe section fits through a hole in the rear (differential) chassis cross-member (Fig 1). This contrasts to later 1200's and 12/50's which have a two part system, a front pipe and silencer/rear pipe. The front pipe reaches to the back of the car and goes under (not through) the rear chassis crossmember.

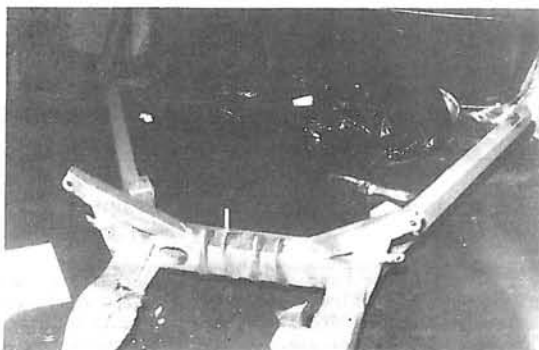


Fig.1
View (from front) of 948/
Mk I 1200 chassis showing
hole in rear chassis cross-
member for exhaust pipe.

If you have a 948/Mk I 1200 and cannot obtain a three piece system it is possible to fit a later Mk II 1200 two piece system. It is important to make sure that the front pipe is compatible with your exhaust manifold; if you have a twin carb. system ask for a 12/50 front pipe.

The 13/60 also has a two piece system, the silencer/rear pipe section is interchangeable with that on Mk II 1200's, but the front pipe is of a different configuration to the 1200 to allow it to match up with the 13/60 exhaust manifold.

The chart shows the part numbers for various exhaust components; I have still not managed to obtain a 948 parts manual so I cannot quote numbers. I am fairly sure that the Mk I 1200 part numbers are valid - I will be grateful for any corrections or further information.

Triumph Herald - Part Numbers (Exhaust System and Manifold).

| Car | Gasket (pipe to manifold) | Front Pipe | Expansion Chamber | Silencer/ Rear Pipe | Manifold | | |
|---------------|---------------------------------|------------|----------------------|------------------------|----------|---------|--------|
| | | | | | Gasket | Exhaust | Inlet |
| 948 | (as 1200 Mk I ?) | | | | | | |
| 948 TC | (as 1200 TC Mk I ?) | | | | | | |
| 1200 Mk I | 118518 | 304214 | 122760 | 303775 | 121340 | | 304951 |
| 1200 TC Mk I | 118518 | 304213 | 122760 | 303775 | 121595 | 119242 | 303542 |
| 12/50 Mk I | 118518 | 304213 | 122760 | 303775 | 121595 | | ? |
| 1200 Mk II | 118518 | 305839 | - | (305635/ 307489) | 121340 | | 304951 |
| 1200 TC Mk II | 118518 | 306403 | - | " | 121595 | 119242 | 303542 |
| 12/50 Mk II | 118518 | 306403 | - | " | 121595 | | ? |
| 13/60 | 146092 | 214356 | - | 307489 | 123415 | 308234 | 308066 |

Notes: 1200 Tc replaced with two part inlet manifold 209947 (front) + 209946 (rear), this must be matched with 1200TC exhaust manifold 306212.

Later 13/60's were fitted with a closed system inlet manifold, 214543, other may be fitted with an emission valve and servo, manifold 216032 should be used here.

After approx 1968 1200 saloons were fitted with 12/50 manifolds and front exhaust pipes.

Addresses.

I am working on a list of a) 948 owners and b) owners of oldest and newest Herald in each category. If any TSSC member objects to having his/her name and address circulated/printed in the Courier, please contact me as soon as possible.

Wheel Arch Panels.

I noticed an advert in Practical Classics (March 82, p.45) for front wheel arch panels and rear wheel arch panels from P.S.W. Panels, 73a Albany Road, Earlsdon, Coventry (0203 74030). The panels were £7.50 each + VAT + p&p. Has anyone tried these panels? - are they complete wheel arches, outer wheel arches, or what? If you have tried these panels please let me know and I will pass any information on.

Chris. Longhurst

INTERNATIONAL AMPHICAR REGISTER SECRETARY

We have recently been approached by BBC TV with a request to organise a 'Splash-In', to be featured in BBC2's 'Top Gear' programme (which, this summer, is apparently going to include a few minutes of each programme devoted to marques which should have made it bit, but didn't). Needless to say, we were sufficiently flattered to set things in motion immediately and so far we have 7 'Amphis' booked to appear!

The event is due to be filmed at the Cotswold Water Park, Shorncliffe, Nr. Cirencester, from about 11.00am - 5.00pm on Bank Holiday Monday, 3rd May. However, this date should not be taken as certain because in our experience the media just seem to love changing things at the last moment. If you are interested in coming along (and maybe having a 'Test Drive'?), it would therefore, be wisest to check the final arrangements a bit nearer the time, either by ringing me on (0993) 841999, or the Water Park direct on (0285) 861459.

Congratulations to John Thewlis on his Amphicar Sighting reported in the March issue. If by any chance his comment have given you the urge to own one of our curious craft, (which don't really travel at 120mph!) it could soon be your lucky day. I have just been approached by an oil Sheik (yes, honestly) who is considering selling the Amphicar which he has kept on this English estate on the Thames since he bought it new (the Amphicar, not the estate!) in 1966. The car is pretty tidy and could be brought to Concours with just a relatively small amount of work. There's only one problem, namely that the Sheik and I are several £000's apart in our ideas of the right selling price!! But I'm continuing to try to work on him (on the odd occasions that he is in the country) so, if you at all seriously interested, you might like to give me a ring.

P.S. It has recently been confirmed that the Amphicar report will be featured on Top Gear, Tuesday 4th May.

GOODWOOD 8TH/9TH MAY 1982 TR REGISTER

May I remind all those of you who want to 'have a go' on the Saturday 'Funday' that you must write to Mr Dennis Futcher, Newlands, Hill Pound, Swanmore, Southampton, Hants, requesting the regulations. The entry fee is £8. If you just want to see what it is like, now is your chance. The circuit will be fully marshalled throughout, although you will not need an RAC Competition Licence. The cars will be checked as road worthy before being let onto the track but you will not need the normal full RAC race requirements. (This does not apply to those registered competitors in the TSSC Speed Championship who will receive their regs. direct from me. I would mention competitors that it may be necessary for you to have a roll over bar at Goodwood on the Sunday - the regs. should clarify this point). See elsewhere in this edition for details of the social side and camping details.

INTERNATIONAL BOND REGISTER SECRETARY

As you may have noticed from the entry in the Club directory, I have taken over as the Equipe Register Secretary. I would like to thank Dave MacDougall for running the register since it's inception. I also wish to apologise to those who expected me to be at the ACM. Unfortunately, I went down with 'flu only two days beforehand and only some frantic eleventh hour phoning by Andy Fielding managed to get any message to anyone.

With reference to the recent articles in the Courier regarding vehicle valuation, I am now in a possession of valuation certificates, and with local assistance, I am prepared to inspect Equipes by arrangement. Andy Fielding and I have drawn up a comprehensive check list for our own use to ensure consistency. If a member wishes to have a photocopy of that relating to his car, I will supply one for the cost of the photocopying.

I shall report soon on some plans and ideas for Bond activities within the Club.

PEN TO PAPER

LETTER FROM G J BEECHING, TOPSHAM, EXETER:

Having read through the Area reports in the March issue of the Courier, I would like to make some observations concerning the attendance at local meetings.

For a long time after joining the Club, I was just a 'silent member' who did not attend meetings but a friend eventually persuaded me to go along and several other friends have since also attended. The problem is overcoming the initial inertia and solving the 'shall I or shan't I, the armchair is so comfortable' syndrome. It is well worth attending and supporting your local group - Stan Walters has even got me helping to write Area Reports!

Besides the obvious benefits of good company, discussing common problems and the wife meeting other 'Triumph Widows', you never know when you will need that difficult spare part. Club members better than anyone else are always willing to help you. For example I needed another rear spring for my MK11 Vitesse and new ones are almost impossible to obtain. I got a good secondhand spring for £10 from someone in the Club (thanks Paul) and was soon back to normal cornering again.

So, all you 'silent members' out there, consider yourselves nagged - remember, your local Area needs you!

LETTER FROM SIMON BEASLEY, BROCKENHURST, HANTS:

I have recently purchased a 1967 MK1 Triumph Vitesse. The car was driven for about 4 months until the end of its MOT and then I started to restore it. On removal of the body I discovered that the chassis was very badly rusted. I then bought a MK11 Vitesse Saloon, mine is a convertible, mainly for the reason to use the chassis and have the benefit of the MK11 rear suspension and better engine. This chassis also needs repair. I would be grateful if any reader could give me information of home welding of outriggers and side rails and arms. I would also like to know if the rear leaf spring of the Saloon is suitable for a Convertible body. I have been thinking for some time whether to convert the car to 2.5PI but still am not sure whether it is worth having a non-original car, increased insurance rates and the possibility that the resale value of the car will be less than normal. I am wondering whether it might be better to tune the original MK11 engine. Could anyone tell me what stage all time involves and whether it is practical for road use. I have the MK11 rebuilt engine which might be for sale if I decide to go ahead with the conversion and also the original MK1 engine with 54,000 miles definitely for sale plus the gearbox which has covered 500 miles since it was put in the car, it cost then £88. I would generally appreciate information of making the car faster e.g. gearbox and engine. Could anyone help?

LETTER FROM EDDIE EVANS:

On all our cars, the horn switch is earthed down through the steering column, through the rack casing and to the chassis via a braided wire, earth lead. The system always gives trouble, which is generally traced back to the flexible coupling on the steering shaft (where the shaft passes through the suspension sub-frame); or, where the earth lead connects to the steering rack filler plug and the chassis. All you can do is to dismantle these connections, clean them with emery and re-assemble, ensuring there are good metal to metal contacts everywhere. However, if you're not too fussy, there is a quick surefire method. Using a small length of coil spring, hook one end over the steering shaft and one end under the chassis (or onto the lip of the sump pan etc.) this will ensure a reliable earth, whatever happens.

LETTER FROM COLIN BELL, WEST YORKS:

Tim Stead has asked me as senior scribe in the W Yorkshire area to put pen to paper in an effort to locate anyone who can help him with a rather tricky modification he is undertaking on his MK11 Vitesse: I won't go into detail on the 'moral' aspects of this mod, no doubt each of you will have your own feelings about it as I have mine but it would be of great assistance to Tim if advice could be of the constructive type.

What Tim requires assistance with is an intended swap of the Vitesse engine/gearbox (which he will later sell if anyone is interested) for the engine from a Datsun 260C which you probably know, is a 2½l unit, this he intends to make to a Toyota Toyoglide unit. Obviously, propshaft modifications will have to be carried out but can anyone help with the specifics in particular carburation. It is intended to tune this engine, which many people believe is a very robust unit and Tim feels the result will be a real head-turner. Your comments please.

LETTER FROM J BELL , HORDEN-PETERLEE (Co. Durham):

I refer to Colin Bell's letter in the February issue of the Courier in which he begs for funds to help keep his newest GT6, not much newer than one of my own, on the road in pristine condition. I personally consider that club funds should not be used on members' individual cars but that the funds should be put to use for buying obsolete spares and equipment for the club.

If the Club funds were to reach a reasonable amount, the fund could be used for example to purchase second-hand tuning equipment, which is regularly offered at a cheap price in Exchange and Mart and which would be more beneficial to our Club members.

I noticed in the February Courier, Bob Notely with his five Club cars and I would mention that I myself am the proud owner of five club cars, namely 2 GT6's MK111, 2 Vitesse Convertibles MK1 and 11 and one 13/60 Convertible.

Can anyone improve on this number (scrappers and cars kept for spares only excluded).

LETTER FROM RUSSELL JAGGARD, CAMBORNE, (CORNWALL):

To add a point on the continuous point of engines pinking and running on, when using 4 instead of 5 star fuel. A friend of mine found that putting two gaskets on his old Rover 2000 stopped this, I don't know if this would work on the Triumph 2000 engine as I run a Sienna 1V Spit.

Could anyone in the know tell me whether an O/D unit from a MK111 will go onto a non-O/D box? I have heard it will but what other pieces will I need apart from prop and the hydraulic pump?

I should like to put in a good word for 'Les Archer Ltd. Hants' who are usually able to offer advice on our cars. In contrast the local Unipart in Camborne has so far always come up with the answer 'no'.

Does anyone have a MK111 cam, MK1V rh valance and an oil cooler?

