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THE COURIER

the monthly news publication of the
Triumph Sports Six Club AUGUST 1983 No 38



**STANFORD HALL
LEICESTERSHIRE
AUGUST 6th 1983**

T.S.S.C. The Club that's going places....

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COMPETITION COMMITTEE

KEVIN GINGER	DAVE BAYLISS	EDDIE EVANS
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EDITORIAL

As we reach the height of a scorching summer, it is very satisfying to see the 'soft top brigade' get justice for a change: How many times can you remember just letting the hood flop down as the sun had virtually melted the PVC?

At the Thoroughbred and Classic Car day, July 10th, 24,000 people turned out to make the day a sea of faces and cars. We had plenty of enquiries too from prospective members. Graham Robson, commentator for the day, exclaimed that the Show was getting bigger every year and that on this premise, would be making plans for a two day event in 1984. I don't think they will be disappointed. The atmosphere in the classic car movement is very encouraging and we can take our fair share of the credit because as a Club, we just keep growing.

A few points this month: A complete Index has been compiled for the last 3 years Couriers/Turning Circles; this will be provided FREE with Courier Binders. Pete Williams was responsible for formulating this information, which believe me is very concise and comprehensive - just the job when you need an answer quickly! Looking slightly ahead - the Bond Turning Circle will be published for October 1983. Please get your articles in to me as quickly as you can as October is not that far away. On a similar note, the Spring of 1984 will see a Specials Turning Circle which will be followed in the Autumn by the 13/60 Turning Circle (what planning!). Please keep up the work by sending in plenty of articles (please specify whether it be for the Courier or Turning Circle). If you have ideas, do drop me a line or ring.

And lastly, let's make the Vitesse/Spitfire 21st Bonanza something to remember; come along and join the celebrations.

BILL SUNDERLAND
EDITOR

JOHN KIPPING'S - THE ENTHUSIASTS CENTRE

On offer this month:-

Herald and Vitesse		Postage
Front Wings - all models	£26.00	£6/order
Boot Seal	£8.00	£1 each
Door Seal, black - Saloon	£10.00	£1 each
Convertible	£7.00	£1 each
Spitfire and GT6		
Early LH Front Wing	£40.00	£6/order
RH Inner Sill	£6.00	£1.70 each
Late Rear Lights (no bulbs/holders)	£5.00	£1.50 each
GT6 Tailgate Seal	£5.00	£1

Parts Location Service
55 Whitmore Park Road
Holbrooks
Coventry CV6 4DN
Tel: (0203) 83926

INTRO

Just a short word this month as it's a bit busy in Broadclyst at the moment, our second daughter having arrived on July 6th.

RENEWALS:

To help the Membership Secretary, please ensure you get your renewal forms in early.

EVENTS:

I do hope that everyone has had the opportunity to get to at least one National event this year. However, don't forget to support your local Areas, which need good attendances to make organised events possible.

FRONT SUSPENSION:

Did you know that you can buy through Leyland Agents, uprated mounting rubbers which support the damper to the upper spring mounting pan? It is worth replacing these from time to time as worn ones will allow movement in the wheel which can sometimes be confused with the trunnion bushes. Also, it can eradicate obscure knocks that sometimes occur (e.g. when reversing off a curb).

TRIUMPH 1200 SALOON:

Since cleaning my Herald's solex carb., I am now obtaining 38 mpg urban driving. Not bad for a 20 year old car. Has anyone got better figures?

JOHN GRIFFITHS
PRESIDENT

MESSAGE FROM SPITFIRES (U.K.):

Dear TSSC Members,

After 4 years of successful partnership, Ken and I have decided, in our mutual interests, to go our separate ways.

Ken, who has always specialised in the manufacture of fibreglass panels and the location of obsolete spares, will be continuing this valuable service on a trade basis, from a new address. Whilst I myself will be concentrating mainly on the retail side of the market and will be endeavouring to reduce my prices even further to benefit Club members: It is to be noted that neither Ken or myself will be handling the repair or re-building of cars in the future as we wish to apply all our energies to the location, manufacture and supply of Club spares.

Should I receive any questions of a more technical nature, I will be very happy to pass these on to Ken, with whom I will be in constant contact. We feel, having both gone ahead on our new, exciting ventures, that we will be able to offer a more efficient and generally more comprehensive service to Club members in the future.

Please come and visit me in my new premises (see the centre pages of this magazine) and see for yourself what is on offer. You will be pleased I hope, to note the ample parking space now provided - just one of the many improvements!

TONY BAIRD
SPITFIRES (U.K.)

TECHNICAL HELP

Tracking Check

Q. My GT6 MKIII occasionally missfires and I suspect the ignition system, particularly from tracking on the distributor. Is there any way this can be checked?

A. The distributor cap can be checked for tracking as follows: Remove the plugs. Ensure the contact points are in the closed position and remove two alternate plug leads from the cap. Disconnect the HT lead from the centre of the distributor cap and insert it into one of the empty spark plug sockets. With ignition switched on, open the points by hand and watch for a spark inside the cap. If a spark occurs, then there is tracking and a new cap is needed. Repeat the procedure for the remaining plug lead sockets.

The rotor arm can also be checked by detaching the HT lead from the cap and holding it close to the metal edge of the rotor. If a spark occurs when the points are opened, then the rotor is at fault.

Valve Clearances

Q. I am unable to quieten down the tappets on my Herald 12/50, except by tightening certain valves too much until the tapping disappears. The result is that, as a short term measure, I am driving with too small a valve clearance - though if the valves were rattling before, then perhaps the clearance was too large when accounting for wear. What effect will it have if the valve clearances are incorrect?

A. Your rocker gear is obviously very worn and your short term remedy may be OK for 3 to 4 thousand miles, though as you do not exactly say what clearances you now have, it is difficult for me to confirm. The rocker assembly should be overhauled as soon as possible.

To start with, your small clearance will open the valves slightly early, so advancing the valve timing. They will, of course, close later or worse, they may not quite close at all and this will cause burning of the valve face and damage to the seat. Either way you can expect spitting back in the carburettor due to delayed combustion and inefficient manifold sealing.

If the clearance is too large, this will cause the valve to open late and close early and the valve will not open as far. Therefore, less charge is taken in and the exhaust is expelled before the power has been fully used, so there will be a drop in the engine performance. It can also cause general overheating and burning of exhaust valves.



RECRUITMENT COMPETITION

The response so far this year is simply incredible; with this sort of enthusiasm, we surely must become the largest Triumph Club this year.

I have just recovered from organising our stand at The Classic Car Spectacular - Knebworth and, although I didn't have time to wander through the car park, several members expressed their surprise at the number of unrecruited 'Club' cars to be found. Obviously, even 10 minutes spent in the car park at one of these events, would be worthwhile.

Perhaps surprisingly most new members are being gained by our newest members i.e., those who joined in 1982 and 1983, so what's happening to all you early members? Remember even one new member gives you a chance for a prize.

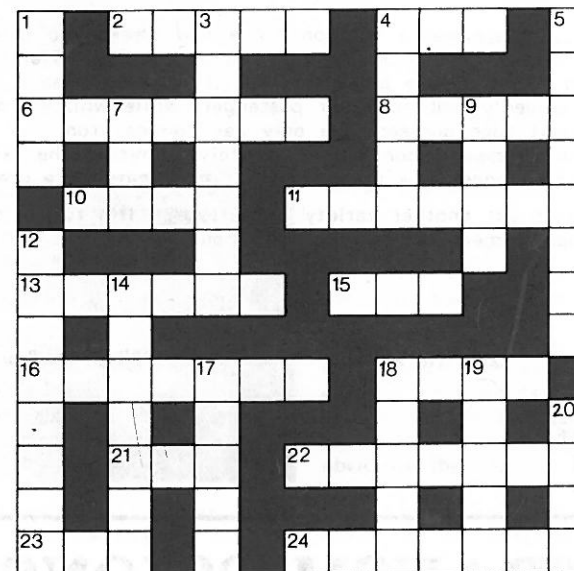
More surprising is that many new recruits are being gained by a certain Mr Anon E Mouse. Moral: If you want credit for your new members, remember to put your membership number on the form.

Finally, no one member has an uncatchable lead, so get working! More leaflets are available from your Area Organiser or direct from me.

Jonty Wild
33 Brookmead
Meppershall
Shefford
Beds SG17 5SA

Tel: Hitchin 813143

T.S.S.C. CROSSWORD



ACROSS

- 2) Commonly known as Auntie (5)
- 4) Initially a tuning firm (3)
- 6) Hill climb venue (7)
- 8) Brand of fuel (5)
- 10) Fastest Club cars (4)
- 11) Last words of a former President? (7)
- 13) Raw material used in cars (6)
- 15) Devil of a little car (3)
- 16) Bringer of news and information (7)
- 18) Triumphant get-together (4)
- 21) Lubricant (3)
- 22) Solution to faded bodywork (5,2)
- 23) A car component in brief (3)
- 24) Can this man of many parts really be sleeping? (7)

DOWN

- 1) Old soft top? (4)
- 3) Fast and French (7)
- 4) Interior French car (5)
- 5) May be found on a bed as well as a car (8)
- 7) Corrosion (3)
- 9) May grow in suspension units (4)
- 12) Fuel cost fued
- 14) Surname of Club Official (7)
- 17) A lazy engines does this (5)
- 18) Undress before a rebuild? (5)
- 19) Cold injection (3,2)
- 20) Stylish car but it could be a beast (4)

ANSWERS AT THE BACK

DID YOU KNOW?

Did you know there was a film on TV a few weeks ago called 'Where the bullets fly'? One of the first cars I noticed was a two-colour Herald Saloon. The next just happened to be a pale blue Spitfire. Then there was a sequence when the girl (driving) suddenly embraced her passenger, while whizzing down a country lane. Yes, you might have guessed, the only car coming from the other direction was a white Vitesse Saloon! Unfortunately, I missed the later half of the film after that, but I wonder how many other Triumph cars were used as 'props'.

Did you know there's yet another variety of Vitesse? It's range is about 2 kilometres and its speed is measured in feet-per second!!!! What is it? - I know but do you?

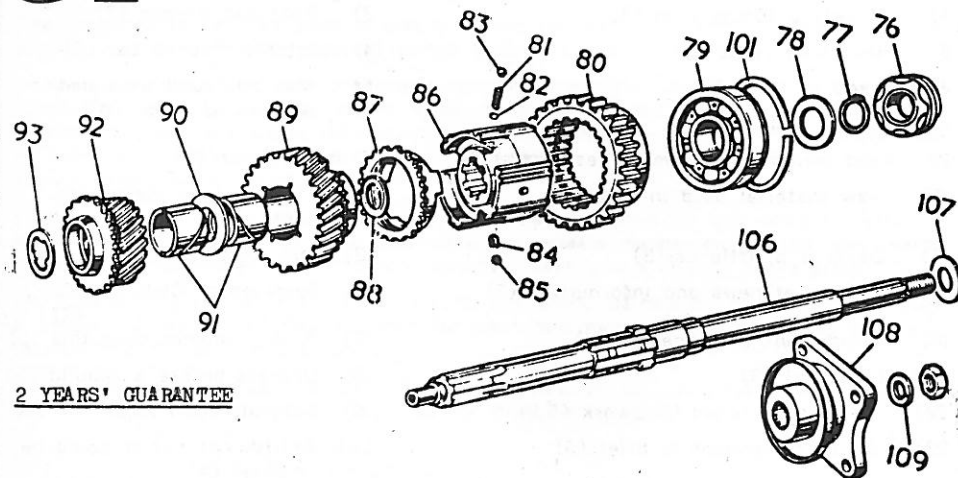
ATTENTION
Portée 2km

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T22 50
WT22
LRF
VITESSE STANDARD
Pour le tir à la cible

.22 rifle ammo!

Nick Bradbury

GT TRANSMISSIONS



2 YEARS' GUARANTEE

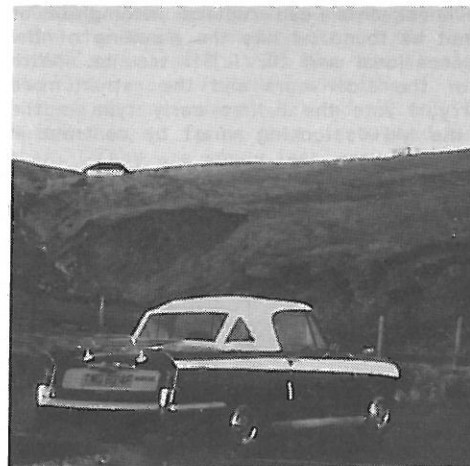
Standard and uprated transmissions for all Triumphs with the Herald chassis. 01-579-3649

Artwork by Nick Halford

WHICH VITESSE 1600, 2000 OR MK.2?

Mike Thomas

Shetland



It is fitting during the 21st Birthday of the Triumph Vitesse, to have a look back at the car's development and to see how the various models differ and also, in a lighthearted and (often personal) manner, to put down in print owner impressions of these fast, pretty cars.

Many drivers may be drawn towards the Vitesse model in this historic Birthday year and Herald owners in particular may find this article of interest. Many things have been said about swing axle Vitesse's, so that one expects to see them spinning off on any corner, amid churning grass verge, flying UJ's and cursory screams - but obviously they don't.

Transition from Heralds to Vitesse's, from a driver point of view, does need care and some time before the step up in horse power can be safely used. It is more alarming for drivers of non-Triumph cars, not being used to the behaviour of 'our' cars.

There are three basic Vitesse 'stock' specifications, not simply two as implied by the tag MKI or MKII. These are:-

1. The 1600 early cars: 1962 to 1966.
2. The 2-litre but still unmodified rear end: 1966 to 1969.
3. The 2-litre MKII revised rear mechanicals: 1969 to 1971.

These last cars were fitted with a 'satinised' (whatever) rear plate to the boot, an alloy strip grille, revised dash, mounting fuel and temp gauges to the right of the steering column and the 'semi-circular' layout of the controls was mounted binacle fashion in the centre. This is similar to the I3/60, which shared a plastic mock-up of the Vitesse new grille, albeit shorter on the Vitesse to allow for quad head-lamps, I3/60 also gaining the much loved flare style bonnet top.

What started life as a glossy, black and silver prototype Saloon in the 1950's, had developed into a most attractive, fast car. On the types of Vitesse 1 and 2 (article numbers), the dashboard facias (I think) had the more attractive layout. Interestingly, wheel trims were red oxide primer painted upon the back and usually last many years - good old British quality which is rarely found now. Also the 1600 Vitesse's and early 2-litre cars usually carried those infamous 'sah' stripes, which were officially dropped on the MKII.

Three seconds, within 0 - 60 or so, is all that separates the 70HP of the 1600, from the 104HP of the 2-litre, so that even by today's standards, the cars are (in my opinion) sports cars. I would have loved driving one in the early days; launching away into the distance from a crowd of Populars, Minxes, Anglias and weird looking Alfas of the day!

10 From 1969 a double wishbone rear end was fitted, increasing rear end weight, reducing roll and featuring a clever 'rubber dome' fitting, which assisted in cushioning from 'bottoming' or excessive 'tramp'. Roadholding was improved immensely, as was looks by the addition of the alloy grille etc. and stainless push-on wheel covers. These covers are similar to those on the GT6 but NOT those on the Stag and the 2000 Saloon but many proprietary knock-on's can replace incomplete or damaged factory covers, where original cannot be found. I like the handling of the MKII but rubber doughnut drive joints give occasional and DEVILISH trouble. With the better (more traditional) sports dash of the older cars and the rather more collectable image which the early cars carry, I vote the 2-litre early type is the more attractive. It is a difficult decision, the MKII's looking smart by contrast in their 'all over' coats of new colours.



Vitesse seem to attract owners who tend to hang on to them for quite some time and strangely, as a result of this, it is common to find 'extras' or 'goodies' fitted when one buys them today. Original ones are rare.

The photographs featured in this article are of my own car, a 2-litre early type but somewhere along the line, who has had the MKII grille and boot panel added. So if ever in doubt, check by examining the rear axle by first had inspection underneath.

Another tell tale of MKII cosmetic cars will be the small holes found to the right of the boot panel, where on the early NON MKII cars, those little cast letters were mounted. With the stripes I think the Vitesse look best, especially in Convertible form.

Reputable automobile garages have Vitesse as trade-in material or by drivers purchasing more exotic (and newer) sports cars. Vitesse were common as second

cars or, dare I say it, Ladies cars and many survive in very nice condition. Mechanically they are 'strong, only needing chassis or bodywork to reach a nice standard once again.

Overdrive is recommended as I found the vehicles without this a little thrashy sounding when accelerating above, say 60mph. Convertibles do give some wind noise from the hoods when erect and the method of sealing out the elements to the screen top corners, could have been better thought out but hoods are nicely shaped and offer good visibility with the $\frac{3}{4}$ windows. With the hood folded away, the Vitesse becomes very quiet indeed, only the blipping exhaust note to be heard. The Vitesse, in all forms then, is a good buy if sound and I for one, am addicted to them. They are amply fast, very refined and reliable with few vices and in a car with the stunning appeal of Herald design and sprouty 'six' engine, I certainly do not look for faults. Which one is up to the individual - traditional or modified, early or late, it does pay to look around and rare bargains can be had at very fair prices. A purchase from a top-class garage should ensure some condition of warranty, if only until the car is home and, of course, a test drive is encouraged. When I saw TMG 824F advertised by a prominent and most exclusive Surrey garage, I might have been forgiven for thinking it would cost a small fortune but the car was very reasonably priced, featured a wooden rim steering wheel, GT seats, electronic ignition and had obviously been looked after. Greencoast Motors of Leatherhead Road, Chessington were most obliging in manner: Cash bought some reduction of price - their attitude to preparing such a car for collection, concern for the customer's complete satisfaction endeared me with much confidence from buying from a quality garage and I am that happy (some work and thousands of miles later) that I hope my promise of buying a Porsche should I win the pools one day, somehow never materialises.

MOTOR INSURANCE. CUT THE COST!

SPECIAL MOTOR INSURANCE SCHEME FOR TRIUMPH SPORTS SIX CLUB MEMBERS

Name	Excess: £25 <input type="checkbox"/> £50 <input type="checkbox"/> None <input type="checkbox"/>	Driving convictions? YES/NO
Address	Legal Defence	If YES, details
Postcode	Windscreen £50 <input type="checkbox"/> £100 <input type="checkbox"/> Unlimited <input type="checkbox"/>	Dates
Tel No	Present Insurer	Offence
Date of Birth	Present Policy expires on	Fines
Occupation	No. of years no claims bonus	Disabilities: YES/NO
Are you a holder of a Provisional or Full British Licence?	Renewal premium this year £	If YES, details
For how long?	Drivers other than yourself who will drive your vehicle	
Make & Model of Vehicle	Name	
Year of manufacture	Date of Birth	
Engine Capacity cc	Type of Licence	
Value £	1	
Approx Annual Mileage	2	
Is vehicle kept in locked garage? YES/NO	Occupation 1	
If NO: Parked on road/off road	Occupation 2	
Comprehensive/TP&T/Third Party only	Any accidents in last 3 years? YES/NO	
Insured only/Insurer & Spouse/Named Driver	If YES when? (Dates)	
Social, domestic & pleasure only <input type="checkbox"/>	Circumstances	
Social, domestic, pleasure & business <input type="checkbox"/>		
Details of business use		
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MEMBERSHIP SECRETARY

All members not paying £13.00 in June, July or August, are due for renewal on 1st September, 1983.

As you will see, this year we are publishing the renewal form one month early, in order to give members plenty of time to complete the Membership Renewal Form before the end of September.

Please read carefully the following instructions and observe the importance of filling in: ALL DETAILS ON THE RENEWAL FORM.

This year is the first time Membership Renewals are to be carried out on a computerised addressing system (should be good fun!). Each Member will have two records on the computer, the first consisting of name, address and postal code. The second will contain telephone number and details of cars. The beauty of this system, is that it enables me to select Members into postal code areas - you'll never have a magazine going astray (I'll wish I hadn't said that!). So please, when completing your form, ensure that you enter the correct postal code. Obviously, a lot of Members will fall into areas which overlap into other areas, some Members attending two or three local meetings, therefore, there is a space for you to state which area or areas that you fall under. This too is very important, as this information will be used by Richard Bruford in compiling a breakdown of Members into areas.

You will notice also that there is a space for you to signify if you have changed your address, imperative if you are to receive your subsequent magazines.

As always please give your Membership Number and PRINT IN BLOCK CAPITALS your full name and address.

Please don't say 'Not another I.V.R. to fill in, I've already given these details'. I know it must be tedious to submit the same information but as you must be aware, a lot of Members change their cars during the year and, therefore, I have to be sure that the records are up-dated. It is also a headache for the Marque Secretaries to keep track of the various vehicles on their register, as eventually the Renewal Form is passed on to the relevant Marque Secretary.

Well, there we are. I think I've mentioned everything except to say that I hope to be hearing from all of you (via Renewal Forms) - I know you won't want to miss the next Turning Circle published in October.

THIS IS THE FIRST YEAR THE T.S.S.C. HAVE NOT INCREASED THE MEMBERSHIP FEE!

TRUDI SQUIBBS
MEMBERSHIP SECRETARY

Open the door for '84

MEMBERSHIP RENEWAL RENEWAL DATE
1983/1984 1st SEPTEMBER

I WOULD LIKE TO RENEW MY MEMBERSHIP OF THE TRIUMPH SPORTS SIX CLUB FOR THE NEXT TWELVE MONTHS. I HAVE ENCLOSED A CHEQUE/P.O. FOR £11.00 (OVERSEAS £13.00).

CHEQUES ETC. SHOULD BE MADE PAYABLE TO THE TRIUMPH SPORTS SIX CLUB LTD. AND SENT WITH A STAMPED, ADDRESSED ENVELOPE TO:-

CHRIS AND TRUDI SQUIBBS, MEMBERSHIP SECRETARY, 24 PRINCE RUPERT AVENUE, DESBOROUGH, KETTERING, NORTHANTS NN14 2PH.

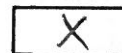
AMOUNT PAID £ _____ MEMBERSHIP NUMBER ____/____

NAME:

ADDRESS:

POST CODE _____ LOCAL AREA/S _____

PLEASE INDICATE HERE WITH AN X IF ADDRESS HAS CHANGED



PLEASE SEE REVERSE OF THIS FORM FOR ADDITIONAL I.V.R.
INTERNATIONAL VEHICLE REGISTER

(Full vehicle details)

MODEL ENGINE CAPACITY (C.C.)

BODY TYPE DATE OF ORIGINAL REG.

REGISTRATION NO ENGINE NO

COLOUR CHASSIS NO
(Manufacturers shade if possible)

ANYTHING DIFFERENT? - SUNROOF SPECIAL TUNING DIFFERENT ENGINE ETC

This year you will receive a receipted invoice with your Renewal. This will show the price of The Courier and Turning Circle and associated postage, which is included in your subscription.

INTERNATIONAL VEHICLE REGISTER

(Full vehicle details)

MODEL ENGINE CAPACITY (C.C.)
 BODY TYPE DATE OF ORIGINAL REG.
 REGISTRATION NO ENGINE NO
 COLOUR CHASSIS NO
 (Manufacturers shade if possible)

ANYTHING DIFFERENT? - SUNROOF SPECIAL TUNING DIFFERENT ENGINE ETC

 RENEWAL DATE 1ST SEPTEMBER

INTERNATIONAL VEHICLE REGISTER

(Full vehicle details)

MODEL ENGINE CAPACITY (C.C.)
 BODY TYPE DATE OF ORIGINAL REG.
 REGISTRATION NO ENGINE NO
 COLOUR CHASSIS NO
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ANYTHING DIFFERENT? - SUNROOF SPECIAL TUNING DIFFERENT ENGINE ETC

 RENEWAL

RENEWAL

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New Diffs. for most models

4.11 Ratio Spitfire, Herald	New	£100.00
Vitesse 6		
4.11 Ratio Vitesse 2 litre		
GT6	Competition	£120.00
3.89 Ratio MK IV Spitfire		£150.00
3.89 Ratio Vitesse MK1/11		
GT6 MK1/II/III		£150.00
3.63 Ratio Spitfire 1500		£160.00
3.27 Ratio GT6 non-O/D		£160.00

All prices are exchange and while stocks last.

Reconditioned Diffs.

4.11 Ratio Spitfire, Herald		
Vitesse 6		£ 80.00
3.89 Ratio Vitesse, GT6		
MK IV Spitfire		£105.00
3.63 Ratio Spitfire 1500		£120.00
3.27 Ratio GT6 non-O/D		£125.00

Again all prices are exchange and old units must have good cases. Mr. Leyland charges £100 on damaged cases. With the recent arrival of the new diffs. and crownwheel and pinion sets, we can again offer ratio changes, especially the much sought-after 3.63 ratio P.O.A.

New 2.5 Crankshaft and bearing shells (Vandervell)

Conrods with new little end bushes

New 020 Hepolite Piston set

New 2.5 Oil pump

£260.00

(Leyland price for crank alone - £215.00)

N.B. Exchange rebored block available.

Reground Crank 2.5 and bearing shells

Conrods with new little end bushes

New 020 Hepolite Piston set

New 2.5 Oil pump

£185.00

Reconditioned Gearboxes

3 Synchro. Spitfire and Herald		
Vitesse 6		£ 85.00 exchange
3 Synchro. Spitfire, Vitesse O/D		£ 95.00 exchange
4 Synchro. Spitfire IV		£105.00 exchange
4 Synchro. Spitfire IV O/D		£115.00 exchange
4 Synchro. Vitesse MK I/II		
GT6 MK I/II		£115.00 exchange
4 Synchro. Vitesse MK I/II O/D		
GT6 MK I/II O/D		£125.00 exchange
4 Synchro. GT6 MK III		£125.00 exchange
4 Synchro. GT6 MK III O/D		£135.00 exchange

Up-rated mainshafts available on all 4 synchro models. Competition spec. mainshaft for standard D type and J type overdrive. New D type overdrive mainshafts in stock - £50.00

New D type clutch in stock - £24.00. early £ 6.50

Synchro mesh baulk rings Late £ 7.00

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WHAT'S ON NEXT

SPITFIRE/VITESSE 21ST BIRTHDAY BONANZA

Here we go folks. The final details of what could prove to be the most comprehensive Club weekend this year, for ALL the family.

TIMETABLE OF EVENTS

Friday 5th	Campsite open 5pm. Food available at local Inn (details available on arrival - see Royd Ely).
Saturday 6th	10.00 Open
	10.00 Driving Test/Gymkhana (Concours competitors priority)
	10.00 Concours: Original Class:- Spitfire, Vitesse, British Sportscar. CHECK IN.
	12.00-1.30 Bar B Cue.
	12.00-1.30 Graham Robson Autograph Session with his book on Spitfire and GT6.
	12.30 Last entrance for Concours competitors.
	1.00 Concours Judging begins.
	1.30 Driving Gymkhana.
	5.00 Police Dog Display.
	8.00 Buffet and Disco.
	FOOD AVAILABLE ALL DAY
Sunday 7th	10.00 Treasure Hunt from campsite.
	10.00 Trip to Guilsborough Wild Life Park.
	12.30 Pub Lunch.
	2.30 Depart.

TROPHIES AND PRIZES: Best Spitfire = Spitfires UK Trophy. Best Vitesse = Regent Autocar Trophy. Best British Sports Car = Leicester Area Trophy. Best Driver = Ambassador Auto's Trophy. Treasure Hunt Winner = Stereo Cassette Recorder. Triumph of the Day = Jarrold Car Guide. Runner Up Trophies for Concours.

T.S.S.C. KNITTED SCARVES:-

"T.S.S. C." machine knitted in white on a double thickness tasselled scarf. A useful addition to your wardrobe now winter's coming along. Most colours available. £5.00 each plus 50p. p.&p. Contact JULIE BAKER, 2 Mulberry Road, Wyken, Coventry, CV6 7HY

MILTON KEYNES SUMMER MEETING

21st August 1983

12 noon to 9pm

This event is to be held in conjunction with the Northampton Area MGOC at The Fountain, Loughton, Milton Keynes (on Watling Street - old A5, between Bletchley and Stony Stratford).

Concours: Treasure Hunt: Working Car Condition Award: Surprise Prize: Driving Test: Side Shows: Spares.

FOOD - MUSIC

Tickets - £3.00 with meal
£1.00 without meal
£1.50 children with meal

Cheques payable to TSSC Milton Keynes

Send to: **Geof King, 19 Herdman Close, Greenleys, Milton Keynes**

Please send me Adult tickets @ £3.00
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Club

Car

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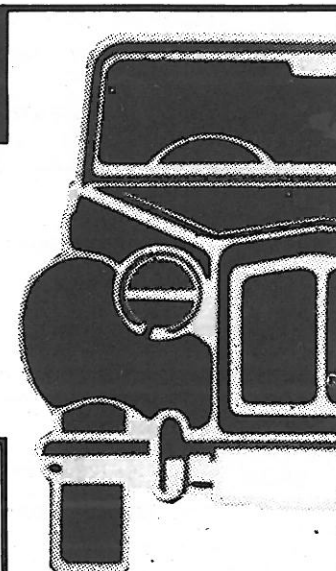
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TOWN & COUNTRY FESTIVAL, STONELEIGH, WARMS - AUGUST BANK HOLIDAY (27TH, 28TH, 29TH) TSSC STAND 36

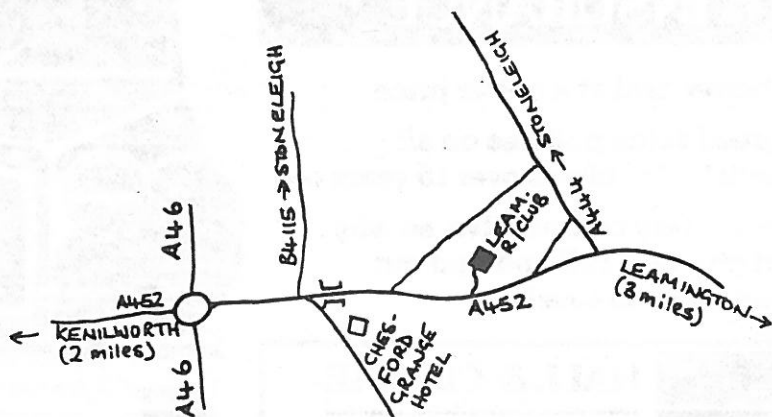
The Town & Country Festival is a great weekend for all the family with attractions ranging from country crafts to tractor pulling, from show jumping to parachute display teams. LBCAM hold its festival of motoring here each year and once again the Club is putting on a stand. We are going all out to win the £1,000 for the Club with the best stand and we hope that our interpretations of the theme set by the IBCAM organisers - 'Origins' - will meet with approval. We are currently building a 4 times scale of the Herald chassis as the centre piece! Yes, we have thought about how to transport it there!