TRIUMPH WAREHOUSE

ARTHUR STREET, REDDITCH, WORCS. Tel. REDDITCH (0527) 20880

- | | | |
|----------|----|---|
| HERALD | -- | BONNETS, BODYPANELS, DOOR SKINS STEERING & SUSPENSION SPARES HOODS & CHASSIS SECTIONS. |
| SPITFIRE | -- | MOST BODYPANELS, CHASSIS, GRP HARDTOPS CARPETS, TRIM HOODS, TONNEAU COVERS. |
| GT6 | -- | INTERIOR TRIM, BODYPANELS, BONNETS, CARPETS, BRAKE DISCS, STEERING & SUSPENSION SPARES. |
| GENERAL | -- | WIRE & STEEL ROAD WHEELS, EXHAUSTS, EXCHANGE SEATS, SEATBELTS, ACCESSORIES. |

Please send S A E for lists - STATE MODEL & YEAR
BREAKING ALL MODELS INCLUDING VITESSE & BOND.

HUGE RANGE OF STANPART AND BL ORIGINAL PANELS & COMPONENTS.

LETTER FROM KENNETH RODMELL, KENT:

Running on and pinking is obviously a point of some concern to members, judging by the amount of correspondence recently in the Courier on this subject. Let's look upon the problem from a new angle and investigate a possible tuning fault, which may well be responsible. Many different ideas have been put forward but I have not seen any mention of checking the valve timing. After about twenty thousand miles, the timing chain may have worn, thus stretching and throwing the breathing pattern of the engine a few degrees of course. Perfect stroboscopic ignition timing is set relative to the crankshaft. Ignition timing has no direct relationship to the valve timing, even though the distributor is driven from the camshaft at camshaft speed. We may now have a situation where an engine could be severely out of tune, even if our strobe lamps, dwell meters, car. - balancers and colourtunes etc. tell us that the engine is in perfect health.

Inspecting timing chains on several Herald and Vitesse engines, I have found that the camshaft has been lagging a few degrees due to a worn chain. The slack is of course taken up by the tensioner on the non-driven side but this does nothing for the effective length of chain on the driven side. It is this changing which causes the cam to lose its original registration with the crank.

Fitting a new chain and re-timing the cam has got rid of the running on and pinking, in all cases (also restoring performance incidentally). A new chain, atensioner, gasket, oil seal and a tube of red Hermetite (use lots to avoid oil leaks), will set you back about £10 and the job is easily done in about 2 hours. Don't forget to re-time the ignition afterwards, as this will have altered during the operation.

Finally, thought for the day: If you liked eating good fruit and a friend offered you an apple which as bruised and obviously going bad but, nevertheless, had a label on it which said 'Best Quality-Locally Grown', you might quite rightly be a bit suspicious and not a little upset. I don't like the Acclaim either.

LETTER FROM CHRIS, WOKING, SURREY:

Recent problems with my MK111 GT6 have prompted me to warn other fellow members with similar vehicles as well as the MK1V Spitfire:

Whilst reversing out of my drive one day, the O/S rear wheel suddenly dived into the wheelarch - on inspection I found the lower/outer wishbone trunnion bolt had sheared in its bushing and allowed the vertical link to push up and forward, so fouling the wheel arch. I have 185/70's on the rear and I suppose it may be due to having oversize wheels (5½J), which may have contributed to the failure.

Rebuilding is likely to be a problem, as the bushes and seals are all most probably due for repair and all the bolts, bushes, seals etc. cost approx. £30 both sides. I found I had to take the whole sub assembly of hub, drum, rototflex and halfshaft away from diff. You can at least at the same time, renew brake pipes/hoses which are likely to be poor too. After some hours of heating the stubborn bushes, you can press in the new rubbers and bolts. The fracture of the suspension bolt looked old and very rusty (passed MOT in October!!), so impending failure comes very suddenly. So, everyone be warned!! Have a look under. I was lucky not to be on two wheels whilst passing an MGB! Otherwise, I could have locked up the wheel which could have been very nasty.

LETTER FROM TREVOR COLLETT, EAST MOLESLEY, SURREY:

Peter Justin asks for a cure for a temperamental horn; I think this must be one of the most common complaints in the Herald range and here, for what they are worth, are my thoughts on this problem:

In my experience, it is the earthing in the steering at fault but the first check should be to earth the horns directly to the chassis to ascertain that they do in fact work. Next look at the earthing strap from the top of the steering rack assembly to the chassis, this could be broken or disconnected. There is also an earthing strip inside the flexible joint near the bottom of the steering column, this is difficult to check without dismantling but perhaps a circuit tester or resistance meter could be used. If all these appear sound the trouble will be in the top part of the steering column. The most common solution used amongst Herald owners, is to abandon the standard horn push completely and install a dab switch somewhere on the dash (2 of any 3 Herald 1200's have been so modified by previous owners). The horns are earthed under the dash via the

Letter from Trevor Collett cont'd .../

new switch. This seems to work but a couple of points should be borne in mind, the switch should be capable of handling a fairly high current, I haven't measured the current used by the horns but I would suggest a switch of 10amp rating to be safe and heavy duty wire would be used. However, if, like myself, you would prefer to use the proper horn push further work must be done. The path for the current from the horns to earth through the horn push is somewhat tortuous with plenty of opportunities for bad connections. This is made worse by the fairly high current involved which sparks at some connections causing burning and pitting in the brass. This, I think, is the reason for intermittent horns. The first thing to do is to remove the horn push, connecting rod and steering wheel. Then thoroughly clean the brass ring at the top of the column, (use emery paper) the top and bottom of the connecting rod, the connections on the bottom and side of the horn push and the point inside the steering wheel where the side of the horn push contacts. The actual horn push can be dismantled but it is fiddly, no it's best left alone. Once reassembled the horns should work for a while but the contacts will soon foul up. So what I have done, it to install a relay near the horns, so that the horn push activates the relay which allows the horns to earth somewhere convenient under the bonnet. This means that the current through the horn push is considerably reduced and the contacts stay clean longer. Since I installed a relay in one of my Heralds, the horns have only failed once or twice and this has been the cure to clean the connections.

Wiring up a relay is easier with a knowledge of electric circuits (school physics?) but most makes of relay come with some instructions. All this may sound complicated to some but it seems there is no easy answer and when an armour plated Volvo is about to crumple an expensive one-piece bonnet, it's nice to have a horn that sounds on command. On a safety note - it is wise to disconnect the battery when doing any rewiring.

LETTER FROM PAUL LUCAS, WENDOVER, BUCKS:

I have read with some amusement the debate concerning pinking and running-on in the Club. Some of the remedies are really quite amusing. I used to run a Vitesse with a mildly tuned engine using a compression ratio of 9.75/1, higher than the 9.5/1 of a MK1 Vitesse. I never once experienced pinking or running-on. At the moment I have a Spitfire 1300 using a 12/1 compression ratio with no pinking or running on. These higher compressions not only improve performance but also economy. A properly tuned engine in good condition will not pink. If any Club Member is interested in an engine (4 or 6 cylinder) tuned to any specification that does not pink or run-on, you are welcome to get in touch with me on Wendover 622829.

LETTER FROM TIM STEAD, EDGERTON, HUDDERSFIELD:

Are Amphicars taking over our TV screens? Only 2 days after having read about the adventures of '240 Robert', in the Courier, I came home to find my sister watching the end of one of those terrible mid-sixties comedies starring everyone who was anyone in the British cinema. This one had Michael Bentine, Diana Dors, Stanley Holloway, Bernard Cribbins and many more in. Now I can't resist annoying everyone else in the room by identifying cars as they go by. A young 'rockstar' driver soon appeared in his convertible but what was it? My sister said 'that one has got you foxed', as I pondered over the Herald type windscreen. A few seconds later, his girlfriend threw up her arms and screamed 'Look out, you're heading for the water', and the identity of the car was solved. For a full 2 minutes the Amphicar motored down the Thames and under Tower Bridge, before the film ended. The film is called 'The Sandwich Man' and the car was C reg. white with red/grey interior. I wonder if she survives. Incidentally, did anyone else see the Herald Convertible blown up in the film S.W.A.L.K.?

LETTER FROM JULIAN BRIGGS, LEIGHTON-ON-SEA, ESSEX:

Just a note to those of you who have not yet consulted D G Colebrook 'Ptnrs. for your car insurances, I would strongly advise that you do. I have just had a quote from them for my GT6 MK111, which will save me £67 on my premium, not bad eh!

In about one months time, I shall be moving to Cheshire and would be grateful if anyone could tell me of the area nearest to Macclesfield and where they meet. Regarding pinking problems on our 6-potters, I have found that a clean engine and head (inside) a taught timing chain, well tuned and balanced carbs and spot on timing works wonders. Try it and see.

Nationwide

ANGLIA AREA NEWS, BARRY NEWITT REPORTS:

Anglia meetings are at the Old English Gentleman, Harston, Cambridge, 1st Thursday of each month.

Our conducted mystery run on 21st January was well attended, with a question sheet at the end and more food than we knew what to do with. My thanks to Giles Tanter for running the event, hope to have another in April. Feb meeting - social event with films, again very well attended by TR Club and ourselves. Good food, films and raffle made an enjoyable evening. My thanks to Tony Branden and Jonty Wild for the arrangements.

Proposed events for 1982:

- 1st April meeting - mystery tour
- 4th April - Steam clean day
- 6th May - monthly meeting
- 28th, 29th, 30th May - Camping weekend at Practical Classics Bromley Motoring Pageant Kent.

- 3rd June - Monthly meeting
- 13th June - Sunday run, Nene Valley railway
- 1st July - Monthly meeting
- 10th July - Proposed date for the NATIONAL EVENT, B/Q AUTOTEST, Cambridge.

While all the above is going on, we have a team of 5 working each Wednesday evening on the Club's Vitesse/Courier van. By the time you read this, I would hope that it will be about ready to rub down the body, ready for the paint shop a few more hands at this stage would be welcome please!

CORNWALL AREA NEWS, RICHARD CUNNINGHAM REPORTS:

The February meeting - the Cornwall Area's first economy run - turned into a fiasco with only 3 members bothering to turn up. However, to be fair, 6 members did send apologies, but where were the rest of you? One of our members went to all the trouble of organising the event, route etc., plus a member of the local TR Register gave up his Sunday morning lie-in to officiate for us. We cannot expect such willing co-operation in future. It is quite a while since I have had a moan about attendances but if things do not pick up, this area will cease to exist. Would all Cornish members please let me know what they require from the Club locally (if anything!). If no one contacts me, I'm afraid that many of the events listed in the March magazine will not take place. I don't want the branch to fold and I'm sure other members don't want it to either - it is up to you - please let me know your ideas. Next meeting: Friday 30th April at the County Arms, Truro at 8 - 8.30pm (near County Hall).

DEVON AREA NEWS, GARETH BEECHING REPORTS:

The February meeting held on Sunday 28th February was well-attended with some 25 members turning out on a really gruesome wet evening. However, the water obviously affected the evenings main event! John Griffiths had several films on loan from Castrol depicting the rallying of Club cars but the temperamental projector blew its bulb when asked to perform. Therefore, we all reassembled a week later at the Dartmouth Inn at Totnes to actually see the films. As an area we are making good progress - new members seem to turn up on a regular basis. However, we would like to see a few more from the Exeter locality - it's not far down the AZ38. There is now a notice board in our meeting place where we can pin up details of cars and useful parts for sale. Besides owning Club cars several members also possess other real Triumphs, so don't be surprised to see the odd 2500s or TR6's parked in close proximity. Stan Walters is putting the finishing touches to the Area's calendar of events for 1982 and we hope to publish this in the next issue. In the meantime please note the following dates:

- Sunday April 25th - monthly meeting at the Dartmouth Inn, Totnes.
- Sunday May 2nd - Treasure hunt organised by Richard Bruford.

For details of the treasure Hunt, please either turn up at April's meeting for full instructions or phone Stan Walters. Finally, Stan would like to refute the rumours of his retirement as Devon Area Organiser - remember Stan Walters runs deep!

ESSEX AREA NEWS, DAVID COOK REPORTS:

Meets: at the Dukes Head, Little Burstead, second Sunday of the month, 12 noon.

After thick fog and ice which disrupted the evening of our Christmas Dinner and the decimation of our February meeting (10 cars only) due to 4ft of snow, our March gathering marked a general thawing out and resurgence of local support.