Camping facilities are available at the Leamington Rugby Club (some of you may remember it from last year), which is on the A452 between Kenilworth and Leamington (see map). The show ground is less than 2 miles away from here and the facilities that the Rugby Club provide for us are excellent. We have a disco buffet on the Saturday night at the Rugby Club (maybe a few 'up and unders' on the pitch afterwards!) and there will be FREE entertainment on the Sunday night, also at the Rugby Club.

Passes for the Stoneleigh Show Ground are £2.60 per day or £5.20 for all three days (i.e. 3 days for the price of two) if they are brought in advance. These may be obtained, this year, from Don Ford, Royal Show Ground, Stoneleigh, Kenilworth, Warks CV8 2LZ - SAE PLEASE and cheques made out to the Town & Country Festival.* Price for camping: £3 to cover all three nights (Fri., Sat., Sun.) or any part thereof.

Disco on Saturday night: £1. Buffet on Saturday: Choice of pork pie and salad (£2) or chicken and salad (£2.50). Please state your choice when ordering tickets. Must have orders for food in by 24th August. SAE and remittance please, to Janis Spicer, Laburnham Cottage, 336 Clarence Road, Four Oakes, Sutton Coldfield, West Midlands. Tel: 021-353 9961.

*Those displaying their cars on the stand receive free passes.



DOUNE CLASSIC WEEKEND - SAT 27TH - SUN 28TH AUGUST 1983

DOUNE MOTOR MUSEUM - PERTSHIRE (5 Miles from Stirling)

This event is organised by the TR Register in conjunction with the following clubs; Aston Martin, Triumph Sports Six, Morgan, Austin Healey, TVR, Morris Minor, Jaguar, Sunbeam, Austin 7, Bristol Daimler & Lanchester.

It is hoped to attract 400 cars and the TSSC are requested approx, 30 cars in attendance. The events for the weekend are to include:-

Autojumble

Convoy runs, (up the "REST AND BE THANKFUL" and strathallen).

Gymkhana events - skill drives etc.

Barbeque3Disco/Ceilidh.

Doone hillclimb visit

Club Concours

Inter Club Elite Concours.

There will be trophies/prizes for club concours and inter club concours and also for the gymkhana events.

NORTH YORKSHIRE AREA 2ND ANNUAL CONCOURS AND MOORS RUN

SUNDAY 4TH SEPTEMBER 1983

MEET AT THE ROYAL OAK, NORTON, MALTON - anytime after 10.00 a.m.

JUDGING 11.30 a.m.

PRESENTATION OF PRIZES 2.15 p.m.

MOORS RUN 2.30 p.m.

CLASSES - Saloon, Sports and Banger

It is hoped all entrants will join in the fun of things and make our 2nd light hearted Concours as successful as last year.

The Moors Run will finish on the Moors above Whitby about tea-time.

ENTRY FEE - £2.50 by 12th August please to :- Sally Hurd, 32 Hardrada Way, Stamford Bridge, York, YO4 1LT.

ALL ENTRIES WILL RECEIVE A COMMEMORATIVE PLAQUE

TRIUMPH SPORTS SIX CLUB

NORTH YORKSHIRE AREA CONCOURS - 4TH SEPTEMBER 1983

MODEL YEAR

REG. NO CLASS

NAME

ADDRESS PLEASE RETURN TO SALLY HURD

..... BY 12TH AUGUST 1983

.....

INTERNATIONAL SPITFIRE WEEKEND - ARCEN, HOLLAND:

The Triumph Spitfire Club Holland is holding the above event on 3/4 Sept. 1983 in Arcen Holland (15km north of Venlo on the Dutch/German border). The event is being held in the Recreation Park "Klein Vink". We can offer accommodation from Friday 1500 hrs until Monday 5th Sept. 1000 hrs or in between. We have bungalows available fully equipped kitchen, TV etc., sleeping 6 in 3 separate rooms. You can also just bring along your tent and use all the usual facilities for campers. Hotel accommodation is available but must be booked by the individual (a list will be available from the address below).

Admission is f.10 (Dutch gulden or local equivalent) for the whole weekend, irrespective of accommodation. People staying overnight may also use all the Park facilities **FREE of charge**. These include 2 swimming pools (1 outdoor and 1 indoor heated), tennis, table tennis, boating/windsurfing lake, bar, supermarket, restaurant etc. etc.

The prospective events are: (subject to change)

Friday Evening:	Film or Video Show
Saturday: all day	Market (not only car bits but also stalls which will interest the ladies)
all day	Judge your car height and width competition
afternoon	British Military Band Display
evening	Disco
Sunday: morning	Short Convoy Drive around the countryside
	Concours

Plus many more!!!!

Please fill in the enclosed application form and return a.s.a.p. A deposit of 50% of the total amount is also required and the remaining amount to be paid at a later date. Please pay by cheque or money order to Triumph Spitfire Club, account no. 43.72.08.060 AMRO Bank Arnhem Holland. A booking receipt with a location map will be sent to all applicants of receipt of your deposits. All enquiries regarding the event to:

DAVID HERRIMAN
Schillerstraat 188
5924 CT VENLO

Tel: (31) 77 26631

APPLICATION FORM BELOW

I wish to take part in the Triumph Spitfire Club Weekend.

(Block letters please)

Name

Address

.....

.....

Club & Membership No

FOR OFFICIAL USE ONLY

Booking No

Date Rec

Dep Rec

Rec Note

Rest Rec

ARCEN APPLICATION FORM CONT'D

Type of car and reg. no.

ADMISSION (irrespective of accommodation)

No. of persons attending at f.10 (£2.50) per weekend

ACCOMMODATION

Number of Bungalow beds at f.32 (£8.00) per bed per weekend
(valid Friday 1500 hrs until Monday 1000 hrs or in between)

Number of tent places with electric socket at f.11.25 per night

Number of persons (campers only) at f.3.75 per person per night

Total amount
(f. or send local currency)

If bungalow accommodation with particular people (i.e. certain friends) is requested, please give details hers:

I/We will be arriving on (please give day/time if possible)

Signed:

ALL APPLICATIONS TO BE SENT TO DAVID HERRIMAN (ADDRESS ON PREVIOUS PAGE).

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GT6 MkI, II Spitfire I, II, III front valence	17.95
Spitfire IV boot lid (Full)	38.80
Spitfire IV GT6 III front quarter valence	21.85
Hardtops for Spitfire, Herald, Vitesse	From 147.00

STEEL

Spitfire I-IV GT6 I-III sill	7.85
Spitfire I-V GT6 I-III door skin	14.50

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NEW 4" X 4" SILVER ON BLACK ROUND WINDSCREEN STICKERS ... 35p + 15p P/P

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WITH INDIVIDUAL MARQUE - 'GT6', 'SPITFIRE', 'VITESSE',
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NEW REAR WINDOW STICKERS, VERY LATEST DESIGN. SILVER
ON BLACK 12" X 3" ... 45p + 15p P/P

"MY OTHER CAR IS A "GT6"
"SPITFIRE"
"VITESSE"
"HERALD"
"BOND" SILVER ON BLACK, 9" X 3" .. 45p + 15p P/P

METAL CAR BADGE	£3.00 + 30p P/p
LICENCE HOLDER (old style reversible)	£0.30 + 10p P/p
LICENCE HOLDER (new style)	£0.30 + 10p P/p
REAR WINDOW STICKER (new style)	£0.30 + 10p P/p
WOVEN BADGE (Triumph Sports Six Club)	£1.80 + 12p P/p
KEY FOB (new style leather with Metal Badge)	£0.70 + 12p P/p

T SHIRTS	£4.55 + 50p P/p
SWEATSHIRTS	£7.95 + 80p P/p
SPORTS COURTELL V NECK WITH TSSC BADGE	£14.55 + 75p P/p

SEND CHEQUES OR POSTAL ORDERS MADE PAYABLE TO THE TRIUMPH SPORTS SIX CLUB TO:-
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B25 8XJ

24 COMPETITION SECRETARY

ROUND 3 WISCOMBE HILLCLIMB 7.5.83:

True to form, a cloudy, grey day greeted most of the competitors as they made their way to South Devon for the first hillclimb of the season. Our best turnout of 10 drivers and 9 cars, assembled at the picturesque Wiscombe Park, shortly after 8.00am. The very muddy hillside paddock caused more problems than the scrutineering and shortly after 9.00 the first cars lined up for practice. Practice went smoothly with no 'incidents' for our cars although the road was very damp and slippery with wheelspin in third gear commonplace.

The Herald Coupe of Elizabeth and Alistair Clements started the afternoons timed runs and it was good to see two Herald owners not afraid to have a go. The Spitfires of Paul Lucas and Ian Butterworth proved, as usual, that they are competitive with more modern machines and Paul was joint leader in his class after the first practice. The greasy track surface meant it was very difficult to put all the power down but John Griffiths powered his Vitesse to the top in 56.65 seconds, the fastest time from a Club car.

Before the second runs could be taken the mud, which had been brought down from the paddock, had to be cleared from the start line. The TSSC bucket passing party came to the rescue and helped wash down the start area using water from the local stream. This effort was much appreciated by the organisers who, at the end of the meeting, awarded a special award to the quickest TSSC car.

Paul Lucas was unlucky enough to go off the track at the Esses and so loose his class lead. All the other cars made it to the top safely despite a few 'heart-stoppers' for most of us somewhere on the course.

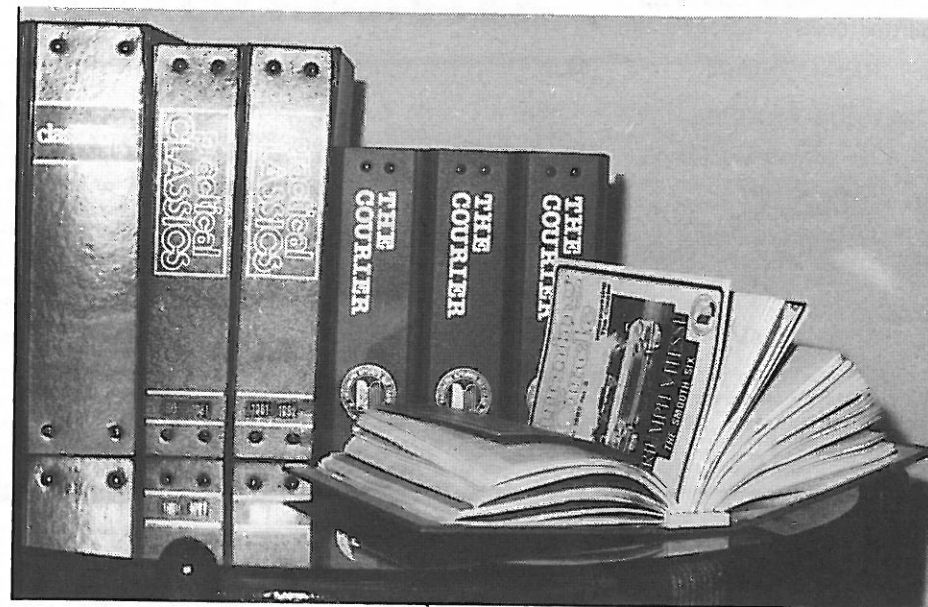
ROUND 4 GOODWOOD SPRINT 8.5.83:

Seven members entered the TR Register's Annual Sprint at the 2.3 mile Goodwood Race Circuit, near Chichester, Sussex. The South Downs put on its worst weather for us and the only chance of a quick time was in a brief pause in the rain. Practice consists of one timed standing lap followed by 2 laps to 'familiarise the drivers with the circuit' and, fortunately, we all had a relatively dry track with Kevin Ginger being the fastest Club car with a time of 115.48 seconds. Ian Butterworth was unlucky to knock his kill switch on and this did not help his time at all.

Heavy rain greeted the afternoon session (what's new!). Normally Goodwood is a very fast circuit e.g. Kevin's GT6 gets up to about 135mph down the main straight, consequently hitting a large puddle (lake) at 80+ mph and aquaplaning across the track is exciting and it is very, very worrying! Even so, some very creditable times were recorded with Ian and Kevin (despite spinning - again!) winning their classes and Bill Haseldine steadily improving to take 2nd place in the modified class. For the rest of us in our first year of competition it was all good practice and, hopefully, we will all be back, with some more drivers, trying to go even quicker.

WISCOMBE RESULTS:

Modified Class			Standard Class		
1st	John Griffiths	56.65	1st	Trevor Shakespeare	63.87
2nd	Paul Lucas	57.92	2nd	Dave Young	64.93
3rd	Ian Butterworth	58.50	3rd	Alistair Clements	71.35
4th	Kevin Ginger	61.25	4th	Elizabeth Clements	74.41
5th	Bill Haseldine	62.77			



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The new Courier binders require no cutting of your magazine. Just slot into place and there you have it Volume (1), but don't forget Volumes (2) and (3)!! Send for your binders now but don't get killed in the rush.

OUTSTANDING VALUE AT £3.50 plus 50p p+p EACH.

Cheques/P.O.s made payable to Quad Marketing, 19 Prince Rupert Ave., Desborough, Kettering, Northants. NN14 2PH.

Wiscombe Results cont'd .../
Modified Class

6th Richard Bruford 63.97

GOODWOOD RESULTS:

Modified Class			Standard Class		
1st	Kevin Ginger	119.41	1st	Trevor Shakespeare	134.79
2nd	Bill Haseldine	129.19	2nd	Dave Young	139.56
3rd	Ian Butterworth	133.02	3rd	Paul Unwin	156.78
4th	Simon Wheeler	141.28			

DAVID YOUNG

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Triumph TR 1.3 kit now in advanced preparation for use with Club car major components. An exciting and wholly practical 2 + dog roadster which successfully blends 1950's Triumph styling with Herald/Spitfire based practicality and an orthodox fully jigged chassis and live rear axle. This car has been designed with the capability of being constructed with outright new currently available BL parts if necessary. 100% bolt-up construction of pre-finished GRP body panels, trim and instrument packs available. Send SAE now for advance details.

HERALD REGISTER

Did I notice a letter from a 13/60 owner in June's Courier, complaining about lack of news, spares and repairs on 13/60's? If you care to look through your old Couriers at 90 pages from your Herald Register Secretary, you will find 56 pages relevant to 13/60 owners. Strange as it may seem, articles on removing bodies from 1200 Estates, welding bulkheads, steering racks, Saloon to Convertible conversion etc., etc., are also relevant to 13/60's! What do you want - blood? Looking to the future (i.e. Autumn 1984), we are planning a Turning Circle on the 13/60 Herald, more details on that a little later in the year. In the meantime, it's back to 1200's in the form of the Courier Van.

KNOW YOUR HERALDS/MEMBER'S CAR FEATURE - COURIER VAN:

The Courier Van was Triumph's first (and last) attempt into the commercial vehicle sector. Although hailed by the motoring press as a van that handled like a sports car it was not a commercial success; probably because at £528, it was more expensive than other vans (e.g. the Standard 7cwt van was £430). The Courier van was launched in February 1962 and remained in production until October 1964. Production figures are not known but various estimates put the number between 1600 and 4000.

The Courier's 'assets' as a van included a floor area of 19 sq. feet and a payload capacity of 45 cubic feet; loads of up to 5cwt and objects up to 5ft 2 ins long could be carried. This compares with Standard 7cwt van (launched at the same time) with 27 sq feet of floor space and a payload capacity of 82 cubic feet (96 without the optional passenger seat). The passenger seat in the Courier was a standard fitting which I believe was unusual in the early 1960's.

The Courier is a curious chimaera of Heralds, with parts originating from the 1200 Estate, 948 'S', 948 Saloons and export Saloons and, on early cars on MK1 chassis, from 948 Convertibles! There were also a few parts which are unique to the van!



Fig. 1

Side view of Courier Van. The wheel trims are not original.

Externally the van resembled an Estate, with side panels in place of the rear quarterlights (Fig. 1). The chrome side flash was absent. The front of the car used the distinctive Herald 948 'S' (Fig. 2).



Fig. 2
Front view of
Ray Stretch's
van.

The rear tailgate differed from the I200 Estate in the type of number plate light (Fig. 3) and the words TRIUMPH COURIER instead of 'Herald' and I200. The Courier Van, unlike other I200's, was not fitted with rubber bumpers as standard.



Fig 3a
Rear view of Courier van.

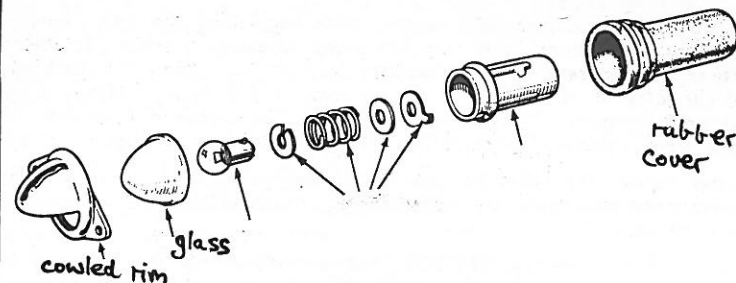


Fig. 3b
Courier Van
number plate
light.

Internally, the dashboard was a 'bran' type one, with silver flash, from the Herald 'S'. The steering wheel and column, flasher switches and dash knobs were also 948 grey. Seats and door trims were of the 948 pattern (see 948 originality guide) and monotone; carpets were of rubber and as fitted to 948 export Saloons, they had a press stud fitting onto the gearbox tunnel.

A white headlining was found only over the passenger/driver compartment, a fibre board roof lining was available for the load compartment. The floor of the load compartment was of wood (Fig. 4) with the forward section detachable for fitting a rear seat conversion. Rear seats (567632) were available as options from Standard - Triumph or Martin Walker Ltd (for £15.00), this company also offered a side window kit for £12.50. The internal roof lamp (606855) also differed from that in the I200 Estate.

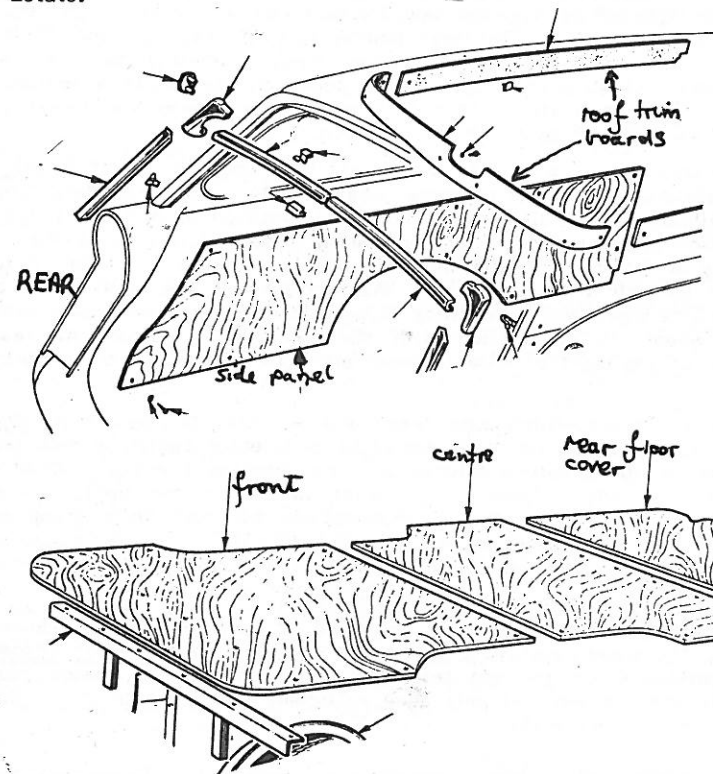


Fig. 4
Wood panels in the
van
+ a) side panels
b) floor panels
(front and centre
panels are contin-
uous on home
production models).

Mechanically the car was similar to the 1200 range. MKI cars used the 948 Convertible chassis (401861) but MKII cars used the stronger chassis common to later Heralds and MKI Vitesses. The rear spring (305686) was sturdier than the Estates, with 8 leaves, a load capacity of 1910 lb and a spring rate of 552 lb/in. Heavy duty front spring (209033) and dampers (208022) were fitted. The wider 4½J wheels of the Estate and Vitesse were standard, wheel trims were not original fittings.

All Courier Vans were fitted with the 39 bhp (netf) engine of the early 1200's; gearbox and differential were also from the 1200 range. Drum brakes were standard with front discs as an option.

One of the vans featured in the 'photos, 574 BDL, has an interesting history, as it is probably one of the only vans to be used as a wedding car. Bedecked with ribbons, it took Ray Stretch's wife to the wedding, being driven by the best man. Unfortunately, the 'photos of this unique event cannot be found at the present.

Ray purchased the van in 1963 for £528 and kept it until 1967. It remained on the Isle of Wight where Ray 'rediscovered' it and rescued it recently; it now has 115,000 miles on the clock and a side window conversion. He is planning to reconvert it to a van, even if it means making up the side panels from paper patterns!!!

Ray also supplied the article from the Commercial Motor that accompanies this article. I'm also grateful to Peter and Wendy, Jevon and Dave Mc Dougall for letting me inspect their vans at Donington.

ROAD TEST - WRITTEN BY A. J. P. WILDING FOR THE COMMERCIAL MOTOR:

If appearance, finish, fittings, manoeuvrability and performance are the main considerations in deciding the right van to buy, the new Triumph Courier 5-cwt van, introduced this week, should sell very well. On these points it is in the forefront of its class. This new van - the first to bear the Triumph name - is fully described on pages 87-90 of this issue. On this road test it was found to have quite a remarkable performance, both on acceleration and hill-climbing, good brakes and (what is probably more important) commendable fuel consumption.

As, mechanically, the Courier is identical to the Herald 1200 range it is not surprising that the van had a car-like performance when empty; what was surprising however was the small amount of difference that the imposition of 5 cwt. of load made. In both conditions the van handled well at normal speeds, but I found that a fairly strong, blustery wind when on the motorway brought about a tendency to wander at speeds over 65 mph when fully laden. Apart from this the Courier was a delight to drive, although there was a tendency to over-steer due to the fairly high load over the rear wheels in conjunction with the swing-axle independent rear suspension. From the driving point of view the van felt more like a sports car than a load carrier.

All the controls on the van are within easy reach and are easy to operate without stretching. The side-light and the main and dipped beam selector switch is mounted on the left-hand side of the steering column and the flashing-direction indicator lever is on the right-hand side. There is a master switch for the lights, which incorporates a panel-light switch and this is mounted on the dash in a group of controls - for the ignition, windscreen wipers, choke and heater - located round a central pull-on ashtray. The speedometer is mounted on the dash in front of the driver.

One of the things that made the Courier so enjoyable to drive was the excellent gear-changing action. The short lever to the remote control linkage is well placed and is positive in operation. On the van tested, I found reverse and second gear selection a little stiff but the van had only done sufficient miles to run it in; this will probably get easier after more use.

Also an aid to driving was the excellent all-round visibility resulting from the good-sized windscreen, door windows and the large full-width window in the top-hinged rear door. The exterior mirrors fitted towards the front of both wings are well placed, and the fitting of an interior mirror is an advantage. All three mirrors are fitted as standard.

The front wings are fairly prominent when viewed from the driving position. Although at first this seemed strange, when I got used to driving the van I found their presence helpful in judging the width in heavy traffic. The remarkable front-wheel lock was, of course, also an advantage in traffic. When on full lock, however, the front wheel farthest from the centre of turning was at a fairly small angle to the front of the van and therefore put up a considerable resistance to forward motion. The way in which the tyre on this wheel distorted on such an manoeuvre was quite alarming as it appeared that the casing was about to be forced off the rim - fortunately this never happened.

So far as the body is concerned, I could find no justification for any form of criticism. The standard of construction and finish is very high and there were no squeaks or rattles and a complete absence of drumming, even on very rough road surfaces.

For the tests, the Courier was loaded with bags of sand to give a gross weight of 1 ton 4 cwt., including the test equipment and myself - the maximum recommended figure given by the manufacturers. All the tests except, of course, the half-load and empty fuel consumption runs, were carried out at this weight.

Because the roads were not completely dry, it was decided to do the hill-performance tests first. On the maximum-power run up Bison Hill, which was used for tests, the Courier put up a better performance. The speed that was attained on the initial straight was really too fast for the first bend and the rear went into a slight slide. This was worsened considerably by the load shifting but the suspension proved its merits and helped by the responsive steering the van was very quickly returned to its correct path. Bisons is ½ miles long and has an average gradient of 1 in 10½ with a maximum gradient of 1 in 6½ on one section. The total time taken for the ascent was only 1 minute 34.8 seconds. Second gear was the lowest needed, being engaged for 20.2 seconds with the minimum speed 25 mph. The ambient temperature during the test was 9½°C (49°F) and the temperature of the water in the radiator top tank increased on the climb from 65°C (149°F) at the bottom to 68°C (154°F) at the top.

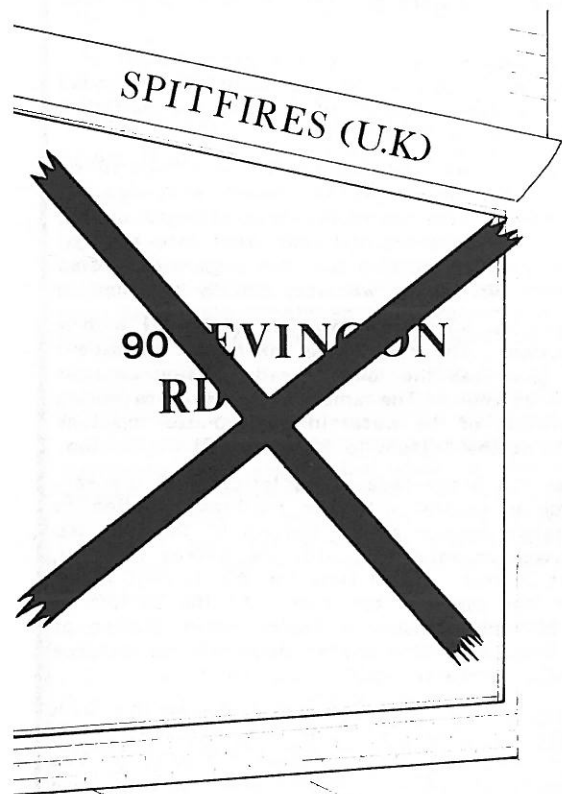
The run down the hill was used to assess the brake-fade characteristics of the van. The major part of the descent was made in neutral with the footbrake applied to restrict the speed to 20mph. On the straight section at the bottom of the hill, the gradient is less steep. Here, top gear was engaged and, with the brakes held on, full throttle applied to keep the speed at 20 mph. Total time for the descent was 2 minutes 35 seconds, 39 seconds of which was spent in top gear. At the bottom of the hill a full-pressure brake stop from 20 mph produced a Tapley-meter reading of 82%. There was therefore only a small amount of fade and as there was no increase in the pedal travel this must have been due to the linings.

After the fade test, the Courier was taken up the hill again and on the section with a 1-in-6½ gradient the handbrake held the van easily; but with only two notches on the ratchet to spare. Restarts in bottom gear were made without difficulty on this incline, although there was a small amount of judder. Second-gear restarts were attempted but found to be impossible. When facing down the hill on the 1-in-6½ section, the handbrake again held the van easily, but restarts in reverse gear were found to be more difficult. There was quite an amount of judder, and it was not possible to make a clean getaway. I suspect that this may have been due to the rear suspension mountings being too flexible.

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By the time the brakes were tested, the brake drums had cooled and the roads were dry. The road surface used for the tests was concrete; on all the maximum-pressure stops the Courier was completely stable. Braking balance was very good; on every stop all wheels marked the road evenly.

The figures obtained on the maximum-acceleration tests through the gears were exceptionally good for a van. Those for direct-drive were reasonable in view of the relatively high final-drive ratio in spite of which there was a surprisingly good pick up from 10 mph.

Fuel-consumption tests were carried out on the six-mile out-and-return run on the A6 north of Barton. Premium grade fuel was used throughout the tests and the figures obtained were well up to the current standard for 5-cwt vans. No high-speed motorway fuel-consumption run was made because of a strong blustery wind, but the motorway was used to check the maximum speeds in the gears. Taking into account a speedometer inaccuracy of one per cent at 30 mph and 4 per cent at 60 mph, these were 25, 43 and 62 mph - first, second and third respectively. Because the conditions made the steering difficult to control at speeds of over 65 mph, the maximum speed in top gear was not checked. A speed of 74 mph is claimed.

Reduced greasing is a feature of the chassis design, and routine or driver maintenance is helped greatly by the forward-hinged bonnet and front wing assembly, which gives outstanding accessibility to the engine and other components. A number of jobs were carried out to get an idea of the time routine checks would take. Once the bonnet and wing unit was opened (this took 12 seconds and 11 seconds to close again), the engine oil level was checked in 11 seconds, the level of the battery electrolyte 43 seconds and the fluid levels in both brake and clutch reservoirs took 14 seconds to check. The time taken to check the contact breaker points gap was 52 seconds and No. 2 sparking plug was changed in 1 minute 54 seconds. The paper element in the engine air cleaner should be cleaned every 3,000 miles. This job took 3 minutes 5 seconds.

Because the ground clearance is fairly small, I found it necessary to jack up one side of the van to enable me to get underneath to check the gearbox and rear drive unit oil levels was 6 minutes 17 seconds. The final tasks undertaken were all-round brake adjustment and a wheel change. For both the jack supplied was used and the brakes on all wheels were adjusted in 10 minutes 39 seconds (no suitable spanner or key was included in the tool kit for this job) whilst just 6 minutes was spent changing a rear wheel. These times include getting out the jack from under the rear floor section, jacking up and lowering the vehicle and replacing the jack.

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SPITFIRE REGISTER

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Model	Champion	AC	Motorcraft	Bosch	KLG	Lodge	NGK
Spit. 4 MK1							
Spit. MK2 (1147cc)	L87Y	43FS	AE32	W7B	F65P	HNY	BP6H
Spit. MK3							
Spit. MK4 (1296cc)	N9Y	42XLS	AG22	W6D	FE125P	2HLNY	BP8E
Spit. 1500 (1493cc)	NI2Y	44XLS	AG42	W8D	FE55P	CLNY	BP6E
GT6 MK2							
GT6 MK3 (1998cc)							

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PEN TO PAPER

LETTER FROM PETER HOLMES, BUSHEY HEATH, HERTS:

I have often considered the idea of a 5 speed gearbox in my re-built MK1 GT6; 5th gear to take the place of overdrive. I have an idea that the TR7 5 speed box can be coupled to the GT6 engine without too much trouble. Is this true?