This meeting saw our largest turnout to date, 40 cars, and the weather was so good we were able to return to standing around in the pub carpark instead of huddling away in the lounge bar. Just like old times again! Now that Spring is here, the Area has planned a fairly full calendar of events including a picnic/convoy, treasure hunt, attendance at general motoring events, etc., all liberally interspersed with breaking sessions and a possible restoration project. In addition, we'll be continuing to provide an autotest service for various Club events and hope to take part in a number of joint meetings with other Triumph Clubs. There will also be the Brighton Classic Car Show, of course. Details will appear in the Courier in due course or will be circulated at the regular meetings.

I see that Dave Bayliss will soon be sending updated details of local membership, so Essex Moles, beware! A programme is afoot to drag you squealing from your inspection pits and into the light of day at the Dukes Head to swell attendances. Who knows, you might enjoy yourselves!

HERTFORDSHIRE AREA NEWS, ANDY FFLOKES REPORTS:

Once again our turnouts to Clubnights have been good, especially at Offley which is becoming a very popular meeting place. However, now that spring is on the way and the evenings draw out, I expect I'll see many more of you. The Treasure Hunt which I mentioned last month is to be held on 6th June and hopes to combine both meeting places, so everyone can take part. More details will follow. Our calendar for the rest of the year will be out by now and copies are available from clubnights or by sending an SAE to Sharon Hurst, 186 Rushgrove Ave., Colindale, London. It is well worth obtaining as it gives you enough time to plan which events are of interest to you and, therefore, wish to attend. Clubnights are as usually noted i.e. The Woodman, Wormley West End, (last Wednesday), the Red Lion, Offley (first Tuesday) 8pm. See you there.

SPORT SIX SPARES

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KENT AREA NEWS, MARTIN RADFORD REPORTS:

The February meeting saw a pub full of Triumph owners and a carpark full of Triumphs. The turnout was very impressive. If this is the sort of attendance we get in the winter, I think the summer should be a good one. There were a number of very interesting cars present, including the Triumph Herald 'S', which was featured in the January edition of the Courier. There was also some buying, selling and swapping of spares. Shortly before closing time, Gareth Thomas arrived from Ealing via Suffolk (I think he needs a compass) to sort out everyone's gearbox problems.

My latest hairbrain idea was met with enthusiasm, so attempts will be made to put it into action. It is the Kentish International Meeting, which will be held at a campsite in the Bromley area on 30th May, (if I can find one). We hope to have a concours, a boot sale (not footwear but Triumph spares), a barbeque and over night camping etc. etc. The following day is the Practical Classics magazine Bromley Pageant of motoring which was a great success last year, attended by many members and looks as though it will be even better this year. It is hoped that we will be given a Club area again this year and please will three owners of concours condition cars come forward to enter the team event. I hope that this event attracts members from all over Britain and the continent. All offers of help and ideas will be welcomed and I hope to announce fuller plans next month.

Don't forget, monthly meets at the Cock House Inn, Detling off A249 between M2 and M20 on the second Monday of each month.

LEICESTER AREA NEWS, IAN MCKEGGIE REPORTS:

I am really pleased with the enthusiasm in the Leicester Area. From talking to members, we will have some very pretty cars out this year. The activities arranged for the summer will make sure we have a fun time. The Convoy to the JDC Battle at Silverstone, April 3rd, is definitely on. The rally at the end of April (Sun 25th), is well on its way. Those interested contact me immediately. Price £2 per head. This includes buffet. After the last rally, it must be a good day. May 26th Concours Leicester Area - £1, pay on arrival. One prize for first only.

NORTH MIDLANDS AREA NEWS, DON HALLIDAY REPORTS:

Despite the previous notice in the Courier, we still have members looking for meetings on the second Thursday in the month. It's the third! We were again pleased to welcome new members at our February Noggin & Natter. Forthcoming area outings:

Sunday April 18th - Visit to Chatterley-Whitfield Mining Museum, including a trip underground. Cost £2 each. I will mark a booking for the party, so please let me have your money by post or at the meeting, before April 7th. Meet up for this trip at 12.00 noon at the Poachers Cottage pub, (beside Trentham Gardens entrance on A34 at Trentham). The mine is near Tunstall on the road between Hanley and Biddulph.

Sunday May 16th - Visit to Bridgnorth Motor Museum. This incorporates a Bird Garden (feathered I'm afraid) and given decent weather, is very pleasant. Cost is £1.80 each, again let me have your money by 30th April in order to make a party booking at this special price. Meet in the carpark at 11.30 am. Museum is on the Bridgnorth/Stourbridge Road, A458, about 2 miles outside Bridgnorth. Meals and refreshments may be purchased on the museum premises.

NOTTINGHAM AREA NEWS, CHARLES HENDERSON REPORTS:

An enjoyable time was had by all at our March meeting, and although there were one or two new faces present, there were also one or two people notable by their absence. Many photo albums of cars undergoing restoration etc. and also Geoff Fletcher had some interesting Triumph sales literature dating from 1967. By the time this is in print, the convoy run will have taken place and not being much of an optimist, I suppose Sunday 21st March will have been a foul day - seems normal weekend weather at the moment. Unfortunately, I had not noticed that this day clashes with two other important dates: Firstly there is some Formula 2 racing at Silverstone and second, it is Mothers Day. One small point which should be noted is the name of the Village where our meetings take place, the name of the said village is Breaston - spelt with an 'R' and not as printed in March's Courier (Beaston), since this could be confused with Beaston which is very near but a totally different place. Also the meetings are on the second Wednesday of each month (not second Thursday). Anyway April's meeting is at the Bulls Head, Breaston, Derbs (A6005 from Nottingham A52 Junction from M1, follow signs to Lorg Eaton then follow A6005 towards Derby), on Wednesday April 14th at 8.30-9.00pm.

RIBBLE AREA NEWS, CHRIS GARDENER REPORTS:

Unfortunately, Decembers meeting did not happen due to the weather. My Vitesse was up to it's hubs in snow on the day of the meeting and the Equipe didn't venture out of it's garage for over a week. The area meets on the second Monday of every month at the Blue Anchor Hotel, Esprick, near Kirkham, Lancs. This is situated on the A585 Kirkham - Fleetwood Road, 400 yards in Fleetwood direction from Junction 3 of M55 (Preston - Blackpool). It is centrally situated for the area and easily and quickly accessible from Preston, Blackpool, Fleetwood, Lancaster, Garstang and Blackburn to name but a few. January attendance was only 4 unfortunately; featuring E reg. Vit. 1600, MK11 GT6, MK11 Vitesse and MK11 Bond. Dates to come are March 8th, April 12th and May 10th. I look forward to seeing as many local members as possible. Come on! This area is bristling with Club cars.

SALISBURY AREA NEWS, MARCUS BROWN REPORTS:

We meet at the Greyfisher pub on the 1st Thursday of each month. So the April meeting will be on the 1st and the May meeting on the 6th - 8.30pm 'till closing time.

Next event: Thames Area event at Beaulieu, 25th April 1982 - lets try and support this event with as many as possible attending from the Salisbury Area. After all, Beaulieu is only just down the road for us! See March Courier for details.

SCOTTISH AREA NEWS, NIGEL WADDELL REPORTS:

Well, things are looking up here and our last meeting was quite well attended with some smart looking GT6's and Vitesse's sitting outside in the carpark. It was also pleasant to see a very tidy Spitfire joining our ranks and we would like to welcome our two new members who own the car. I must thank Donny MacFarlane for helping me with some new promotional ideas we hope to launch soon. We would like to organise a weekend run or small rally into the countryside with a number of our cars. This could either be on a one day basis or possibly a weekend affair. We have also thought of the possibility of having two meetings per month for those who are interested. On a lighter note, we will be holding a special 8 course banquet, attended by the Queen and the Duke of Edinburgh when Alan Mill finally finishes building his Spartan. Well, thats all for this month, see you all at the next meeting.

SWINDON AREA NEWS, MARTIN WEBB REPORTS:

The last meeting was held at the Calley Arms on January 19th. We managed to attract 3 club members and a refugee from the local Austin Healey Club. We had a great time sampling a good vintage, 6X - where were the rest of you? Since you weren't there, I'd better keep you up-to-date with the news. First, I'll introduce myself. My name is Martin Webb and I drive a white Spitfire - Pete Boyce and myself are now joint Area Organisers. Meetings will continue to be held on the 3rd Tuesday of each month at the Calley Arms. The next 3 dates for your diary are 16th March, 20th April and 18th May. We would welcome your company at forthcoming meetings as this would enable us to confidently organise a number of interesting events for the summer. For further information, ring Pete Boyce on Swindon 22768 or myself on Swindon 872098.

STOP PRESS: I recently attended an Austin Healey Club meeting and they are keen to organise joint events with us, however, we cannot do this without your support - after all, we've got to show them who's best.

CENTRAL SOMERSET AREA NEWS, NICK BRADBURY REPORTS:

After my plea for additional support in last month's magazine, I was most surprised by a phone call from a member who had arrived early at our usual alehouse wondering when anyone might turn up! Sorry Devon, one of your compatriots has defected! He says its ONLY 23 miles instead of 40 odd to Totnes! Perhaps Dave and Liz Clements might like to 'pop-up', or anyone else in East Devon who may wish to reduce their petrol consumption?! Apart from that the main contenders for the prize for greatest number of attendances at monthly meetings remained at two, with an added attraction in tow, from (?) Wellington. If anyone was, perhaps confused by 'various' meeting days as on inside back page of the Courier, please note: NORMALLY it is held on the FIRST THURSDAY OF EACH MONTH; but where the 1st of the month is say on Friday or Saturday, the meeting will be held on the Thursday nearest to that date; e.g. May (to be held on April 29th) and October (to be held on September 30th). Otherwise, as above. As a matter of interest, should anyone else have difficulty in obtaining the two bolts holding a Spit. IV hardtop to top windscreen rail (where car is soft top, but supplied with factory hardtop), I may be able to give assistance in obtaining same. The part number is 622888 about 23p + VAT each.

SOUTHERN AREA NEWS, TONY FARBY REPORTS:

Our March meeting took place at the usual venue, the Good Intent, Horndean, on the evening of the 2nd. It was good to see some new faces (and cars) as well as the more familiar ones. Colin Harrison, the Sussex area Organiser was a welcome visitor and I hope to persuade some of our members to join him for one of his Sunday lunchtime get-togethers in the near future. Roger Collins was missing from the meeting as he was in India. I hope he has brought back some photos of that mythical beast the four door Herald.

A gentleman named Mr Chapman turned up at our meeting in order to dispose of a 1600 Vitesse engine which he doesn't want. Apparently it has been rebored and has a GT6 camshaft. If you are interested, his phone number is Fareham 231982.

GOODWOOD 1982

I have been in touch with one of the organisers of this event, Mr D Futcher, who tells me that there will be plenty of room for campers. It will be arranged on a first come, first served basis at a charge of £1 per car per night. Anyone who requires competition entry forms should write to Mr Futcher (address given in last Courier). I hope lots of you do come to this event and help beat the other clubs (MG's Mrogan's) at darts and pool etc. on the Saturday evening. Before the Goodwood event is the Thames Area South of England Meet '82, which I hope will be a success and end up as an annual event.

THAMES AREA NEWS, LEON AND CHRIS REPORT:

A visit to BL Heritage at Syon Park on a rather wet 14th Feb, did little to dampen 16 true enthusiasts, we then went to The Old Ship at Richmond for lunch (venue recommended) then off to Richmond Park for a photo-call, where we developed a new Thames area parking movement, to be demonstrated at Beaulieu. P.S. Could Bob Rowland refrain from trying to dock his Herald with mine thanks.

On 18th Feb. our meeting produced a new record of 31 Club cars but this did include the East Berks contingent of 6 visiting cars. Very nice too. Also at this very busy meeting was John Warr, magazine editor of the TR Drivers Club, who is always welcome as is Lynda Lee, kindly delivered by Paul Sanderson. Lynda will, I am sure, make an excellent new Area Organiser for the West Kent/East Surrey Area. Do come again please Lynda, perhaps on a quieter night.

Sunday 21st Feb - the weather smiled for once and members met at the Bell for a trip down to liase with Sussex Area at Chailey. After an uneventful run down, that is if you ignore little details like our 9 cars becoming scattered into various groups, even before reaching the M25, due mainly to Chris' erratic convoy 'leading' - no excuses Chris. Also a certain chap by the name of Bob, who lost that little nut that keeps the oil in the engine and Paul whose newly-acquired GT6 had an overflow bottle doing a good impersonation of Vesuvius, all at 70mph+ on the M25 - causing me to have to reverse up the hard shoulder for a disconcerting distance. But we did all just make it to the Five Bells before the Sussex area left, in time to see most of their superb turnout of 10-11 Club cars. Most of us then went to the Bluebell railway and had a nice ride from Horsted Keynes, Sheffield Park, then discovering that there were no more trains and having to walk 5 miles back up the track in bitter conditions and falling darkness - whose idea was this, Dave?

The 10 pin bowling on 27th Feb produced 6 Club cars and results ranged from 87-229 points, 1st Bob Rowland = 229, 2nd Nick Lees = 198, 3rd John Guyot = 197. Another 10 pin session is to be arranged by Chris. (More practice is needed).

For 14.3.82 a dual treasure hunt has been arranged with the Sutton & Cheam 18+, report next time. A visit is scheduled for Sun 16.5.82 to the Biggin Hill Air Fair - meet the Bell, 8.45am. We are not having a stand, since Bromley Council want £100 for the 'privilege', I think they should pay us ...

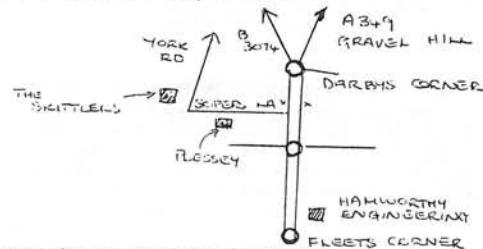
Finally, a DISCOUNT we have negotiated with the Texon Respray Centre (Croydon) Ltd., at 115 Canterbury Road, Croydon, tel: 01 684 9384. Discount is 15% off in Jan & Feb, 10% off all the rest of the year. Please show your Club card to the Manager.

****Please support Thames Area, order your Beaulieu tickets now****
Future meetings at the Bell, Hampton, on A308, between Hampton Court and Sunbury-on-Thames, every other Thursday, i.e. 15th and 29th April and 13th and 27th May.

WESSEX AREA NEWS (FORMERLY STOUR & AVON), STEVE ELLIS REPORTS:

Last months offer of free beer and our new meeting place brought an excellent turnout of cars and members, despite appalling weather - well done everyone, and especially Peter Davis, who drove his trusty Herald all the way from Southampton! All future second Thursday Noggin N' Natter meetings will be held at the same pub, namely The Skittlers, York Road, Broadstone. I think all those who turned out found the pub ideal. In response to numerous requests from people who don't like OS map references, here is a map to help you.

Wessex Area News cont'd .../ TO BROADSTONE TO WIMBORNE



And the map reference is still SZ001943! New members and long-standing members who never turn up, will always be welcome. On a lighter note, we had a visit from the local Stag Club Secretary - didn't bring a Stag though cos it was raining!!! Please note that there won't be an official Horton Inn Sunday meeting on 25th April, we'll be at Beaulieu for the 'South Of England Meet '82. Please support this event and send off your £2 to Leon Guyot (address page 4 March Courier). NOW. A Wessex Area convoy will leave Ringwood Market carpark at 10am on the day, but you must have your tickets in advance. April Meetings: 1. Noggin and Natter, The Skittlers, York Road, Broadstone, 8pm, Tuesday 13th. 2. Beaulieu South of England Meet '82, Sunday 25th - Convoy from Ringwood Market carpark at 10 am.

WESSEX KENT/EAST SURREY AREA NEWS, LYNDA LEE REPORTS:

Our first meeting in February was a pleasing result with 11 people attending, with an assortment of cars. Our venue for the evening was somewhat hostile, as it was a spur of the moment decision by myself. We all agreed to meet once a month on the third Tuesday, therefore, our next meeting will be 16th March, at the Grasshopper Inn, Moorhouse Westerham, Kent. For those of you who don't know this particular pub, go in through the main entrance and keep walking right to the back. We will be there as from 8.00pm. There is plenty of space in the carpark and it is suggested that you purchase a map of the carpark as you may never see your car again. Enquiries have been made and when our area reaches a reasonable size, we can hire the Tudor Gallery for a small sum. Dates to remember for our next meetings: April 20th and May 18th at the Grasshopper, Westerham.

I would like to thank those people who contacted me regarding a new area for the above. Your support is most encouraging. If you have not yet managed to put pen to paper, then now is the time. I understand some of you are too busy restoring your prize possessions but it only takes 5 minutes to scribble a quick note. I look forward to hearing from you soon. I would also like to thank the Pirbright Area members for their friendly welcome at their last meeting (they aren't foreign).

101 TURPINGTON LANE
BROMLEY
KENT BR2 8JD

WEST MIDLANDS AREA NEWS, DAWN STORTON REPORTS:

Would the Stortons finally abandon the Chevette Owner's Club and actually arrive for the first time in a Club car? Would their newly acquired MKIV Spitfire even start? Alas, no. In her usual temperamental attitude, Merlin-the-Spitfire had no intention whatsoever of starting, so, next meeting maybe.

We had an excellent turnout at the Bull and some new members came along which is always good news. Jeff Baker set a very taxing quiz that tested the knowledge of the best of drivers but the outright winner of the free drink was Stuart Keafley, who will now go forward to a grand final at Christmas (we may even stretch to two free drinks for the winner!). See you all at the Herald, Coventry on April 6th or the Old Gate, Heathton on May 4th.

STOP PRESS

West Midlands Area Treasure Hunt: to be held on thu 18th April, 1982. We will be meeting at the Bulls Head Inn, Shenstone, Staffs at 1 o'clock. The treasure hunt will finish at a pub that serves bar snacks e.g. chicken in the basket etc. Entry fee will be £1 per car. Anybody requiring further details contact Janis and Tony Spicer, Laburnum Cottage, 336 Clarence Road, Four Oaks, Sutton Coldfield, W Midlands B74 4LU, tel: 021 353 9961.

WARWICK AREA NEWS, CAROLYN TOCKER REPORTS:

A short note to say that the second meeting of the Warwickshire area was, once again, well attended. The next one will once again be the Third Thursday of the month at the Racehorse in Warwick. These meetings are very informal and I am sure that everyone who attends enjoys it this way. With the better weather on the way, we hope to perhaps have Sunday meetings or meet somewhere with a large garden etc. Anyway we will have to wait and see how things progress.

WEST YORKSHIRE AREA NEWS, COLIN BELL REPORTS:

We managed to slot a scalextric race in between meetings this month and what an event that turned out to be. 20 people took part in what was to become a test of sheer driving skill and do-or-die courage. Amid the Oohs and Ahhs as the 911 Porsche challenged the Ford RS2000 for supremacy on the long straights and tight S bends drivers battled to prove their skills in a flashing display of brilliant driving and uncompromising courage - that is until what is now being muted as, the Weedon scandal. We'd positioned marshalls at various trouble points to place cars back on the track should a mishap occur, in a race in which Alison (Nigel's wife), was racing Kevin, Alison's oponent came unstuck right under Nigel's nose, it was some time before Kevin's car was back on the track and, amid an uproar with cries of scandal, resign and payola Alison stormed to victory.

The only other sour note and one which I personally feel marred the entire afternoon was yes, the tossing of the coin. By a sheer fluke, skill, daring and dare I say savior faire were thrown out of the window as I was knocked out by a sordid flip of a coin, I won't go into the reasons why, it's too painful to recall and never let it be said that I am a sore loser. Anyway the final race was contested by Bruce and Neil and in the incredible race that ensued Neil emerged the victor and ticked up the trophy, a magnum of champagne and race track groupies which inevitably follow successful scalextric drivers. Last but by no means least, a big thank you to Ken and Jill for the hall and the delicious food which they provided.

Meetings are first Tuesday at the Pear Tree, Norwood Green, Halifax or ring Nigel or Alison on Huddersfield 844682.

WORCESTERSHIRE AREA NEWS, TREVOR BROTHERTON REPORTS:

The last meeting was yet another quiet one with only five Club members turning up. Anyway, we all enjoyed our drinks and chat. Next month we have decided to hold a small slide show, so any of you local members who want to come along, bring a few of your slides and we'll have a bit of fun!! We will be there, at the usual place.

N & S YORKSHIRE AREA NEWS, DEREK STRINGMAN REPORTS:

Modesty forbids me stating who won Doug Goddards quiz this month, however, in answer to 'What is Britains largest wild mammal?', I was about the only one who forgot about John Genders driving his Cooper 'S'. It was a very good turnout this month, with about 20 present, perhaps a surer sign than the first cuckoo, that spring is on the way. Planning is well-advanced for the next few months; dates so far are as follows:
April 25th - Autotest (by invitation of MGCC), compete or spectate - Full Sutton Airfield, Nr. York.

- May 21st - Convoy to National Concours on Friday evening.
- June - Area treasure hunt, details later.
- June - Classic motoring day out (in conjunction with MGCC), details later.
- Sept. 5th - Northern area mini-concours.
(entry from in 'What's on Next' section.)

ALES AND TALES - DAVE BAYLISS REPORTS:

In recent months several members have expressed an interest in starting new area meetings. I would be grateful if these and other members with similar ideas would keep me informed as to the progress of such ventures. The Club doesn't want independent/pirate areas nor Area Meetings which are too close together. All Area Organisers are officers of the Club and are elected by the members in a particular Area. Failing to follow the laid down procedure means that an Area will not have an Organiser, and not necessarily know what is going on in the Club, as no communications will be sent to Areas that do not have an Organiser, or where the Area fails to re-elect one each year.

The following areas have not elected/re-elected Area Organisers:- AVON, PRESTON/RIBBLE, SOMERSET, SWINDON, SUSSEX, NORTH LONDON and finally, NORTHERN IRELAND. May I suggest these Areas hold meetings soon and, using the form in the August '81 issue of the Courier, or write to me (SAE please) for one and elect an Organiser.

PLEASE, when writing to Club Officers, include an SAE as I for one will not answer unless it is included. If I hear a hollow laugh and mutterings about not answering anyway, be patient, like most people I have a job and other commitments and Club matters do not always take first place!

Finally, a piece of news to all Area Organisers which I'm afraid arrived too late to be included in my last letter to you and which will be of interest to all members in the various areas. The Club will have available trophies which Area Organisers will be able to use as prizes for local competitions, i.e. Concours, quizzes, treasure hunts, etc., and these trophies can be purchased from the Club at a cost of approximately £5.00. The trophy is a superb metal modelled Vitesse chassis showing a large amount of detail. The chassis will be properly mounted and is considered to be very good value. I would like all Area Organisers to let me know the number of trophies they require and then the Club can place an order.

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White 1967 Herald Saloon 1200. Poor body. No tax or MOT. Spares or repair, £45 o.n.o. Contact: T Shakespeare, tel: Rugby 845642.

MK1 GT6. Major part of rebuild done. Lack of space to finish. Excellent mech. New panels. Sprayed Squadron Blue. £180 o.n.o. or may break. ALSO MK11 GT6, MOT failure on susp. bushes and this and that 'worn to excess'. Nothing expensive. Superb engine box and diff. Newly rebuilt bottom end and oil pump. One rotten rear wing, otherwise body good. Bumpers off but included, fair interior, alloy wheels, new exhaust, plugs, points, brakes and do'nuts. An easy tidy up. I have no space outside new flat and have just got another GT6 MK11 which really will be rebuilt! £375 o.n.o. Contact: M R Field, tel: Southend on Sea 201689 (9-6.30pm).

Triumph Vitesse: Good home wanted for above average condition, 1969 MK11 Saloon. Arrival of company car entails reluctant sale. Two owners (me since 1976). 67,000 miles. Slate Grey with blue trim. Recently replaced items include exhaust, brake master cylinder, track rod ends. Fitted Girling servo, Blaupunkt cassette. MOT to August 1982. £675 o.n.o. Contact: Andrew Slatford, tel: 01 801 8506.

Triumph GT6 MK111, MWD 212L. Original, high performance, specification (2L, 6 cylinder engine). Registered May 1973. Really outstanding car. One lady driver from new. Genuine 38,000 miles. Beautiful Paris Blue. Sunshine roof. Philips 860 stereo radio/cassette. New wheels and tyres. £1,995. Tel: 021-354 6876 evenings or weekends to arrange viewing.

Triumph Herald 12/50 Starlight. MKD777F. Very low mileage. Excellent condition. Taxed and MOT'd. Many extras. Sale due to retirement of owner. Good home required for this vehicle. Contact: L Mellor, tel: Stoke-on-Trent (0782) 516982.