At Donington I heard someone talking about a 5 speed cluster that will fit into a standard GT6 gearbox casing. Does anybody know anything about that? I would like 5 speeds to my GT6, can anybody help?

LETTER FROM MR R CAMPIN ('83 - '84 Secretary) H B TRIUMPH CAR CLUB

NAPIER, NEW ZEALAND:

I am writing to say thanks for your excellent magazine. (Compliments reciprocated.ED).

Our Club has 55 members only but has been as active as ever recently and a while back, we attended a British Car Day in the grounds of Len Southward's Motor Museum down at Paraparaumu in Wellington.

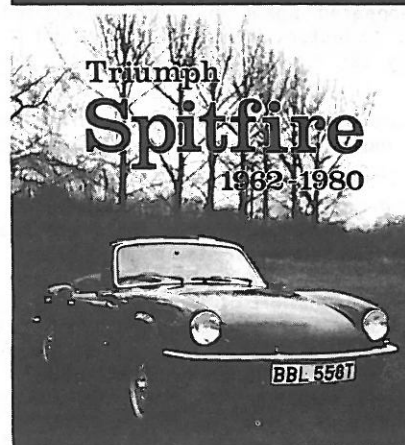
Hence, I thought I'd send you some photos of the thoroughbred machinery (!) in the museum. There are also some of myself and my Vitesse of course!

Most Triumph spares here are kept at 'N.Z. Motor Corp.' in Auckland, who are the British Leyland agents and some years ago they managed to gather up all obsolete parts from all N.Z.M.C. branches in New Zealand. Although there is not a vast abundance of sought-after parts for sale at 20 year old prices and recently I purchased the 3rd to last Herald/Vitesse right hand door in the country (luckily!).



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LETTER FROM RICHARD CUNNINGHAM, TRURO:

Regarding John Griffith's comment upon a Vitesse Estate in the Cornwall area: There is indeed a '65 registered Vitesse Estate running around in the Truro area, the reg. no. being (I think) ECV 33C. I first encountered this car approximately 3 years ago in Penryn, when it's colour was turquoise and was for sale at £300, though in poor condition. I saw the car a few times after that then it seemed to disappear. Last year it re-appeared in the Perranporth area, for sale at £400 and the colour had been changed to maroon. The owner was a Mr Royal and his wife told me that the car had been built up by one of the local Triumph dealers for one of its staff - a different story from the people in Penryn! The car again seemed to disappear until March '83, when it re-appeared again in Truro, advertised for sale as the only Vitesse Estate and, thus, a collectors item. My wife and I have stuck numerous windscreen leaflets upon this car but as yet have had no contact with the owner, but we shall keep trying.

Regarding the originality of the car, I am dubious because of the differing stories of the origin and that the fact that the car has the Herald 'H' on it's rear pillars and the interior wood trim is only Saloon length.

Whether this is the car John Griffiths has in mind, I have yet to find out, but about 5 years ago there was another Vitesse Estate circulating in the Truro area (a different reg. no. - a non-local one). Investigations are proceeding.

LETTER FROM MR LASSLET, HITCHIN:

I have recently bought a Triumph Spitfire 1500. Unfortunately I didn't get an Owners Manual and, as the summer is now here, it's time for soaking up the sun!! I would like to know what the instructions are for folding the hood away. Can anyone advise? I've tried various ways but when attaching the hood stowage cover, it doesn't fit properly.

LETTER FROM MARY COHEN, JERSEY:

Fitting Car Child Safety Seat:

Just a few lines which might help any other mums with children who wish to fix a car seat in the back of a Herald Convertible (mine is a I3/60 model). My husband did the work involved. Our child safety seat is a Britax Comfy Rider and you will need Universal Fitting Kit, part no. AXI002B. One must firstly drill 2 holes (12mm dia), 6" to 10" apart through the TOP steel rail, which runs along the TOP edge of the BACK SEAT. This must be done carefully as the rail is NOT VERY WIDE. The larger washer (supplied with kit) must be cut as in Fig. 1, to locate correctly under the TOP RAIL.

Fig. 1



Fixing of top anchorages then proceeds as per instructions with kit following those for SALOON cars.

Bottom anchorages are quite easy as NO holes need to be drilled through body of car. Remove rear seat squab; remove 2 rubber bungs in floor area under seat (close to back edge of seat). Using straps provided, bolt bottom brackets into floor but use TWO large washers on underneath of these bolts. Similar methods should prevail for other makes of car seats. We have placed the safety seat in the middle of the rear seat cushion and this still gives enough room for our other two children to seat either side!

LETTER FROM R. WATTS, DORSET:

In the April issue of The Courier, p. 49, Stephen Ash, Plymouth gave useful information on weatherproofing a convertible. We have a similar problem (especially hood seal to 'A' post)! The Hermetite hardening seal enquiries in motor supply shops here, seems to produce a blank response or offer of a RED coloured seal (which doesn't harden). Please, what is the actual name of this product and is it BLACK?

LETTER FROM PHILIPPA NEWMAN, ROMSEY:

I should like to say many thanks to all our Dutch friends for organising STIR VIII - we had a most enjoyable weekend, despite the damp - followed by 4 days touring in Holland. We spent a day in Amsterdam (the Red Light district was certainly an eye-opener!); visited beautiful beaches on the North Sea; had an exhilarating drive through the Benelux Tunnel with the hood down (very noisy!) and then an amazing route across dykes and a 3½ mile road bridge over the sea in Zeeland province. If we hadn't gone to STIR, then we shouldn't have discovered Holland - a really lovely and interesting place for a holiday we shall certainly return.

My 1963 Spitfire 4 completed the 840 round trip without problems - apart from a very noisy timing chain (which has since been replaced). In answer to Marie O'Brien's cry for help in the July Courier, I have only one suggestion - marry a fellow enthusiast; one who has endless patience, considerable mechanical ability and who will spend time on her car to the extent of neglecting his own. UCK 420 and I would never have got to Holland by our own efforts - thanks Rod!

Many thanks also to Colin Wilson and to John Cudmore for their work in organising the UK contingent look forward to STIR IX!

STOP PRESS

ATTENTION: New regalia, coming soon; *Body Warmers, *Sun Strips, *Coasters, *Pens, Head Scraves, *Sports T Shirts, Ties, *Sweat Shirts and *T Shirts in various colours with individual logo for marque of car.

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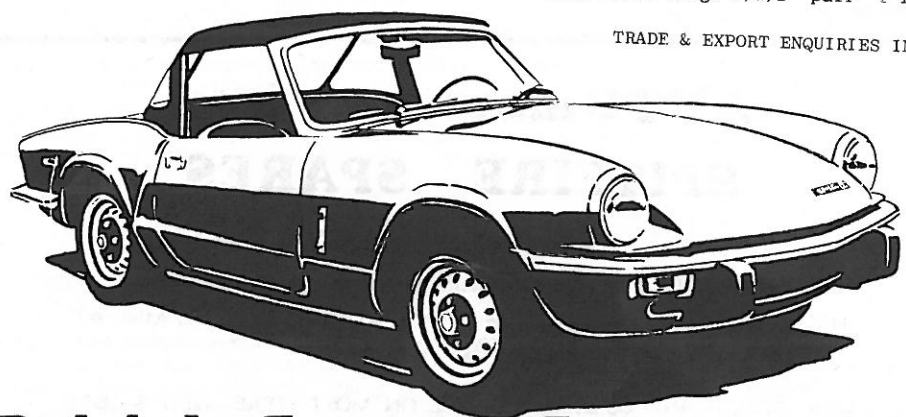
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RUGBY AREA NEWS, ANDY JONES REPORTS:

This Area is still going strong. The meetings recently have been well-attended and we have a huge car park to fill, so any new members, please come along and join us. We are very informal and always like to see different cars in any condition. We meet on the second Monday of the month at The Fox & Hounds, Claycoton, just east of Rugby (look on a good map or ring me for directions, Andy Jones tel: Coventry (0203) 452541).

NORTH HERTS/SOUTH BEDS AREA NEWS, GRAHAM WARD REPORTS:

I am writing this report rather late as I have been trying to get my Spitfire MKIII mobile for the Annual Treasure Hunt (made it!).

Our June meeting gave record attendances for the Area with over 25 Club cars and over 40 members (a reflection on previous moans, perhaps!). Donnington was as good an event as ever, except for the weather and all who didn't come missed a very enjoyable weekend (except Jonty, who's Bond broke down on the return journey following a tune up by Automec!). The Annual Treasure Hunt turned out to be another fun event with excellent weather. I was very pleased with the attendance, although a few more regular faces were absent (can't read maps I've heard!).

ESSEX AREA NEWS, BARRY THURGOOD REPORTS:

After a slow start to Area Events, this year we're in O/D for Autumn with a round of do's to keep you occupied, instead of cutting the grass or painting the window frames. Please note:-

14th August: Picnic - meet lunchtime at The Bell, High Street, Thorpe-le-soken, then on to Walton-on-the-Naze. If you can't find your own way to the pub, maps will be available at the meeting.

4th September: Treasure Hunt - meet lunchtime at The Dukes Head, Little Burstead.

11th September: Area Barbecue, Mini Concours & Autojumble at The Civil Service Club, Great Wakering, Nr. Southend. Tickets £2.50, available at the August Picnic or by post from Barry Thurgood, 8 Demandeville Road, Elsenham, Bishops Stortford, Herts. **S.A.E please**, cheques payable to Triumph Sports Six Club (Essex). In the 'Concours' event, originality will not be critical, it's going to be more - best looking - prizes for Best Vitesse, Spitfire, 'Other' Club car.

25th November: Xmas Dinner at The Bell, Horndon-on-the-Hill. We had a terrific time last year and so far the 'Xmas Do' has got better every year - should be a goody, more details soon.

Lastly, if I can't remember your name, please do not be offended, I usually remember faces and always remember cars.

NORTH EAST AREA NEWS, TONY LAMBERT REPORTS:

Poor attendance forced the cancellation of a Treasure Hunt in June and even our monthly meetings seem sparsely populated at present. In sharp contrast, the recent barbecue proved a great success with several members of the South Durham Sports Car Club adding to our numbers. Many thanks to Douglas and Jean Capes for their efforts in setting things up for us and allowing us the use of their spacious garden. It appears that food is the key to success in this area. Our mid-month meeting on Sunday 14th August, will be held at The Marsden Grotto, Coast Road, South Shields. 12 noon. Let's see a few more faces this time!

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508073	Herald Convertible	Special Parts Cat. supp. no. 1	£2.00
511236	Vitesse 6	Handbook	£3.25
545189-74	Spitfire 1500	Handbook Oct '73 1st edn.	£5.00
511242	Spitfire MK1	Handbook	£4.00
RTC 9110	Spitfire 1500	Parts Cat.	£12.00
RTC 9230B	Spitfire 1500	Workshop Manual	£16.00
512944	GT6	Handbook, 2nd edn., MK1	£5.00
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***** CLUB TIES *****

Due to low demand, the price of the Club ties, which the Manchester Area is having made up, will now have to increase slightly to £3.75. These navy ties with the Club motif printed on them, are excellent quality and are well worth the money as those people who have already received them will testify.

Cheques/PO to: David Evans
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CORNWALL AREA NEWS, RICHARD CUNNINGHAM REPORTS:

There was no report last month as the recent monthly meetings have been the same as usual - the same hardcore of 8 or so members turning up. Consequently, I will not be submitting a report every month - only when there is something valid and important to pass on.

Our first Treasure Hunt of the years was won by Dave and Laura Buxton in their GT6 Convertible. There was, however, a poor turnout; 3 local members and 2 members from Plymouth - who saved the day even if they got lost! (Due to ambiguous directions). Dave is planning a Treasure Hunt for September, so a larger attendance please.

Apologies to members who went to the Kernow Old Vehicle Club Rally at Wadebridge and did not see a Club presence. Very late in the day (and too late to get into The Courier) they decided that they would limit their Club to pre-1960 vehicles - which counted us out. To make up for this disappointment, we have organised a convoy and a picnic on Dartmoor on Sunday, August 14th, meeting at PRIORY CAR PARK BODMIN at 11 am: For more details, please 'phone me on Truro 78549. Also in August is our monthly meeting on Friday 26th at the FOUR BURROWS HOTEL, GRAMPOUND ROAD. As noted in our area calendar (printed in the June Courier) we will be attending the HELSTON AERO PARK RALLY on Sunday, September 4th (contact me for further details).

I have been sent a huge number of recruitment leaflets - 640 in all! So will Members please take some off my hands, as I still have 50 of the previous leaflets which are cluttering up my spare room!

Another piece of information received through the post was a list of members - only 27 in the county and incredibly, half the names were unknown to me! Would some of these members like to attend our monthly meetings? (a list for the rest of the year appeared in the June Courier). Also, any ideas regarding meetings etc., would be happily received.

Finally, I would like to give advance warning that I do not intend to carry on as Area Organiser next year (I only took it on again this year as no-one else came forward), so if there is anyone out there who wants the job, please come forward.

MANCHESTER AREA NEWS, ANDREW HEAD REPORTS:

Following a somewhat lean period publicity wise, I'm glad to be able to report that the Manchester Area is very much alive. 25 Members attended our June get-together at The Bull's Head. The 10 pin bowling evening was great fun and we should be organising another one soon. Charles, our treasurer, invited us to his 21st birthday party and a thoroughly enjoyable evening was had by all.

The line up for the next month or so now follows:-

August 6th	Saturday	Spitfire/Vitesse 21st Birthday Bonanza, Stanford Hall, Leics.
August 18th	Thursday	August get-together at The Bull's Head, Hale Barns (8pm).
August 27/28/29th	Saturday to Monday	Camping Weekend - The Lake District (Bank Holiday)
September 11th	Saturday	Kevin has organised a Treasure Hunt for us!

Telephone me on 061-427 1378 for more comprehensive details and for any other information/assistance you may require.

YORKSHIRE AREA NEWS, SALLY HURD REPORTS:

Not a very good month for attendance at all. It was a great day for the Treasure Hunt and Run and enjoyed by all who attended, but as there were only two entries for the Hunt, we decided not to bother with a prize. The Hunt was well worth doing and John Geneders hopes to have a better attendance, the next time it is held.

July's meeting wasn't very well attended either. Steve Boyne gave out his cross-word puzzle. All those who want to enter, please come to the next meeting and get a copy. Entries due in at September meeting. The Road Safety Quiz was won by Jeff Rushton, with Doug and Julie a close second. Don't forget your entries for the North Yorks Concours. Next months meeting on August 3rd at The Bay Horse, Murton, near York.

WORCESTER AREA NEWS, TREVOR BROTHERTON REPORTS:

Virtually the whole of the Worcester Area went on the West Midland Mystery Tour to the 'Fun Weekend' at Hampton Loade, (which side of the river?). A glorious Saturday, but not much going on as we were nearly the only people there! Despite general apathy, the organised 'Fun' started in the afternoon, when a few more people had arrived. Rounders was first, played to TSSC rules, followed by football and the highlight of the weekend: Welly Wanging. The latter event won by Tony Spicer, who now claims the proud title of the West Midlands 'Biggest Wanger'.....!

Saturday night involved a raid on Bridgnorth for a Club Banquet and liquid refreshment (which included wine on ice for the privileged three!).

Thanks to the West Midlands Area for a good fun weekend had by all. Hope to see everyone at Stoneleigh and our August meeting on the following Tuesday.

SOMERSET AREA NEWS, NICK BRADBURY REPORTS:

Nothing much to report. Attendances as per usual, the 2 or 3 regulars - with occasional visitor from further afield. I believe G Rogers of Barnstaple must hold a local distance record for travelling down from Barnstaple for the May noggin and natter! Whatever happened to all you folk from around Exeter/Newton Abbot/-Tiverton? Long time no see, although I do realise there's an 'East Devon' area meeting somewhere around Exeter now. We did meet some of the more 'local' fraternity from Taunton, (mostly new members) at the May meeting. Local support would be appreciated, especially with these 'nice' summer evenings, when you can all show off your cars, etc. (?!). Next meeting, usual venue, but please note, the landlord is on the move again (only been there a year), so we'll have to brainwash the next one as well with all the niceties of owning and driving Triumphs.

EAST BERKS AREA NEWS, JOHN REED REPORTS:

As expected, our beer and skittles mini weekend at Tetbury proved to be very eventful and highly enjoyable (at least, that was the general opinion). The normal exception to this was provided by Tim Ashcroft, who blew his diff. on the way down. Of course, our convoy stopped to give practical help and comiserations on a rather sharp and nasty bend. The story will forever be told of the motor-cyclist who appeared round the bend coming like a bat-out-of-hell, mounted the grass verge and calmly rode past us in the ditch, without uttering a word. Our thanks to Clive Speaks and parents for a memorable stay. Also to Avon Area members for a turning up and only just getting beaten. Further thanks to all members who turned up for 'Autosunday'. The weather was near perfect for drawing large crowds. I believe we had at least 6 membership enquiries and a great deal of interest in our prof. looking stand. The TSSC Concours comp. was especially popular - beating in numbers and quality the display of MG's and TR's. My special thanks to John Cudmore and Mike Long, who did the long and arduous job of judging. The result:-

East Berks Area News Cont'd .../

1st	Paul Waterkeyn	GT6 (what again?)
2nd	Jimmy Carter	Almost perfect Herald Estate
3rd	Leon Guyot	Herald Conv. (what again, again!)

I was informed that the standard was very high and the results very close (glad I wasn't involved!). thanks to all who took part.

Our next meeting is 10th August (you'll be pleased to know I'm on holiday for that one) and 14th September.

WEST MIDLANDS AREA NEWS, DAWN STORTON REPORTS:

Well, after the hugely successful meeting at The Bull at the end of June, I expect to see lots of nice, shiny, newly resprayed cars next time! Enormous thanks to Ken Bates and John Boule for the marvellous talk they gave us - it certainly has given a lot of members oodles of enthusiasm and confidence to have a go at spraying themselves - or rather spraying their cars themselves (though the former might be more appropriate in some cases!). 60 members many whose faces I hadn't seem before - came along. A wonderful turnout! Sorry it was stading room only at the back - didn't have time to build on an extension to the room. We shall be organising more talks in the near future - at present only at The Bull because we have our own room there..

Still on the subject of thanks - thank you to Carolyn, Andrew, Mac, John, Trevor and Charles from Worcester Area who came and supported what was a hilarious 'Fun Weekend'.

Anyway, must stop there! Got to polish Thumper! Next meetings: Sunday 14th August at the Belfry (nr. Wishaw), 25th August at The Old Gate, Heathton (nr. Wolverhampton), Sunday 11th September at The Belfry. Don't forget Stoneleigh on August Bank Holiday - see 'What's on Next?'.

The West Midlands Area Committee would like to send their best wishes and congratulations to Tina and Martin who are getting married on August 13th. May your gaskets never blow!

WESSEX AREA NEWS, KEVIN MINNS REPORTS:

The last Sunday of the month turnout at the Fox & Hounds, Hampreston, have been very poorly supported over the last few month, so I hear. I say 'hear' because I too have been unable to attend some of the Sunday meetings recently. However, in order to revitalise the meeting I propose that from Sunday 28th August we return to our normal summer haunt The Horton Inn, north of Wimborne. See you there, I hope.

A couple of weeks ago I attended a meeting of the Sunbeam Rapier and Alpine Owners Club, out at The Lamb, at Nomansland in the New Forest. It's only a small meeting of a dozen cars but I have arranged for us to take a delegation to the next meeting, which is the first Sunday of the month at lunchtime. Find your own way there so take a good map!

For the record, I've changed my address which is now 221, Hasler Road, Canford Heath, Poole, Dorset. Unfortunately, I don't currently have a 'phone so I've arranged with a local Herald collector, Jeremy Woodward, that any urgent calls be routed through him on Poole (0202) 602651.

Finally, don't forget our 2nd Tuesday of the month meetings at The Skittlers, York Road, Broadstone, Poole, which are always well-attended.

SOUTH YORKSHIRE AREA NEWS, CHRIS STABLER REPORTS:

The number of members/cars attending is increasing with every meeting and the level of enthusiasm is really encouraging. The quiz at the last meeting went down very well and unearthed a wealth of knowledge hitherto totally unconnected with our cars! The Rotherham Motoring Weekend was a great success, we had 8 cars on display - more than the MGOC, even if they did have a caravan and a fancy flag. Our MK1 Spitfire took part in the veteran and vintage rally on day 2 in the 'Modern Classics' Class and was the only one of our marques represented. A commemorative plaque, £2 expenses and a great time had by all. We'll do even better next year.

Our next meeting will see us having a parts sale in the pub car park to raise funds for the Area (and help clear some of our bedrooms) and we will be staging a Treasure Hunt in the near future. We still have a preponderance of Spitfires (very nice), so all of you Vitesse/GT6/Herald owners out there, come and join us.

TRENT AREA NEWS, MIKE COSTIGAN REPORTS:

At the last meeting a number of members expressed an interest in going to the Vintage Sports Car Club race meeting at Cadwell Park in Lincolnshire on Bank Holiday Sunday, August 28th. If anyone else is interested in an exciting day out and wishes to join in the convoy, we shall be travelling via Newark (Castle, 10am), North Hykham (Little Chef, 10.30am) and Lincoln (Christ's Hospital School, Wragby Road, 11am). If you want to join at another point en route, please ring me on Southwell 814050 to arrange a suitable time and place.

Our next Treasure Hunt is to be held on Sunday, September 11th - entries are restricted to 12 cars, so it's a case of first-come, first-served. Entry forms are available now from me at 38 Ridgeway, Southwell (an SAE would be appreciated), or save a stamp and come to the next meeting at The Fox, Kelham, near Newark, on August 4th.

DEVON AREA NEWS, GARETH BEECHING REPORTS:

The Exeter Area continues to flourish with 18 turning up for the meeting on the 11th June at Kennford. Instead of the usual Area meeting at the end of June, members entered their cars on the Club display at the Cornwall Rally, held near Ivybridge on Sunday 26th June. The weather was nice, and there was a good turnout of cars apart from poor Barry Payne's GT6, which developed oil-pressure problems. At the show Stan Walter's MKII Vitesse Saloon won the John Varley Trophy for 'Best Classic Car' as voted for by the show participants. The 'Best Triumph' award was collected by Steven Ash. Sue Walters still needs to fill her scrap-book, so lets have your photographs.

For information about the Area, please phone Stan Walters on Plymouth 700555, or for info. on the Exeter meetings phone Mike Atkinson on Newton Abbot 4330 or Gareth Beeching on Colaton Raleigh 68777.

Finally all articles for the third issue of the 'Devon Herald' should be sent to Gareth Beeching at 15 Lower Farthings, Newton Poppleford, Devon EX10 0HE to arrive no later than Monday 8th August.

SOUTH WALES AREA NEWS, TIM DAVIES REPORTS:

There was a good turnout for the S. Wales branches 1st anniversary meeting and everybody made the most of the good weather. I couldn't get my car finished in time and it appears Dave Marsell had the same problems - anyway, there's the August meeting on Wednesday 3rd.

We have a problem with our meeting place: The pub has gone up-market and is now styled on the open-plan basis, meaning we haven't got a room to meet in.

However, I've written to 2 local pubs and I feel confident they can accommodate us. Anyway, as far as the August meeting goes, we shall gather at the usual place (Castell-Mynock) and leave in convoy at about 9pm for our new meeting place, which is yet to be decided. There is a barbecue planned at Margom Park for August 13th (Saturday), so come to the next meeting for more information. It was great to see some new faces at the meeting, keep up the recruitment drive. See you all at the August meeting. (Tim, please note that Bill and Jo Sunderland are the magazine editors etc. If you wish to be included in The Courier, please send to the Editorial address - inside front cover).

COTSWOLD AREA NEWS, SUE IND REPORTS:

Unfortunately, I was unable to attend the Skittles Match, organised by the East Berks Area but apparently it went very well, next time maybe.

The June meeting was exceptionally good with 10-12 new faces, mainly from the Swindon area. The weather was fine which enabled us to go out into the car park and admire the collection of Triumphs. My Vitesse will be moving down to Wales in the near future; I can now get on with having my Convertible made roadworthy. Thanks to all the Swindon Triumph owners and I hope you will come over again.

GLOUCESTER AREA NEWS, RICHARD FLOWER REPORTS:

Not much happening lately. Meetings have not been too well attended, although there have been one or two new faces. We are planning a convoy and hopefully, a Treasure Hunt, when I have time to set it. Note that we will be taking part in the Bishops Cleeve Cornwall Parade. The organisers decided to try to raise standards over the last year - then they invited the MG Owners Club! Note that we now meet on the last Wednesday of every month.

SOUTHERN AREA NEWS, TONY FARBY REPORTS:

A surprisingly low turnout at the July meeting, despite the glorious weather. Still, there were some new faces and cars and much time was spent darting out to the car park to look under the various bonnets.

I can now confirm that our Treasure Hunt will be on Sunday 28th August and this will also be combined with a Skittles evening afterwards. Details to be given at the August meeting.

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RIBBLE AREA NEWS, CHRIS GARDNER REPORTS:

Despite the misprint in last month's Courier, everyone turned up at the new venue (The Black Horse in Kirkham for anyone who wasn't there but should have been) - oops! Sorry Ribble Area - Jo.

With a bit of luck you should be reading this before August 7th, so if you're not already aware of it, we have some Club cars on display at the Woodvale Rally near Southport. Head into Southport and you should pick up the AA signs. From past experience it is a great day out, so come and support us; there'll be loads going on. If you haven't entered your car, then fill it up (with people) - admission is charged per car, regardless of how many are in it!

NORFOLK AREA NEWS, PHIL HUDSON REPORTS:

In response to the requests for a boat trip on the Broads, I am investigating costs and availability of dates. The Mississippi Queen (Wroxham) seems favourite but is expensive. Details at August meet when exact numbers are required.

August 6th & 7th: Leicester Area Event - Spitfire & Vitesse 21st Brithday Bonanza: We are a large Area, in terms of size and number of members. Let's have a good turnout to this meeting. Depart King's Head, Hethersell, 8.30am for 9am departure.

We now possess a Spitfire MKIII, 1970 model which has been broken for spares. Chassis and tyres are excellent, most bits still available at reasonable prices.

An excellent turnout at the last meeting - it was a pleasure to see so many lovely cars. Thanks to all who turned up for the first time, especially to Mark Doyle from Milton Keynes who was in the Area.

Our best wishes, from the Norfolk members of the TSSC, to Cathy Hawkins who had a serious accident on her way home from the July meeting. We wish you a rapid and complete recovery.

On that note, I can obtain Aley roll cages at 25% discount through the TR Register. They must be worthwhile to protect life and limb in the event of a roll - the Spitfire screen surround will not hold the car off the road when it rolls.

August 20th/21st: Milton Keynes Event - convoy details at the next meet.

Next letter will be written by Debbie Williams - thanks Debbie for you help.

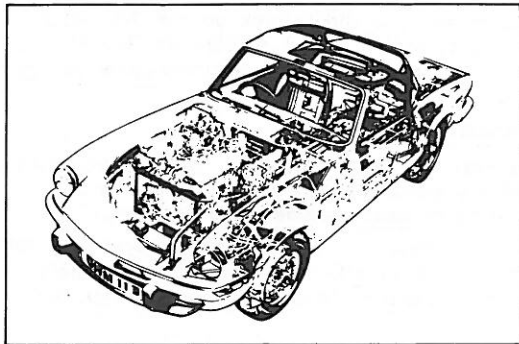
NOTTS AREA NEWS, GEOFF FLETCHER REPORTS:

A very pleasant evening, produced a very nice meeting this month. The glorious weather is a bonus for any Convertible owner and a very nice White I3/60 Convertible showed itself at the monthly meet for the first time. The Notts Area meetings are usually dominated by Spitfires and GT6's so other Club cars are a welcome sight. Our monthly raffle courtesy of Janet Roullston, boosted our Club funds further, thanks Janet and our next chance to meet will be at the Leicester Area Bonanza, August 6th - I hope to see all our members there to give it our full support.

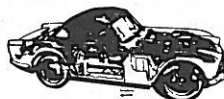
LEICESTER AREA NEWS, IAN MCKEGGIE REPORTS:

Deep into the night John and Mick slaved away, planning what turned out to be an epic journey. At 10am, 'The Magnificent Seven' joined up in a deserted pub car park, hounded by the landlord to move. They set off on a journey of mystery and intrigue. In blistering heat, they toiled on and suddenly 'The Hills Are Alive With The Sound Of Music' - oh those Triumph exhausts torment me. Would Derbyshire ever be the same again? 'High Noon' we pulled up at a well-frequented watering hole 'Borne Free' that's 'The Good Life' then on to more beauty (after sorting out left and right). Sheepishly we left our cars to wend our way to the elusive

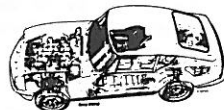
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reservoir but could not find. Upon returning to our cars, some of us (no names, A Royd) partook of a little local sport - sheep chasing, whilst other practised hurling (what I shall not say), then on to a planned encounter - cream teas and a dunk in a stream and then home 'In The Heat Of The Night'. Brilliant! John and Mick, more please.

Enough of the past, now to the future: Only days now to what will be the big chance for Leicester to fix it firmly on the map. All the planning has now been done for the Birthday Bonanza, all that remains now is to make it work! Quite simply we need the help of any Leicester member, only for an hour. If you can help on the day please contact any Leicester Committee Member - NOW. All the shouting is done now so CU say August 6th for a brill day.

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.

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BILL SUNDERLAND - EDITOR.

CAR MART

Bond 2L Sports Convertible plus Bond 2L Saloon, O/d. Both in excellent running order; hundreds spent on re-building both cars. Sports, £750. Saloon, £500. Or will sell both for £1000. Contact: John Clark, tel: (0485) 70061 after 5pm.

Herald Estate 'H' reg. Genuine 58,000 miles. Royal Blue. Excellent engine. Reconditioned by car engine specialist. New dynamo, new battery, new clutch, new windscreen, new set 5 tyres. Replaced both doors and tailgate. Body very good, bonnet needs slight attention. All round very appealing car. Unfortunately, no MOT, hence £335 o.n.o. Contact: Mr Vranic, tel: 0527 61319.

Vitesse 2L MKII Convertible, 1971. Valencia Blue, good condition. 20,000 miles on re-conditioned engine. MOT 11 months. Good tyres. £795. Contact: Richard Deane, tel: Winscombe 3421 (Avon).

GT6 MKIII. Immaculate, collectors item. A rare opportunity. Many new parts including tyres, gearbox, clutch, seals. £2,000. Contact: Martin Harris, tel: (0621) 815083 - evenings.