1965 Herald Convertible 1200. MOT July, taxed May. Above average condition. Tonneau as new. Hood new (two years). Engine, gearbox, back axle very good. Fibreglass bonnet. Five very good Radials. Battery good. In fact a lovely car, only trouble, one new rear chassis section required so will accept first £150 cash. Car garaged at Winchester. Contact: Eric Parsloe, tel: 0962 66842 after 5pm.

Vitesse MK11 Convertible, H reg. Tax and MOT. H really excellent car with many new parts fitted, including all valances, rad., batt., dist., hood, tank, Cinturato tyres and many others. Will send complete details to seriously interested enquiries. This is not one of the tatty MK11's and we want to find a good home for it. May accept PX on Saloon if not rotten. £1,000 o.v.n.o. Contact: Dave West, 37 Raley Road, Locks Heath, Southampton SO3 6PA.

GT6 MK1. £1,600 spend on total renovation, bills and photo's to prove. Many extras and spares. Long MOT and tax. Fine example, sound investment. Silly price. £1,250 (NO OFFERS). Contact: P Rowsell, tel: Basildon 412348 for details.

Herald Inca Yellow Convertible. A'67 car, extensively rebuilt two years ago. Body almost replaced with new panels. Good respray. 13/60 bonnet. Good painted chassis. Almost new tonneau and hood, 4 Firestone SP200's, factory built gearbox, 1147cc engine 3 months old. Mostly new components. New heavy duty battery and exhaust system. Lovely car with running cost of 1.55p per mile! £900 o.n.o. Contact: Pete Maybank, tel: (0634) 373601.

DSL Spyder. Fibreglass conversion of MK111 Spitfire. Very good condition. New hood. £495 o.n.o. Tel: Measham 72502.

1967 Herald 1200 Estate. MOT and Tax. Rust free, good condition. Original (light blue) paint and trim. Recent battery. 5 new tyres and new exhaust plus servo brakes. £350. Contact: Alan Jarvis, tel: 01 679 5872.

GT6 MK111, white with 37,000 miles on the clock. O/D, tinted windows, front spoiler, 5 good tyres, 11 months MOT, full service history and a radio/cassette. Reg. SKX 733M. Very good example. £1,550. Contact: N Woollett, 8 Galleywood Rd., Ct Baddow, Chelmsford, Essex.

G reg. Triumph Herald 13/60 Saloon. White. 1296cc. MOT to Feb '83. Taxed to end Sept '82. 54,000 miles. Very good condition. £550 o.n.o. Contact: T Marriott, tel: Newark (0636) 704643.

Cars For Sale cont'd .../

Vitesse Convertible MK11 2L, G reg with O/D. MOT April 1983. Royal Blue with white hood. This car has been lovingly cared for in the same family for most of its life and is in excellent all-round condition. Extras include new tonneau and radio, fog lamps and servo brakes. Excellent hood and new carpets. Chassis waxoiled and body recently resprayed. After accident, n/s bonnet wing and door skin have been renewed but the lines of the car not perfectly restored. Hence it is selling at only £750. Please contact Andrew Duncan, tel: Exmouth 6967 preferably before April 18th.

GT6 MK11 1971, good sound car but interior scruffy. Fitted overdrive, sunroof, SAH exhausts, tinted screen, spoiler. Bills available for last 3 years. £975 o.n.o. Contact: Hugh Davies, tel: Amesbury 23517 between 6.30 and 7.30 pm.

Vitesse MK11 Saloon, 1970. Beautiful condition. O/D. 4000 miles on new engine. New carpets throughout, new battery. Taxed 6 month. Full years MOT. £600 is a fair price to ask or swap for MK11 Vitesse Convertible with O/D must be in same condition with lowish mileage. Contact: Kevin, tel: 0632 670419 (Tyneside).

GT6 MK1, E reg., Yellow. 5 months tax and MOT until August. Good condition needs N/S door skin. Sensible offers. Tel: Rugeley (08894) 2706 after 5pm.

Concours Vitesse. 1970 MK11 Convertible. A rare opportunity to own one of the best Vitesse in the country. Finished in original Damson Maroon with tan interior. 58,000 miles from new, but only 3,000 miles by me in the last 3 years. Fitted with overdrive and chrome wire wheels this car can only be described as mint. Seen on the club stand at Donington and Stoneleigh last year and now being offered for sale due to a serious domestic problem, so please, no time wasters or joyriders. This car must be sold so I am now open to offers over £2,250. I may even take a Club car in part exchange to the value of £1,000. More details, contact Steve Little, tel: Penn (049481) 4508.

Herald 13/60 Convertible 1971, 50,000 miles, new exhaust, clutch and reconditioned gearbox in last month. Many other new parts, body sound, excellent engine and mechanicals. One years MOT, taxed. However, supposedly reconditioned gearbox has failed and I've run out of time and money. Offers around £100. Tel: Mike, 051 427 1466.

Vitesse 2L Convertible, 1967. Royal Blue. 59,000 miles. NEW parts fitted within last 10,000 miles include: SAH exhaust system, hood, carpets, main and bigend bearings (plus de-coke), radiator, steering rack, distributor and water pump. Just fitted new battery and set of Goodyear Grand Prix S tyres. Mot till July. Taxed till end of September. £625. Tel: Leeds (0532) 813568.

Triumph Vitesse 2L, MK11 H reg. 1970. MOT end Feb. '83. Taxed to end Oct. '82. Radio, garage maintained. All bills retained. Very reluctant sale due to new job with new company car. Interest enthusiast. Full history revealed on request, not standard 1998cc engine. Slight attention to bodywork. Offers negotiable around £750. Must sell. Contact: M J Goddard, tel: 0953 605329.

Absolutely free to good home: 1963 Herald 1200 Estate for restoration. One of only 16 registered with TSSC at last count. Two owners from new. Telephone Salisbury (0722) 710351 only after 6pm please, contact: P Higgins.

Triumph 13/60 Convertible 1972 (K) Damson with black roof and interior, both in good condition. New outriggers and exhaust, 5 good tyres, 11 months MOT. Offers over £650. Contact: G Keirle, Tel: Medbourne Green 253.

Vitesse MK11 1969 (H). Been stored. Body too good to break. Runs well. £200 - or if my arm is twisted enough, will hack it up for spares (shame.) Tel: Shrewsbury (0743) 860658.

Amphicar for sale. Very bad condition. Structurally sound but severe rust on doors, sills, bonnet edges etc. etc. Suspension and brakes all rusted solid. Could be repaired by a very dedicated enthusiast. Engine/gearbox good as total mileage is only 4140. Chassis no. 200009. Offers over £50 invited. Not for sale as spares. Low cost delivery possible. Tel: Frinton 3153.

Cars For Sale cont'd .../

G reg. Spitfire. Complete and running. Good bonnet and engine but rusty in all the normal places. It's been off the road for 2 years and is much too good to scrap so must be worth £100. Contact: D A Teandle, tel: Coalville 38990.

Spitfire MK11 1970. Just fitted recon.engine, new distributor, petrol pump, gearbox and clutch, SAH manifold and twin exhaust, custom seats, master brake cylinder and some new brake pipes, extra lights, taxed and new MOT. Good tyres and wheels. Owner going abroad, £650 o.n.o. Contact: Mr Allen, tel: 012674041 after 6pm.

GT6 MK11, reg. '74, French Blue, 67,000 miles; Recent clutch, battery, alternator, starter and exhaust. Good general condition. Sale regretted but necessary. £1,000 o.v.n.o. Contact: Nick Titley, tel: 01 337 1197 (evenings), (0789) 69895 (weekends).

Herald 13/60 Estate, 1968. Well above average condition. 64,000 miles. Conifer Green with tan trim, Vit. bumpers and door cappings. Recent exhaust, tyres (4) and carpets. Very smart and reliable. Taxed and tested. £495 o.n.o. Contact: Tony, tel: Swindon (0793) 764290.

Reluctant sale - my immaculate 1966 D reg. Herald 1200. Original Dark Blue bodywork. Chassis restored recently. Only three owners. Genuine 60,000 miles from new. The car has been garage stored for past six months and still runs beautifully. Will accept offers in region of £650. Preferably to a caring owner. Contact: John, tel: Redhill (Surrey) 71300 evenings and weekends.

Herald 13/60 Convertible 1969. Must be one of the best around. Laurel Green original paintwork. New hood and tonneau. Car has been owned by my family only since new and meticulously maintained. Body and Waxoiled chassis absolutely sound. Super mechanical order - in all, a superb example. Offers over £995. See it and you'll agree, it's worth it. Taxed and MOT'd till August 1982. Contact: Ian Stacey, tel: St. Austell (0726) 2629.

Herald 1200 1967. Reg. no. PCD 128. Good condition. Taxed and tested. £145 o.n.o. Contact: Nick Bourne, 28 Northwick Road, Evesham or ring Trevor on Evesham 6547.

1968 MK1 Vitesse Convertible 2L. Maroon, MOT, Taxed, black interior. Two owners since new. Mechanically and structurally sound. £450. Contact: A Boast, tel: Croxton 402.

Herald 13/60 Estate, Damson. Good condition. Bodywork and chassis and mechanics sound. requires some work on bonnet sides. Also 2 engines and one gearbox - reasonable offers considered. Contact: A P Coleman, tel: Market Harborough 63984.

Spitfire 1500, March 1982, overdrive, radio, s/top, just had 1200 service and few weeks warranty remaining. Also Ziebart treatment guarantee. Offers around £3,450. Must sell soon. Tel: Holm 5816.

2L Vitesse Convertible MK11. G reg., 1969 in Wedgewood Blue. Good condition with a recent respray and reconditioned gearbox, SAH exhaust system, MOT and tax. £580. Contact: Adrian, tel: Luton (0582) 36389.

Sptifrie MK1V 1973, Sienna Brown with tan interior. Very good condition throughout. 5½J rear wheels. Bootrack. long MOT, £795. Contact: Andy, tel: Hatfield 69783.

MK11 Spitfire 1147cc, reg. 1964, re reg. 1969. Hard/soft top. 46,000 miles. 1500 miles with new short engine. New clutch. Needs new driveshaft. Bodywork in good condition. Sensible offers invited. Contact: Phil, tel: 021 3841 (evenings).

Vitesse 6 Convertible, O/D, 1965, White. Good chassis, many spares inc. hood, engine. Full and half tonneau, boot tack. Reasonable condition throughout. £275. Contact: Steve tel: (Dorset) 0202 883698.

GT6 MK11 early 1973 model. French Blue. O/D and tow bar. Very good condition. Phone for details then come and make me an offer. Contact: R Read, tel: Paulerspury 639 (Northants).

1970 Vitesse MK11 Convertible. Genuine 36,000 miles. 2 lady owners. Garaged from new. Regular concours entrant. Exceptional condition, bodily and mechanically. New tyres, battery, exhaust, clutch, 12 months MOT. Taxed. Tanneau and cover. Waxoiled. Midnight Blue. £1,750. Contact: Nick Madeley, tel: 021 308 0166 (home), Walsall 24661 (office).

Bond Equipe GT4S, 1966, 2 owners, no tax, no MOT, no accident damage. Good chassis. Ideal for restoration, £40 o.n.o. Tel: St Albans 55535 for other details.

Cars For Sale cont'd .../

1969 Triumph Vitesse MK11 Saloon. Gun Metal Blue. 41,000 miles guaranteed. Full history known. Very original, immaculate interior. Sunroof, push button radio, inertia belts. Taxed and tested to June. £850. Contact: P Heath, tel: 021 472 2740.

Spitfire 4 MK1. Cosmic wheels (with two new tyres), uprated racing springs (front), with Spax Adjustable shock absorbers. Negative camber rear spring with Armstrong adjustable shock absorbers. Fully sound proofed. This vehicle will need attention to the bodywork and to the engine etc. Hence a price of £95. Also a brand new Spitfire 4 MK111, bumper complete with overriders and bonnet hinges (tubes) with bonnet hinge bracket pivots, £20. Also a Motolite steering wheel and boss to fit the Spitfire, £10. Also a brand new ex-works steel hardtop to fit a Spitfire MK1 - MK111. This hardtop is still in wrappers and comes complete with all the necessary fittings, £100. Contact: A h Gaydon, 'Balmaha', Wern Fawr Lane, St Mellons, Cardiff.

Vitesse 2L Convertible MK1 with overdrive, 1966. Chassis rusted but otherwise in very sound condition especially engine. £300 o.n.o. Contact: Tom Meinhard, Tel: Nuneham Courtenay 283.

CARS WANTED *** CARS WANTED *** CARS WANTED *** CARS WANTED *** CARS WANTED *** CARS

Spitfire MK111. Must be sound. Around £450+. Contact: Tim Furze, c/o School House, Blundells School, TIVERTON, Devon or Byfleet 47693 after 20.3.82.

Low-mileage Vitesse MK11 Convertible with O/D. Must be in good condition. Please contact M J Appleton, tel: Needham Market 720558.

Bond 2L Equip Convertible. Must be going concern. 2nd car for wifey. Contact: J Cox, tel: Guisborough 38611.

Vitesse Convertible with good chassis and body. Engine not important. Contact: Tom Meinhard, tel: Nuneham Courtenay 283.

Herald Habitat

Repairs and service for all Club cars.

New and used spares stocked.

Three months guarantee on all spares and repairs.

Always a selection of Club cars for sale.

All cars carry 12 months M.O.T., 3 months or three thousand miles guarantee and are fully serviced (6,000 m.)

CHURCHILL GARAGE, 80 HIGH STREET, YELVERTOFT, NORTHANTS.

Telephone: CRICK 823880

PARTS FOR SALE *** PARTS FOR SALE *** PARTS FOR SALE *** PARTS FOR SALE *** PARTS FOR SALE

One Herald 1200 gearbox in running order, £25. Contact: Brian Lees, tel: 01 286 6310.

One Herald engine and gearbox complete with twin SU carbs, £45 o.n.o. Contact: Barry Newitt, tel: Cambridge 841407.

Triumph Spitfire Engines: Specialist car manufacturer has a quantity of surplus 1500cc Spitfire engines (USA specification with emission control) and gearboxes. Built 1973 but un-used. ALSO quantity of similarly un-used starter motors, alternators and carburettors. Location, South Dorset. For particulars, write to RE Hydes, Shepherd Group, Blue Bridge Lane, York or telephone (0904) 53030, telex 57402.

My Company designs and manufactures a range of electronic security equipment for the industrial market. I am also a classic car enthusiast and only have a few spare hours each week to continue my last nut and bolt restoration of a 13/60 Convertible as well as keeping the MK11 Vitesse Convertible on the road! It is disturbing to see reports in the Club magazine and the car press such as Practical Classics of our cars being stolen or vandalised. The insurance policy rarely covers the value of a 'collectors car', considering the time spent on it, the expenditure and possibly the rarity of the car. We have recently launched a car alarm system which is ideal for use on 'collectors cars'. It is very simple to install and does not require holes in the bodywork for external keyswitches, etc. Briefly, it features fully automatic operation being armed and disarmed by the ignition switch, operates on the voltage sensing principle and includes circuits to protect all compartments and accessories, even removable items. The control electronics are built into an electronic siren horn, which can be concealed in the engine compartment, when fired it emits a very loud 120dB warble tone. Our special offer price is £28.50 including packing, postage and VAT (normal retail price £35.00, a saving of £6.50). Should any TSSC members be interested, a data sheet is available from our Sales Dept. at the address below. We can also offer advice on vehicle security and provide a fitting service if required.

STEVE A SNOOK (DIR)
SAS SECURITY EQUIPMENT CO.

P. BOX 7
WESTERHAM,
KENT TN16 1DA TEL: (0959) 64229

Breaking for spares: MK111 Spitfire. Most parts available. Contact: John Turner, tel: Silsoe (Beds) 60517 evenings.

Towbar to fit Herald/Vitesse - bolts on, £12 o.n.o. Contact: Mr Furze, tel: Byfleet 47693.

Smiths black/white/chrome ammeter and fixing bracket. New. Straight swap for new circular dashboard clock. Contact: Philip, tel: 01671 3301.

New, genuine body panels: Herald/Vitesse: 3 only n/s wing sections with door closing panels, £25 each. Spitfire MK111: 2 only windscreen surrounds, £20 each. 1 only n/s rear inner wing, £10. 1 only bonnet top panel, £35. GT6: 1 only bonnet top panel, £35. 1 only n/s front wing (with grille), £15. MK1V Spitfire: 1 only bonnet top panel, £35. Contact: John Griss, E0653 2277.

Triumph 2500PI fuel injection system, complete unit cleaned and removed from car. Includes inlet manifold, air manifold and cleaner, fuel pump and filter, complete distributor kit. Offers around £30. Contact: Neal Courtney, tel: 01 567 9053.

For Herald 1200 Convertible: Sull set of seats, door and rear seats, side panels. Good Condition in red. £15. Vitesse 1600 MK1 bonnet, white, v.g.c. All trim and headlamp included, £60. 1600 engine, needs attention, complete, £20. Contact: Bob Hand, tel: Redditch 25664.

New Vit/Spit parts: Two brand new Spit. MK1V seats (cloth recliners with head restraints) £60. Vit 2L fuel tank, £3. Vit/Herald rear outrigger (under boot floor), £3. Vitesse 2L MK11 steering wheel, £5. Steel brake pipes (Her/Vit) various, £2. Contact: Phil Denham, tel: 0633-273346 evenings or weekends.

Ex owner MK1 and 11 Vitesse, selling unwanted spares, cheap: Tow bar (s/h), headlamps, brake shoes, rear light, brake and clutch rubbers, seat belt, gearbox ball races, brake hoses, air filters, gearbox (s/h), dampers (s/h) plus Workshop Manuals (Leyland ones) and front and rear suspension bushes/rubbers. Contact: 01 505 8057.

Parts for Sale cont'd .../

Herald Coupe roof, £15. New L/H side door (dented skin), £15. R/H rear wing, £15. Front chassis rail, £5. Pair front inner wheelarches, £5. L/H front new Overider, £2. Pair of side windows, £4. Pair beige door panels, £2. Tel: Wheaton Aston 840913.

Five no. Esso 145 x 13 steel Radials (6,000 miles), on wheels complete with chrome trims and hub caps off Triumph Herald, £45 o.n.o. Contact: Martyn, tel: Leicester 700035.

Carburettor, pancake air filter and inlet manifold from Herald 1200cc 1967, weber 28/36 DCD23 no. 133099, needs cleaning, £5. Herald 948 Saloon owners' handbook, printed August 1966, £1. Various mechanical parts from broken 1200 Estate and 13/60 Convertible. Contact: Steve, tel: Westerham 0959 64229.

2 4.11 Vitesse 1600/Herald/Spitfire differentials. 1 Herald diff. with large output flanges (competition modified). GT6 MK1 chassis v.g.c. Vitesse chassis - no side rails (rust).. Vitesse and GT6 front and rear suspension MK1 and MK11. Vitesse 2 litre gearbox (no O/D). Spartan 2L propshaft (no O/D) 42". GT6 O/D propshaft. Vitesse O/D propshaft new. 4 Heaters: Vitesse, Herald. 2 GT6 flip top petrol fillers. 2 standard steel wheels (silver hammerite). 9 Radial tyres with wheels, 3mm to 6mm tread depth (new are 8mm) GT6 rear door. New SU electric petrol pump - unused. Vitesse Conv. tonneau and well cover. Vitesse Conv. front and rear seats (black) Vitesse also GT6 dashboard and instruments. Vitesse and GT6 15" steering wheels. 1 13" sports steering wheel. Vitesse Conv. doors and bonnet (rusty) and door trim and handles. Dixon late Vitesse/Herald tow bar. Vitesse windscreen. Steel/aluminium cooling fans. Steering column and rack. Air cleaner boxes, control regulators. Front coil springs (use Vitesse to uprate GT6). Carburettors and distributors and wiper motors. Tel: Locksheath (04895) 84334.

Spare parts for GT6 MK11 for sale or swap. Set of 3 doors, steel bonnet, front wheels and hubs c/w wishbones, springs and shocks, steering rack and arms, propshaft, diff., rear hubs and wheels, 2 seats, brake servo, brake and clutch master cylinder, heater, good radiator, twin 150 Strombergs on manifold, rear N/S 1/4 window, rear bumpers, windscreen, rev counter 3.55 - 1, and many more bits, too numerous to list here. Sorry cannot deliver. SEND SAE FOR FULL LIST, to:

TC FRENZEL
7 HERBERT AVENUE
PONTYMILSTER, RISCA
GWENT, STH WALES
TEL: 0633 615169

Spit. MK1V and GT6 MK111: Engine 1300, £60. Spit. manifold and carbs., £25. Gearbox, £30. Prop., £15. Various steering wheels, £7.50. New distributor, £30. New starter motor, £15. New Spit. bonnet, £175. New 1/4 valances - fit Spit and GT6, £90 pair. New carpets, £15. New seats - reclining black and white dogtooth pattern, £100. Vertical 'H' link, rear, £15 pair. Plus many S/H parts including all lights, new and old, dashboard and clocks, £30. Wiring loom, £10. Bumpers, £10. New set of MK1V engine valances, £15. If there is any part for a Spit. MK1V or a GT6 MK111 you require, ring me. Contact: Andie, tel: Mansfield, 0623-54764.

Herald 1200 engine, £10. Herald 1200 Saloon seats and trims (red), £8 lot. Rear screen and side and door windows, £5 lot. Many other bits and pieces - you've only to ask I'll almost give them away. Contact: Ian Stacey, tel: St. Austell (0726) 2629.

Vitesse MK11 spares for sale: Differential 3.89, n/s door, prop. O/D. All gauges. Master cylinders and clutch slave cylinder. All v.g.c. Open to sensible offers. Contact: Tony, tel: Swindon (0793) 764290.

Garage clearout: Spitfire rollbar - unused, £20. Spitfire 111 engine, all there apart from sump, endplate, oil pump and valedge; needs big end shells, £20. Spit. 1/111 front valance f/glass, £5. Spit 111 front bumper, £2. Spit. 1/111 windscreen and surround, £5. Spit. steering rack, £5. Herald or Vitesse Saloon body very good condition. A very little surface rust - Valencia Blue, for half the price on one new rear wind e.g. £40. and it's easier to fit! Vitesse 2L MK1 head and valve gear, £10. Vit. 1600 engine complete head off for inspection, bores - very little worn, £25. Vit. 1600 gearbox parts, 2 sets, £5 the lot. Vit. 1600 O/D rebuilt box, new synchroes, £30. One Paddy Hopkirk cloth reclining seat, cost £60, sell for £15. One other recliner - tatty, £5. Contact: Phil, tel: Harlow (0279) 35178.

Parts For Sale cont'd .../

Spitfire MK1V Parts: Hood with zip-out rear window, £10. Water pump, £3. Front valance, £3 (no rust). 13" chrome wheel trims, set of 4, £4. Set of 8 rockers with ball pins, £4 (good). Contact: Andrew Myson, tel: Cambridge 842901 (after 5.30pm).

Set of Bond Equipe 2L bumpers, new. Still in wrapper. Offers. Contact: Tony Stafford, tel: Tamworth 4992.

Vitesse 1600 diff. (4.11 to 1). Purchased in error for our Vitesse 2L. £25. Contact: G Pollard, tel: Preston (Dorset) 834464.

One set of exhaust valves. Two sets of con rod bridges. One rocker cover filler cap. Two sets of seat adjusters. One set of front hoses and connector. Two handbrake rods and buttons. One seat securer. One oil pressure switch and seal. Two door locks and keys. One handbrake ratchet assembly. One set of carb. gaskets. One set of carb rubbers. One starter motor. Two front overriders. Two sets of valve guides. One spot light. Three chrome headlight rims. One set of bonnet locks. Two sets of valve springs. One set of Herald signs. Two wheel bearings (front outers). Two gearsticks. One set of roller bearings. One steering column adjustment set. One choke cable. One gearstick knob. One exhaust system. One box of various rubbers and hoses. One horn button. One rubber gearstick surround. Three inner door handles. Two shock absorbers. Four handbrake drums. Six decoke sets. One speedometer. One set of half shafts. One bonnet surround and clips. One set of suspension plates and rubbers (top). One temperature gauge. One fuel gauge. One gearbox tunnel. Five primed road wheels 520 x 13. Two sets of door and window runners rubbers and surrounds. One set of Vitesse bumpers. One rubber boot surround. One set of gearbox rubbers and mounts. One fuel pump. One set of rubber 1/4 light surrounds. Four front side light lenses, rims and seals. Five front indicator lenses. One dynamo. Five speedometer cables. One handbrake housing. One set of inlet valves. Four universal joints. All spares fit Herald 948cc twin carb Saloon. Contact: B A R Robertson, tel: Woking 20318.