Vitesse Convertible MKII, 'G' reg. In good order, licenced and MOT'd end July. £1,100. Contact: Mr R Nicholls, tel: 085884 348.

1960 Herald Saloon 948cc. Body good above wheelarch level. New clutch, good trim. Colour: Targo Purple. Approx. 50,000 miles. Lack of space forces sale. £50 o.n.o. Contact: Michael McConvey, tel: (0205) 62314 - after 6pm.

Herald Coupe 1200, 1963. Green/White. 63,000 miles. MOT Feb. '84, taxed Aug. Imported S. Africa. Rust treated. V.g.c. New clutch, water pump, radiator, rear shoes, slave cylinders, engine/gearbox mountings. £350 o.n.o. Contact: A Lacey, tel: Winchester 62310.

Herald 13/60. Needs welding for MOT. Very good runner. 'G' reg. £100 o.n.o. Contact: E D Le Rasle, tel: Brentwood (0277) 219005.

GT6 MKII 1970. Blue; excellent body, good mechanics. MOT '84. Many parts. O/D. Very relectant sale. £1,200 o.n.o. Contact: John, tel: 01 906 2484.

Vitesse 2L MKII Convertible. O/D. 'J' reg. Rough but restorable. £185 o.n.o. Contact: Tony Spicer, tel: 021 353 9961.

1969 Herald 1200 Saloon. Body and chassis very good; engine needs attention but good spare engine. New sills plus other parts. Owing to illness, restoration had to be abandoned. £250 o.n.o. Contact: P J Lawson, tel: (0480) 56541 - after 6pm. (I hope you feel better soon. JO)

GT6 MKIII O/D, 1972. Pimento. Re-built engine. Fully balanced, Tuftrided crank-shaft, oil cooler, Aeroquip hoses, copper brake pipes, Halogen headlights, 5J Dunlop wheels, 175-70 tyres, electronic ignition, SAH exhaust, rear Spax adjustables. Very reliable car. £1,300. Contact: Mr. N. Lees, tel: 01 898 5947.

Vitesse 1968 2L. Mechanically good. Worth restoring. Chassis rot. £100 or offer. Contact: Terry Bickerton, tel: 0272 44 609.

Herald 13/60 Convertible 71 K. Signal red/black. New engine, clutch, rack, prop, tyres, exhaust, rear valance, bumpers, hood chromework, re-spray etc. In all £1,850 spent in last 11 months. Offers near £1,600. Contact: Graham Peacock, tel: 01 992 6659 - evenings.

Marlin cars and kits clearnace due to relocation. Works demonstrator I296 Marlin 1983, silver/charcoal, nil road mileage, new BL components throughout, offered £3,700 plus VAT. Derated at 80 bhp; can be rerated to full spec. at £370 extra. New Marlin kits to clear at £1,000, Marlin extras at list. Contact: Stephen Poole Ltd., tel: 027-785 510.

MK 3 Spitfires 1968. Good runner. Body needs attention. Some MOT and tax. Slight front damage. £70 o.n.o. Contact: J Sheppard, tel: Earlswood 3238.

Herald I3/60 Convertible, 1971 'K'. Dark Green with new white hood. Very sound body and chassis. Unmarked interior. Needs carpet and new front valance. MOT 'till Feb. £450. Tel: Harlow 34792.

Late model Vitesse Saloon MKII. First registered April 1971. Overdrive, steering column lock, ammeter, oil pressure gauge, Triumph front parcel shelf, sound proofed radio, two hitch, tax, MOT. Mechanically excellent. Good interior and chassis. Bodywork fair. £795. Contact: M R Collingwood, tel: Harlow (0279) 412889.

Bond Equipe GT4S 1969. Yellow. Requires re-spray hence £250 o.n.o. Taxed and tested. Also pair Vitesse Doors, good cond. Maroon, £20 the pair. Contact: M Middlewood, tel: Bury St Edmunds 4557.

GT6 MKIII 1972. Superb red paintwork, 100-plus wheels, 185/175 tyres. Engien rebuilt, uprated g/box, 'J' type overdrive, 10,000 miles, electronic ignition, SU carbs, trip computer, superb r/cassette. A very clean car. £1,650 o.n.o. Contact: Julian, tel: Blewbury 850818.

Spitfire I500 'X' reg. 17,000 miles, vermillion, hard/soft tops, Ziebarted. £3,400. Contact: G Bensusan, tel: Newick 2161 (East Sussex).

GT6 MKI 1968. White with Black interior. 3 months MOT. New gearbox. Good mechanics but bodywork needs attention. 84,500 miles. £300 or would swap it plus cash for a good MKIII Spitfire. Contact: David Pinney, tel: Holnest 259.

26,000 miles only - Herald I3/60 Saloon. One owner from new, 1969. Has never knowingly been out in the rain and is in immaculate condition inside and out. MOT. Offers please around £995. Contact: David Crane, tel: (0303) 862914 Folkstone.

GT6 MKII 1973 2.5 overdrive, tints, Mimosa, sunroof, rear seat, taxed, MOT, new clutch, tyres, driveshafts. Inc. spare gearbox, prop., diff, two new Leyland rear wings and sills. Owner emigrating. £1,250 o.n.o. Contact: Ian Watson, tel: (0434) 602914.

MKII Convertible. Complete chassis overhaul and respray. V.g.c. Taxed and MOT'd. O/D. Offers. Contact: D Thomas, tel (0602) 257638 Nottingham - after 6pm.

Bond Equipe GT4S I147cc, Dec. 1970. White with sunroof. Low mileage. One owner. MOT and tax. £350. Contact: B W Simpson, tel: (0621) 57728 Maldon.

Vitesse MKII 1971. Good cond. MOT June 1984, taxed until end Dec. O/D; alternator. Loads of spares. Goes very well. £495 o.n.o. Contact: Gordon, tel: Guildford 63007.

Herald I200 Saloon, 1962. Mileage 75,000. MOT to March 83. Taxed to end October. Mechanically sound. Little body rust. £300. Contact: S Gibbons, tel: 021 356 6314.

Spitfire MKII. Bodywork restored by Classic Restoration Centre for inclusion in Haynes Spitfire Restoration Manual by Lindsay Porter. Hence completely rust-free body! New carpets, excellent interior, mechanically sound. Full MOT. £675. Contact: L Porter, tel: 08867 (Worcester area) 695.

Vitesse MKII, 1968. Stage II 'Ossellit' engine. Uprated suspension, brakes, new O/D gearbox. Excellent interior, body, tyres. Black and Gold. 36,000 miles (engine 7,000). T&T. Family car since new. Must go hence re-advertised at £995. Contact: W Wainwright, tel: Church Stretton 723331.

GT6 MKIII, 1974. KE 233700. Reluctantly abandoned restoration. Engine totally rebuilt. Complete body restoration just finished - some work to do. Lots of spares including complete engine and carbs. disassembled. £1,500 o.n.o. Contact: J Walmsley, tel: Basingstoke (0256) 781 079 - after 6pm.

GT6 MKII, 1969. Good condition. Cosmic Alloy wheels. Valencia Blue. MOT Mar. '84, taxed Oct. '83. PLUS 1970 GT6 MKII: Used for spares for above reluctant sale. £700 o.n.o. the lot. Contact: Mr J. Kavanagh, tel: Mansfield (0623) 21351.

Herald I3/60 Convertible, 1968. Wire wheels, Vitesse bonnet fitted. Bodywork good. Long MOT. New battery, shocks, hood, tonneau. Chassis patched but rough, attention required to several mechanical points for which I have run out of time, hence first offer over £200 secures. Contact: Bev Archer, tel: Neath (0639) 56864.

GT6 MKIII, M reg. Emerald Green with black interior. O/D, Sundym windows, brushed velour seats, radio/cassette and electronic ignition. MOT March 1984, taxed. Recon. engine, professionally resprayed, in excellent condition. £1,800 o.v.n.o. Contact: Mr B Noakes, tel: Peterborough 239172 - evenings.

Triumph I3/60 Convertible, 1968. Complete runner. Possible restoration project. Also Triumph I200 Estate, 1967. Partly dismantled. £80 the pair - will split. Contact: Mr M Paul, tel: Kingston Blount 53272.

Spitfire I500, 1977. Yellow Convertible. V.g.c. 54,000 miles; good tyres; new hood and exhaust; full MOT. £1,375 o.n.o. for quick sale. Contact: Jonty Wild, tel: Hitchin 813143.

Herald I3/60 Saloon, 1969. Dark Blue; 64,000 miles; bodywork fair, chassis solid. No MOT but should pass without too much effort. £100 or offer. Contact: S J Randall, tel: Yatley 877375 (Berks/Surrey border).

Good home wanted for Triumph Herald I2/50, 1966 Saloon. Reliable and in good condition. Taxed and MOT'd until 1984, £250 o.n.o. Contact: J Elliott, tel: Crawley 26961.

Vitesse 2L Saloon; 1967. Mechanically v. good. Body typical. 4 new Michelins 175 x 13. 3.27:1 diff. Spare gearbox. Halogen headlamps. Alternator. New carbs. Job overseas forces reluctant sale. £300. Contact: S E Collinson, tel: 061 736 6946 - after 6.30pm.

PARTS MART

Secondhand Parts for Spitfire IV and I500: Windscreen, £10; dashboard top, £5; hood cover (black), £10; hood stowage cover, £8. Contact: S E Russell, tel: 01 205 6397.

FINAL CHANCE: Spitfire III metal bonnet, tank, screen, suspension and brakes. £75. Contact: B A Fahey, tel: (home) Buckingham 816970.

Vitesse towbar, £8. Spitfire towbar, £8. MKII/III hardtop, £25. Pair MKIII Spit seats - one broken, £5. Pair I3/60 front seats, black, good, £16. Vitesse bits. Contact: M Kitchen, tel: Weston (Herts) 505.

Breaking Herald I3/60 Saloon, Light Blue, 1967. Mechanicals sound. Most parts available. Contact: A Lacey, tel: Winchester 62310.

Bonnet locks to suit all Club cars, £7 inc. P&P. Spring lifting tools, £11.10 inc. P&P.

Dinky models Herald Coupe, Spitfire, Vitesse; P.O.A. Vitesse 2L MKII models to build yourself I/43rd scale, £8.50. Contact: Mark, tel: Penn 5388.

Breaking Spitfire MKIV's engine plus gearbox which can be heard running. Also many new parts too numerous to list. Contact: Patrick McCarron, tel: (Harrow) 01 422 8932 after 6pm.

MKII Spitfire Parts: Engine with carbs, £30; gearbox, £15; Prop., £5. Most other bits (no body panels) - need space urgently. Contact: G. Gasson, tel: Smallfield 2306 (Surrey).

Spitfire MKIV, 1972, I296cc: Used short engine and diff. for re-build. Offers on £35. Contact: M Feeney, tel: (0386) 830829.

Spitfire IV cam., also reground crank and bearings, £50 the pair. Twin SU's on manifold, £30. Herald gearbox, £20 plus waterpumps, cylinder heads, dynamos, starter motors, con rods. All must go. Contact: Simon Walker, tel: Burghfield Common 2745 after 6pm.

LEATHWOODS GARAGE, Selhurst Road, S. Norwood, London SE25 are offering a 15% discount on goods and services on production of a current Club Membership Card.

Vitesse MKII Conv. O/D, breaking for spares. All parts available except rear hub assembly. Contact: Trevor Shakespeare, tel: Rugby 65679 - Friday evenings and weekends.

NEW Leyland Vitesse gearbox, new price £130+, asking price £65. Used I600 (noisy 1st) box, £20 o.n.o. One new Vitesse p/tank, £20. Prop., £10 also part blue interior, dash, offers? Also, Spitfire 4.11 diff., £25. Contact: Mr B Noakes, tel: Peterborough 239172 - evenings.

Fastback hardtop for MKIII Spitfire; Sebrinc; Red; good cond. **Bargain, £65.** Contact: J Edmonds, tel: Blackwood (0495) 222877 S. Wales.

EXCHANGE GT6 MKIII steel bonnet in good cond., for Daffron coloured Spit. MKIV bonnet and driver's door in good cond., or bonnet and cash. Contact: Paul Curren, tel: Brentwood (0277) 74130.

Spitfire MKIII engine and gearbox; completely overhauled. £120 o.n.o. Contact: Mr M Tatt, tel: North Walsham 402830.

Recon. Spitfire III engine, g/box, axles, prop., heater, dashboard, chassis plus other parts. Space needed, £80 to clear. Contact: Stanley Goodsell, tel: Whitstable (0227) 264254 - evenings.

3.89 diff.; 40,000 miles, £50. Pair chrome pancake filters for Stromberg I50CDS, £5. Contact: N K Black, tel: (0632) 560542.

Herald/Vitesse roof with sunroof; good cond., Valencia Blue £40. Also two bootlids, windscreen, lights and various other bits. Contact: Trevor, tel: 01 397 6411 (Chessington).

Breaking for spares Spitfire MKII: Rollbar, hardtop, MOT failure chassis - willing to break or sell complete. Also MGA twin carbs. Contact: E Pedrette, tel: (0452) 60253 - Gloucester.

GT6 two pairs of heavy duty coil spring shock absorber units, part number 217803 - brand new, still in original boxes, £40 per pair. Two new Michelin I55HR13 XAS tyres, £15 each. Contact: Tony Butler, tel: Guildford 892166.

Breaking Herald/Vitesse - all parts available. Contact: Paul Johnson, tel: Plymouth 779580.

GT6 MKIII chassis - unused and still in factory primer, £175 o.n.o. Front suspension sub-frames unused, £30 pair. Lam/tint windscreen MKIV Spitfire, £20. Two appliance wire mags with I75/70 w/lettered Grand Prix S tyres, £60. Contact: R Reffin, tel: Tamworth (0827) 51582.

I pair Stromberg I25 CD carbs. together with gauze air filters, ready to fit to I600cc Vitesse; as new with receipt. £50. Contact: Nick, tel: London SE19 01-761 0132 - evenings.

Breaking Vitesse MKI 2L: Good body minus bonnet; another chassis, grubby and needs one outrigger. All parts available. Contact: Mr M Mifsud, tel: Brixham 58664 (Devon) - chassis MOT'd

GT6 MKIII 1974 bodyshe'll, v.g.c., £350. Private number plate 796 HAT, £250. Passenger door with tinted glass, £60. V.g.c. engine, £70. Other parts. Also Triumph Spitfire MKIV breaking: Hardtop, £120; engine £70 - most parts. Contact: Mr S Rollason, tel: 021 559 3693.

PSW PANELS, 76a Albany Road, Earlsdon, Coventry, tel: (0203) 74030 are offering a comprehensive range of panels to fit our cars. Please contact them for further details.

Vitesse MKI, 1962 Sallon: Accident damage O/S. Towable, all components good, £25 for complete car. Also MKII engine, g/box, £50. Radiator, £10. Contact: Dennis Thomas, tel: (0602) 257638 - after 6pm.

Herald doors £8 each. Good condition, six I3/60 wheels with good/new crossplies, £20. Some other spares. Tel: Sheffield 874094.

GT6 MKI engine and ancillaries, £55. GT6 MKII engine and ancillaries, £55. GT6 MKII bonnet, £55. GT6 MKI rear hatch and glass, £25. GT6 MKII exhaust pipe, £5. Silencer, unused, £25. Triumph 2.5 block and crank v.g.c., £75. All prices o.v.n.o. Contact: Dave Bayliss, tel: (04867) 3998 Brookwood - evenings only.

Herald I200 breaking: All parts available. Good engine, gearbox, steering rack, tyres, radiator, dashboard, complete upholstery set (colour red), exhaust, windscreen, front suspension, disc brakes, dynamo, coil, starter motor, stainless trim, lights front and rear. Contact: Lionel Marshall, tel: Sileby 2942.

Herald/Vitesse hood on frame. Zip rear window. 6 months use. Car written off. £30. Contact: Ian, tel: Hornchurch 54285.

13/60 engine, 68,000 miles, £30. New cylinder head (13/60) plus de-coke set, £70. New front rubbers for 1200 Herald 13/60, £10. One hood frame complete, excellent, £25. Vit. MKII exhaust complete, one year old, £20. Brand new(?)spring bushes rear Herald/Vit/Spit. MKI/II/III/IV, £8. One Saloon door - driver side - Herald/Vit, £10. One brand new door skin N/S Herald/Vit., £18. One drivers door (Saloon), Herald/Vit, £10. 4 Vit. fuel tanks, £5 each. Vit. MKII front suspension, £20. For any info about these parts, contact: Bob Rowland, tel: 01-561 0671 (Hayes).

Gearbox with overdrive for GT6: Clunky second gear but excellent overdrive, £30. Contact: D Wright, tel: Yeovil 74152.

PARTS FOR SALE - NICK BRADBURY:

New Part For Sale: All genuine BL/Unipart, except for Firling brake/clutch repair kits and struts:-

One pair	GT6 MKII/Spit. MKIII Rear Wings	£25 each
One only	GT6 MKIII/Spit. IV and 1500 O/S rear wing	£40
One pair	Front Shock Absorbers (struts) - fit GT6 MKI & II, Herald 1200 and 13/60 Estates or Courier Van	£25 pair
One only	Oil Filter - Herald 948 only (GFE 132)	£4.50
One only	D-Type O/D adaptor Plate (305137)	£28.50
Two	Rad Grills (806354) - Vitesse 2L MKI	£2.50 each
1/2 dozen	Conversion Sets (GEG 216)	£4.00 each
Several	Cylinder Head Gaskets, (GEG 313 - superceded by 374) to fit 1296cc engines only	£3.00 each
Three only	Cylinder Head Gaskets (GEG 314) - fits 1200, 12/50 engines	£3.50 each
One only	Clutch Slave Cylinder Kit (Vitesse 1600)	£1.25
One only	Silencer box for Vitesse 2L MKII	£8.50
1/2 dozen	Rear Wheel Brake Cylinder Kits, fits Vit. 1600, GT6 III, '70 to '73 and GT6 II '68 to '70	£1.75 each
2 boxes	Disc Brake Pads (Vitesse 2L MKII, GT6 MKI to II)	£10.00 each
2 boxes	(2 pairs) Rear Brake Shoes (GBS 546) - fits Vitesse 2L MKI /II/III up to KF 20000, GT6 MKI/II	£12.00 each
One pair only	Front Struts (Armstrong) for TR4	£20.00pair

All parts, carriage extra. Small items by post; larger by Securicor. Or can be collected if desired. Further details and enquiries to me tel: 0278-662698 evenings, after 6.30pm

1968 Vitesse 2L MKII: O/D unit (D-Type), £0. O/D Adaptor Plate, £15. O/D gearbox (recon.), £65. 3.89 ratio differential (recon.) unit, £65. Very reasonable bonnet, slight rust on edges of wheelarches, £70. Interior trim: Front Seats, £10 each. Rear Seat - both parts, £20. Door and rear side Trim Panels, £10 the lot (all Matador Red). Boot Lid, £10. Front and Rear Windows, £5 each. All other fitments prices on request. Roof Panel, £25. Engine, £50. Recon. twin carbs, new spindles, jets, floats etc. £30 pair, if sold separately from engine.

WANTED

Silver strip which surrounds windscreen. ALSO rear seat, colour black and Parts Catalogue. All for MKIII GT6. All items must be in good condition. Contact: Steuart, Kent Area, tel: 0795 510305.

MKIV Spitfire boot lid. Contact: M Kitchen, tel: Weston (Herts) 505.

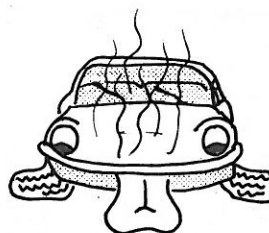
Vitesse front centre bumper trim, speedo for 3.27 diff. (GT6 non-O/D). Contact: N K Black, tel: (0632) 560542.

One Convertible back end Herald or Vitesse. Must be in rust free condition. I will pay a good price for it. Contact: Bob Rowland, tel: 01-561 0671 (Hayes).

CARS WANTED

Concours condition Vitesse MKII Convertible or GT6 MKIII with overdrive. Details please. Contact: F Crampton, tel 0574 5656 (business hours) or 0574 77573 5pm - 9.30pm.

Triumph Hospital



STUART WARREN

2 Vicarage Cottages,

Offley, Hitchin, Herts.

Tel: Offley (0462 - 76) 680

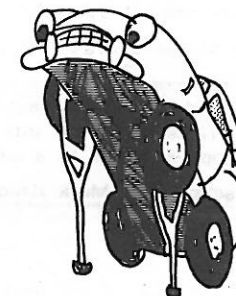


COMPLETE RESTORATION AND SALES

REPAIRS AND SERVICING

M.O.T. FAILURES PURCHASED

We specialise ONLY in TRIUMPHS on the HERALD CHASSIS



1/43rd SCALE MODELS OF CLUB CARS:

In recent years the collecting of Dinky, Corgi and other popular makes of die cast toys has become extremely popular. The collectors of such examples on the toy fair circuit are now paying from 50p for a discarded model in need of major restoration, to £20 for a mint condition model in the original box.

The Club cars that are available are:-

DINKY VITESSE 1600 - No. 134

Turquoise with a white stripe down each side, manufactured between 1964 - 1967. Now are extremely rare.

DINKY HERALD 1200 - No. 189

Available in two tone - dark green and white or light blue and white, manufactured between 1959 - 1963. Fairly common.

DINKY SPITFIRE MKII - No. 114

Made in three colours, gold, purple and white, with 'I've got a tiger in my tank' decal across the boot. This model has jewelled headlights, tilting bonnet and comes complete with a lady driver and seat belt. Fairly common to rare.

CORGI HERALD COUPE

Two tone either gold and white or light blue and white, complete with tilting bonnet and removable air filter. Manufactured between 1961 - 1966. Fairly common.

Due to recent demand, a small firm has produced models of the GT6 MKI and Vitesse 2 Litre MKII.

GT6 MKI

Cast in white metal of around 25 pieces. It is a self assembly kit, requiring dressing of parts and spraying before assembly.

VITESSE MKII Cast in white metal of around 30 pieces. It is a self assembly kit requiring dressing of parts and spraying before assembly. This model can be made either as a saloon or a convertible.

NOTE: The scale of this particular model is not very accurate and could lead to disappointment by the purist collector.

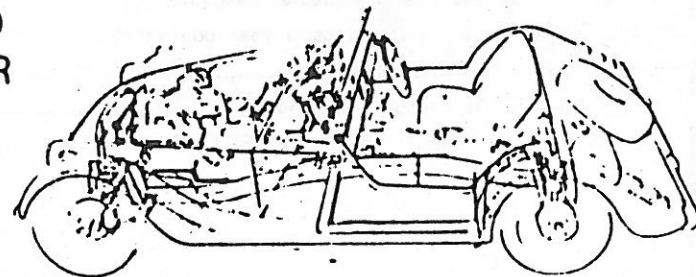
Both of the above models are £7.95 + 60p P&P.

For those interested in obtaining a model of their cherished Club car, examples can be found at local collectors fairs or by contacting me for any of the above models. If there is sufficient interest and demand, a model of a GT6 MKIII could be made for approx. £8.00 as a self assembly kit. I would need approx. 80 orders.

Please contact Mark Knight, telephone number: Penn 5388

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RACING AND
SPORTS CAR
CHASSIS
SPECIALIST



Now offer
replacement

Triumph Herald chassis to accept all Triumph
running gear from only £155.25

As used by Burlington SS and Arrow.— also
suitable for Moss, Gentry etc.

Spaceframe chassis and tubular components
(wishbones etc) also manufactured and
repaired to customers' specifications.

LET MIDAS GIVE YOU THE BENEFIT OF
THEIR TWENTY YEARS EXPERIENCE IN
THE CONSTRUCTION OF RACING CAR
SPACEFRAME CHASSIS.

MIDAS METALCRAFT 12a HALFORD STREET
THRAPSTON NORTHANTS

Telephone (08012) 2394 or (0933) 55512

Sorry about the lack of advertisements lately but it's been hectic these last few months, what with Donington just gone, Stoneleigh on the horizon, a new car added to the stable (a 1961 Herald 'S', belonging to Julie) and my Vitesse Estate having a distinct fit of greeneye and making me do all sorts of jobs! Still, enough of the excuses, now to this month's special bargains:

<u>BRAND NEW</u>	Vitesse Dynamos, 1 year guarantee	only £13 + £3 P&P
Radiator Caps (7lbs and 13lbs)		£0.75p + 50p P&P
Thermostats (limited stock) 82° and 79°		£0.75p + 50p P&P
Triumph Tool Kit Bags (in blue not RED)		£0.30p + Large Stamped Envelope P&P
Complete Lightclusters to fit GT6 MKIII, Spit. MKIV and Spit. 1500		£5 per side + £1.50 P&P (£1.90 P&P for a pair)

Plus many other parts too numerous to mention.

Also, all the body and trim parts previously supplied by John are now available from me. May I thank John for a job exceptionally well done and wish him every succesin his new venture. He is also carrying on as spares advisor and so can be contacted for advice etc.

If any member (preferably in the Midland's area) would like to volunteer to help with the body and trim spares, please contact me on Coventry 81600.

JEFF BAKER

DOWN

1. Rags
3. Vitesse
4. Simca
5. Valances
7. Rot
9. Bush
12. Price war
14. Bruford
17. Idles
18. Strip
19. ICY PI
20. Stag

CROSSWORD ANSWERS:

ACROSS

2.	Rover
4.	SAH
6.	Gurston
8.	Mobil
10.	GT6's
11.	Swanson
13.	Rubber
15.	Imp
16.	Courier
18.	STIR
21.	Oil
22.	Spray it
23.	Rad
24.	Kipping

MEETING DAY

AREA	AREA ORGANISER(S)	TEL NO.	VENUE	TRUMPINGTON CAMBRIDGE	MEETING DAY
ANGLIA	Barry Newitt	0223-841407	Coach & Horses		1st Thursday
AVON	James Sturgeon	027 588-4651	Various "pub"		1st Mon/3rd Wed
CORNWALL	Richard Cunningham	0872-78549	Various		Last Friday
COTSWOLD	Sue Ind	0285-61137	White Horse Inn		3rd Tuesday
DERBYSHIRE	K. Singleton/K. Green	0246-68941	Elm Tree,	HEATH VILLAGE	1st Wednesday
DEVON	Stan Walters	0752-700555	Dartmouth Inn	TOTNES	Last Sunday
EAST BERKS.	John Reed	0828-33365	Uncle Toms Cabin,	COOKHAM DEAN NR MAIDENHEAD	2nd Wednesday
ESSEX	Barry Thurgood	0279-812675	Dukes Head	LITTLE BURSTED	2nd Sunday
GLOUCESTER	Richard Flower	0242-510145	Golden Hart,	NEAR BIRDLIP	Last Wednesday
HANTS & SURRY	Tony Beale	04862-68338	Royal Oak	PIRBRIGHT	2nd Wednesday
HEREFORDSHIRE	Jim Rickards		Green Dragon	BISHOPS FROME	1st Monday
HERTS NORTH	Bev Warren	0707-57156	The Red Lion,	OFFLEY	Last Wed.
HERTS SOUTH	Jeremy Hurst		Coach & Horses	NEWGATE VILLAGE	2nd Monday
KENT	Martin Radford	0322-21056	Cock House Inn,	DELTING	3rd Tuesday
KENT WEST	Lynda Lee		The Grasshopper	WESTERHAM	Last Thursday
LEICESTER	Ian McKeggie	0858-63934	The Cock Inn	ARNESBY	3rd Thursday
MANCHESTER	Andrew Head	061-427-1378	The Bulls Head	HALEBARNES	3rd Wed/1st Sun
MILTON KEYNES	Geoff King	0908-315025	The Fountain	LOUGHTON	2nd Monday
NORFOLK	Phil Hudson	0953-60488	Kings Head,	HETHERSETT	1st Monday
NORTH EAST	Tony Lambert	0632-562577	The Holystone,	SHIREMOOR	Various
NORTH LONDON	Steve Willis	0707-51769	Old Hall Tavern	CHINGFORD	3rd Thursday
NTH MIDLANDS	Don Halliday	0889-881566	The Three Crowns	STONE	1st Saturday
NTH IRELAND	Andy Scorgie	0265-822826	Pig & Chicken	Templewick	2nd Wednesday
NOTTINGHAM	Geoff Fletcher	060 76 66147	Redgate Lodge	CASTLE DONINGTON	2nd Wednesday
OXFORD	John Cudmore	099 389 555	The Grapes	YARNTON	2nd Monday
RIBBLE AREA	Andrew Deacon	0995-70514	Black Horse	KIRKHAM	2nd Monday
RUGBY	Andy Jones	0203-452541	Fox & Hounds	CLAYCOTON	1st Thursday
SALISBURY	Hugh Davies	0908-23517	Greyfisher	SALISBURY	2nd Wednesday
SCOTLAND	Nigel Waddell	041-427-4340	Beech Tree Inn	DUMGOYNE	2nd Sunday
SCOTLAND	Kenneth Archibald	031-334-0148	Post House	EDINBURGH	1pm
SOUTH EAST	Alan Coopet	0383-823980			1st Sunday
SHETLAND	Michael Thomas	095-02-286			last Thursday
SOMERSET	Nick Bradbury	0278-662698			1st Tuesday
SOUTHERN	Tony Farby	0329-232605			3rd Sunday
SUSSEX	Colin Harrison	0444-413607	Lerwick Hotel	KNAPP	Alternat/Thurs
THAMES	Leon Guyot	01-947-7659	The Rising Sun	HORNDEAN	1st Thursday
TRENT	Mike Costigan	0636-814050	The Winning Post	CHAILEY	3rd Sunday
WALES NORTH	Mike Stewart	0210-625322	The Fox	WHITTON	Alternat/Thurs
WALES SOUTH	Tim Davies	0656-863426	Various	KELHAM	1st Thursday
WESSEX	Kevin Minns	0202-602152	Castell Mynach Pub	LIANTRISANT	1st Wednesday
WEST MIDLANDS	Tony & Janis Spicer	021-353-9961	The Skittlers	BROADSTONE	2nd Tuesday
WORCESTER	Trevor Brotherton	0386-6547	Various		1st week of month
YORKSHIRE STH	Chris Stabler	0302-743579	Coach & Horses	HARVINGTON	2nd Thursday
YORKSHIRE NTH	John Genders	075 92 4367	The Lumley Arms	MALTBY	1st Monday
YORKSHIRE WEST	Nigel Weedon	0484-844682	White Bear	NORWOOD GREEN	1st Wednesday
					1st Tuesday