Four 5 1/2 J x 13" steel wheels, fitted two very low mileage and two scrap tyres, £35. Contact: Nick, tel: Southend (0702) 523506 weekends only.

GT6 MK11 steering rack recon. Still in box unused. Standard Triumph GT6 and Vitesse 11 Workshop Manual, plus Haynes Manual. One brake drum and various rear lenses and front parking lights GT6 11. Contact: A Thomas, tel: Southend-on-Sea 556912.

New parts for all models, all genuine Stanpart or BL. Parts catalogues for Spitfire 111, 1V '73 on, 1500, GT6 1/11/111. Workshop Manuals for Vitesse 2L, GT6, Spitfire 1V/1500. Handbooks for Vitesse 2L, GT6 1/11, Spitfire 1V/1500, Herald 13/60. Body panels including RHF wings for Spitfire 1/11/111, GT6 1, LHF wings and bonnet tops for Herald 948/1200, Vitesse bonnet front panels, Herald/ Vitesse bootlids and doorskins, GT6/ Spitfire inner and outer sills. Herald/Vitesse tonneau covers. Plus much, much more, suspension, steering, mechanical parts. For list, sent SAE, stating model and specific needs to John Mann, 5 Nevis Close, Loundsley, Green, Chesterfield, Derbys S40 4NS, tel: Chesterfield 71036.

Garage clearout continues: Spitfire MK1/11/111 rear light lens units, £. Spitfire MK1/11/111 rear light lens only, £3. Spitfire MK11 gearbox, £15. Bond GT5S boot lid, £10. Bond GT4S rear light fittings, £2 each. Leather steering wheel, dished 14", £10. Leather steering wheel, 12", £10. Spitfire MK11 rear bumpers, overriders and brackets, £10. Also many other Spitfire spares, please enquire. Contact: David Apps, tel: Haverhill (0440) 61178 evenings.

4 and 6 cylinder engines from standard to full race. These engines are professionally prepared to any state of tune required. Certain engines available for trial. Can deliver Contact: Paul Lucas, tel: Wendover 622829.

Heral Spares: New panels and parts - wings, valances, headlamp shells, ball joint parts, universal joints, convertible hood frame. Secondhand parts but in good condition, including interior trim, panelling, dashes, seats, radiators (13/60 and 1200), headlamp units, exterior chrome. Plus Vitesse parts, secondhand: Bootlid, bonnet and one 2L MK11 engine. All good prices. Prices and enquiries. Contact: Antony Adorian, tel: Rudwick 2484.

Herald 13/60 Convertible hood BL, brand new in box, £75. Stromberg carb and manifold, £8. 13/60 distributor, £1. Pair of SU's for Spit. MK11 with manifold and filters, £14. RH rear hub and shaft, new brake cylinder, £8. Tel: Johnny, Bath 62464.

Parts For Sale cont'd.../

New Herald/Vitesse Spares: Tonneau kits £15 each. Vitesse front L/H overriders, £4 each. Alloy tread plates, £2.25 each. Bootlid, £16. New GT6 MK11 spares: Bonnet top, £30. Front overriders, £12 pair. Front grill (black plastic variety) £9.75. Rear interior trim R/H black, £9. Spitfire MK1 and 11 Spares (new): L/H door trim (black) for MK1 £9. Inner rear wheel arches, £8 each. Secondhand parts to clear: GT6 MK1 chassis, £8. Spitfire MK111 Chassis, £8. Vitesse MK11 bonnet, nearside rusty, £15 or best offer. Contact: Steve Little tel: Penn (049481) 4508.

HELP! My garage is bursting at the seams, so I would like to dispose of the following Vitesse 2L MK1 engine complete except for dynamo and starter. One spare cylinder head for above in good condition. One rear drive shaft for same plus various odds and sods. £10 the lot. Price reflects shortage of space not condition. Contact: Martin Brown, tel: Cambridge (Glos) 345 evenings.

Twin HS2 carbs with manifold, 9.0:1 cylinder head, £35. Plus four branch exhaust manifold, distributor, petrol pump, Lucas C40-1 generator and Lucas 1735 G-1 starter motor thrown in for good measure to fit Herald 1200 13/60 or similar. All parts used. Contact: Hywel at Swansea (0792) 73801.

Parts for Vit. 2L MK11. Set or 3 wheel trims, front valance, N/S rear valance, rear overrider, front ashtray. Contact: S J Sowinski, tel: Wolverhampton (0902) 756038.

1970 Herald 13/60 engine and gearbox in running order. Still in car and can be test driven before mid-April. £40. Also bootlid and passenger door in fair condition, £5 each. Contact: D Pike, tel: Bristol (0272) 568282.

MK1 bootlid, good condition, £15. Tan interior complete, good condition, offers. MK1 engine 54,000 miles excellent condition £60 o.n.o. Gearbox new only covered 500 miles cost £88 - offers. MK11 bodysshell saloon front and rear also roof with sunroof good condition but needs new headlining, offers. MK11 gearbox, reasonable condition, £20. MK11 exhaust, good condition, £10. Pair MK11 carbs, offers and engine ancillaries. Many other spares for MK11 Vitesse Saloon. Contact: S Beasley, tel: Lymington, (0590) 23420.

1965 Vitesse 1600cc rebuilt gearbox. Rebuilt by same garage as car maintained. £25 o.v.n.o. Contact: M J Goddard tel: 0953 605329.

Vitesse MK11 Saloon spares: Rear axle, £25. Radiator, £15. Dashboard complete, £15. O/S door good, £10. N/S door needs new skin, £4. Roof with sunroof and heated rear window, £10. Also Triumph 2000 MK11 gearbox and O/D unit, £30. Contact: Hugh Davies, tel: Amesbury 23517 between 6.30 and 7.30 pm.

Garage clearout: Herald 12/50 remains from Spartan project. Your offer accepted or free to a good cause. Also Spitfire MK11 front bumper and valance £1. Five wire wheels, hubs and spinners for Club cars, £20. Five 145 - 12 steel Radials, hardly used, £20. Contact: John Yeomans, tel: 0543 481280.

New Spares: Vitesse/GT6: Rostyle hub caps, £5 each or £17 incl. post per set of 4. Air filter box, £6. GT6 - all models F/spring and damper units complete, £15. GT63/ Spit 4: Headrests per pair, £15, black or £13 biege. Rear bumpers, £20. Front bumpers, £25. ¼ valances, £30. R/wings, £28. F/wings, £15. Tail light assys, £5. Chrome hub caps, £5. GT6 3 bonnet and rear badges £2.50. Secondhand: Breaking 1972 Spit. 4 prices e.g. Hardtop, £85. Gearbox, £40. Pair black seats, £17.50. Propshaft, £15. etc. Spit 3 differential, £15. Tel: Shrewsbury (0743) 860658 around 6-8pm. Rail and postal delivery.

ATTENTION ALL CLUB MEMBERS

John Hill has just issued his list of new spares for the Spitfire, GT6, Vitesse and Herald. These lists are available upon receipt of an SAE. Interested? Contact:

JOHN HILL
MGB CENTRE AND TRIUMPH WAREHOUSE
ARTHUR STREET
REDDITCH
WORCS B98 8JY

TEL: REDDITCH 20880

PARTS WANTED *** PARTS WANTED *** PARTS WANTED *** PARTS WANTED *** PARTS WANTED ***

One wire wheel(splined) for Spitfire MK111. Also ring spanner to fit hub nut. Silsoe 60517 (Beds).

Centre console and glove box for Spitfire 1500. Will collect. Contact: Alan Caulfield, Wendover 623535 ext. 514 (work) or Swindon 814023 (home - days off only!).

Passengers' door for Vitesse MK11 Convertible, preferably with wood and tan trim. Also tan carpets and hood with frame. Can anyone recommend a source for re-chroming in Kent, Surrey, London area?. Contact: Steve Westerham, tel: 0959 64229.

All badges required for MK11 GT6, also left and right hand dashboards. Good condition if possible. Contact: Paul Turnham, tel: Tring 4954.

Wanted for complete restoration of MK11 GT6: Bonnet badge and boot badges, rear heated windscreen - must be in working condition. Set of black carpets. One interior door handle and window winder handle. Rear seat kit (black), rear wings wanted left and right (new). Passenger side sill wanted (new). Anybodys spares of spare parts considered. Contact: Malcolm, tel: Workington 63267 any night except Tuesday after 4.40pm.

Left hand black door interior panel and two front seats. Bonnet in excellent condition. SAH parts. O/D gearbox. Diff and axle of competitive nature and solenoid. Body panels (new) to fit Vitesse. Contact: Simon Beasley, tel: Lymington (0590) 23420.

For nominal sum I am looking for to purchase an eight-port 1147cc cylinder head complete with inlet and exhaust manifolds. I am willing to pay a fair price or exchange a complete 1147 engine with only 60,000 miles from new. Contact: Neil Williamson International Spitfire Register.

Pair twin 150 Stromberg carbs preferably from MK1 Vitesse 2L, but any considered. Contact: Dave Pike, tel: Bristol (0272) 568282.

Vitesse MK11 rolling chssis or complete car - MOT failure etc. required for my Gentry. Anything considered providing the chassis is not accident damaged. Contact: Nick Middlewood, 99 Woodside View, Honington, Bury St Edmunds, Suffolk IP31 1LX.

Set of Vitesse MK11 bonnet badges urgently required. Contact: Martin Brown, tel: Cambridge Glous 345 evenings.

O/D propshaft for MK111 Spitfire in good condition. Tel: Hatfield 69783.

Vitesse bonnet. Must be in good condition. Your price paid. Contact: Robert Harley, tel: Doncaster 726558 (S. Yorks).

MOTOR INSURANCE. CUT THE COST!

SPECIAL MOTOR INSURANCE SCHEME FOR TRIUMPH SPORTS SIX CLUB MEMBERS

| | | |
|--|--|--|
| Name | Social domestic & pleasure only <input type="checkbox"/> | Drivers other than yourself who will drive your vehicle |
| Address | Social domestic pleasure & business <input type="checkbox"/> | Name _____ Age _____ |
| | Details of business use | Licence Full/Provisional |
| | Excess | Convictions |
| Tel No | Present insurer | Accidents |
| Date of Birth | Policy expires on | |
| Occupation | No. of years no claims bonus | Complete this form and post it to Lifesure Ltd, 34 New Street, St Neots, Huntingdon, Cambs PE19 1NQ. Tel: 0480 74604/75148 |
| Are you a holder of a Provisional or Full British Licence? | Renewal premium this year £ | |
| For how long? | Any accidents in last 3 years? YES/NO | |
| Make & Model of Vehicle | If YES when? (Dates) | |
| Year of manufacture | Circumstances | |
| Engine capacity | Costs | |
| Value £ | Driving convictions? YES/NO | |
| Is vehicle kept in locked garage? YES/NO | If YES details | |
| If NO Parked on road/roll road | Dates | Fines |
| Comprehensive/TP, F&T/Third Party only | | |
| Insured only/Insurer & Spouse/Named Driver | | |



JOTTINGS FROM YOUR NEW SPARES SECRETARY - J., KIPPING:

As I was the only person to volunteer (!) for the post of Spares Secretary, I was duly elected on the 7th February, at the Fosse Manor. The day was not without it's drama - as a halfshaft sheared on my 948cc whilst travelling at 65mph. Judging by the rust at the break, the halfshaft had been cracked for some time and as it was behind the bearing dust cover, impossible to foresee. Fortunately AA relay performed an admiral job and I just happened to have a spare halfshaft at home.

Anyway, as far as spares are concerned, I will be trying to locate job lots of new spares and contacting some original manufacturers. The sale of these parts will finance further purchases, so it is up to Club members to buy the bargains as they arise. As a general rule, consumables will not be kept i.e. outriggers, brake parts, ball joints etc. unless of course the price is right. However, from time to time I will try to compile a list of the prices I pay for certain parts for comparison. I could deliver these parts to meetings of people could collect - all prices would be plus 10% (for the Club). i.e. 13/60 exhaust, complete, £15.20. 984 exhaust, complete, £19.15. 1147/1296 oil filter, Unipart LFE 119, £3.50.

This month's list of new spares looks as follows:-

| | Price each |
|---|------------|
| GT6 MK111 diff. 3.27:1 four stud fixing, one only | £65 |
| Gearbox casing, three synchro (Spit. 4 case no.), one only | £5 |
| Gearbox top, with selector forks and reverse light switch, one only | £10 |
| Clutch slave cylinder, Herald/Spit. | £5 |
| Camshaft, 12/50 Herald, one only | £20 |
| Front flexible brake hoses, disc brake Heralds, Spit. 111/1V/1500 | £2 |
| Rear vertical link, standard suspension 1LH, 1RH | £8 |
| Window winder mechanism, Herald/Vitesse 1LH, 1RH | £8 |
| Rear halfshaft bearing housing with bearings, standard suspension | £12 |
| Distributor, Lucas DM2, Herald up to GA86619HE, one only | £15 |
| Rear valance, Herald | £8 |
| Rear view mirror, Herald/Vitesse, one only | £3 |
| Cylinder head, 1200 Herald (no valves), one only | £15 |
| Distributor, Delco Remy D204, Spitfire MK1V complete | £15 |
| Water pump, Herald/Spit. | £8 |
| Water pump, Vitesse/GT6, one only | £8 |
| Half shaft, Herald/Vitesse/Spit. 1/11/111, one only | £12 |
| Half shaft, later type + 2" track, Spit1V/GT6111 | £12 |
| Gearbox, Herald/Spit. 1/11/111 approx 500 miles, one only | £40 |
| Rear light clusters, Spitfire 1V/1500 complete | £16 |

Distribution of Parts:

Obviously people can collect what parts they want from my home address, I am in most evenings and I travel to the following meetings:

1. Leicester Area - Mkt Harborough, last Wednesday.
2. Warwick Area - Warwick, third Thursday.
3. West Midlands - Shenstone and Coventry (not Heathton), second Tuesday.

A quick letter (WITH AN SAE) will reserve any part for TEN days. I will write back saying:

1. If the part is still available.
2. Meeting/collection date/post (additional cost).

At present all cheques to be made out to me.

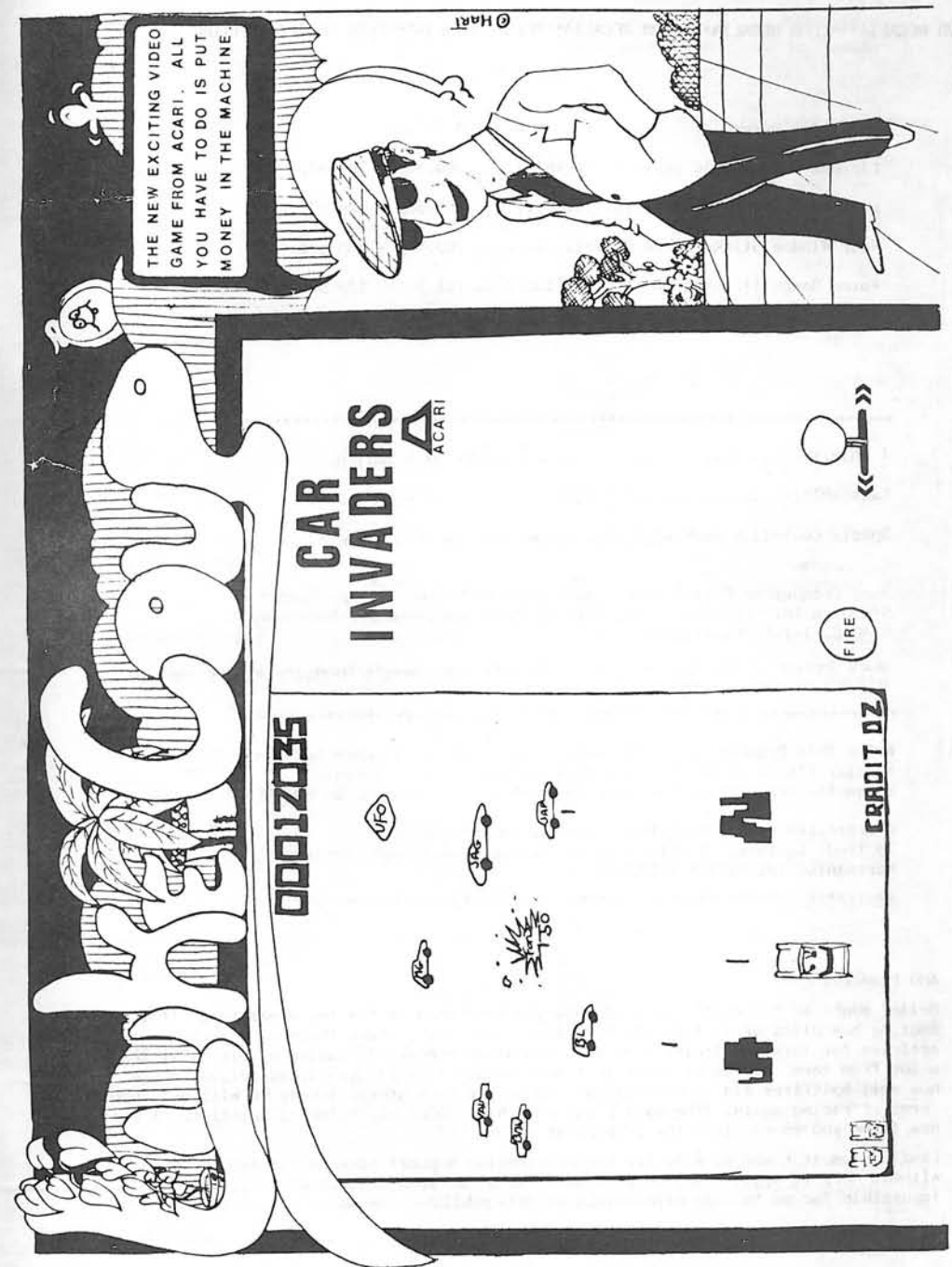
Carpets:

Due to non-availability of 948 carpets, I have had the moulded backings recovered by an ex-Triumph trimmer, in excellent quality loop pile carpet. Not cheap at about £70 but excellent quality and they fit properly. He can also do headlinings. Give him a (or me) a call:

J STRONG
178 NUNTS LANE
NUNTS PARK
COVENTRY CV6 4GH

TEL: 0203-85298

P.S. I make no apologies for the Herald/Vitesse bias now or in the future.



UB REGALIA***CLUB REGALIA***CLUB REGALIA***CLUB REGALIA***CLUB REGALIA***CLUB

Metal Car Badge.....£3.00 + 0.30 p/p.
 Licence Holder (old style reversible).....£0.30p + 10p p/p.
 Licence Holder (New Style).....£0.30p + 10p p/p.
 Rear Window Sticker (New Style).....£0.30p + 10p p/p.
 Woven Badge (Triumph Sports Six Club).....£1.80p + 12p p/p
 Key Fob (new style - Leather with Metal Badge) £0.70p + 12p p/p

T Shirts.....£4.00 + 50p p/p.
 Sweatshirts.....£7.50 + 80p p/p.
 Sports Coutell V neck with TSSC Badge..... £14.00 +75p p/p.

Send Cheques or Postal Orders made payable to the Triumph Sports Six Club To: Chris Evans 24, Holland Park, Barton-under-Needwood, STAFFS. Tel.(028-371)2834.

Back issues of the Courier are obtainable from Maggie Haudsley at 50p each. Please enclose a large S.A.E.

Wafer Thin Brushed Aluminium Badges (same size as licence holders) similar finish to MK2 Vitesse Boot Plates. Ideal 'repeater' badge for the rear of the car. 25p each + SAE - marked 'DO NOT BEND'

A Leicester Area enterprise - for Leicester Area Funds. To Trudi Squibbs, 24 Prince Rupert Avenue, Desborough, Kettering, Northants. Tel (0536) 761930.

AND FINALLY:

Relief might be the word! Well, I hope you have enjoyed the two magazines. It is amazing how piles of letters all fall into place and I thank those of you who sent articles for Turning Circle; I am sure the other members including myself, will learn a lot from them. I rather think that most people were pleasantly surprised to see how well Spitfires did in competition and as the Club grows, surely we will get some forms of racing again, like Paul Lucas with his 1300cc hillclimbing Spitfire. I will now leave you to continue the respray of my own GT6.

Lastly, I must thank my wife for her unrelenting support towards the TSSC because without her, it would leave me with hundreds of untyped letters which it would be impossible for me to cope with unless we only published one magazine a year!

CLUB DIRECTORY ... 1982

AREA ORGANISERS, names, telephone numbers, meeting place of area group, and meeting day.

| AREA | AREA ORGANISER | VENUE | MEETING DAY |
|------------------|--|------------------------------------|------------------------------|
| ANGLIA | BARRY NEWITT 0223 - 841407 | Old English Gentleman Harston | 1st Thursday |
| AVON | JAMES STURGEON 0272 - 568170 | | |
| CORNWALL | RICHARD CUNNINGHAM 0872 - 78549 | Various | 4th Friday of month |
| DERBYSHIRE | ANDIE CLARKE Junction 29 [M1] | Elm Tree Heath Village | 1st Wednesday |
| DEVON | STAN WALTERS 0752 - 700555 | | |
| EAST BERKS | JOHN REED 0628 - 33365 | | |
| ESSEX | DAVID COOK Rainham | Dukes Head Little Burstead | 2nd Sunday |
| GRANADA AREA | JOHN BINGHAM 061 - 477 1907 | Dog & Partidge Stockport | 2nd Tuesday |
| HANTS & SURREY | PAUL WATERKEYN Farnborough 512074 | Royal Oak Pirbright | 2nd Wednesday |
| HEREFORDSHIRE | JIM RICKARDS | Green Dragon Bishops Frome | 1st Wednesday |
| HERTFORDSHIRE | ANDREW FFOLKES Hatfield 69783 | The Woodman West End. | 4th Wednesday |
| KENT | MARTIN RADFORD Dartford 21056 | | |
| KENT (EAST) | BRIAN BUTLER Ramsgate | Cock House Inn Detling | 2nd Monday |
| LEICESTER | IAN McKEGGIE Mkt. Harboro' 63934 | Shoulder of Mutton Great Bowden | 4th Wednesday |
| MILTON KEYNES | GEOFF KING Milt. Keynes 567263 | Various | 3rd Wednesday 1st Sunday |
| NORFOLK | IAN EASTWOOD Norwich 663855 | Kings Head Hethersett | 2nd Tuesday |
| NORTH MIDLANDS | DON HALLIDAY | The Three Crowns Stone | 3rd Thursday |
| NORTH WALES | MIKE STEWART 0270 - 625322 | Stamford Bridge Inn Chester | 3rd Monday |
| NORTHERN IRELAND | BERTIE HADDON Hollywood, Co. Down. | | |
| NOTTINGHAM | CHARLES HENDERSON 0636 - 812115 | Bulls Head Breaston | 2nd Wednesday |
| OXFORD | JOHN CUDMORE Stonesfield 555 | The Grapes Yarnton | 2nd Wednesday |
| RIBBLE AREA | CHRIS GARDNER 0772 - 54469 | Anchor Hotel Esprick | 2nd Monday |
| SALISBURY | MARCUS BROWN 0772 - 710841 | Greyfisher Salisbury | 1st Monday |
| SCOTLAND | NIGEL WADDELL 041 - 427 4340 | Beech Tree Inn Dumgoyne | 2nd Wednesday |
| SOMERSET | NICK BRADBURY 0278 - 662698 | The Rising Sun Knapp | Various |
| SOUTHERN | TONY FARBY Fareham 232605 | The Good Intent Horndean | 1st Tuesday |
| SUSSEX | COLIN HARRISON | The Five Bells Chailey | 3rd Sunday |
| SWINDON | PETE BOYAR Swindon 22768 | | |
| THAMES | CHRIS CHILDS 01 - 947 0426 | The Bell Hampton | 1st Thursday 3rd Thursday |
| WARWICKSHIRE | CAROLYN TOCKER Warwick 494398 | Racehorse Warwick | 3rd Thursday |
| WESSEX | STEVE ELLIS 0202 - 693797 | The Skittles Broadstone | 2nd Tuesday |
| WEST MIDLANDS | Tony & Janis SPICER 021 - 353 9961 | Various | Various |
| WORCESTER | TREVOR BROTHERTON Evesham 6547 | Coach & Horses Harvington | 4th Tuesday |
| YORKSHIRE | D. Stringman/J. Genders 0302 - 770742 | Oakville Hotel South Milford | 1st Wednesday |
| NORTH & SOUTH | COLIN BELL | Pear Tree | |
| YORKSHIRE (WEST) | 0484 - 844682 | Norwood Green | 1st Tuesday |