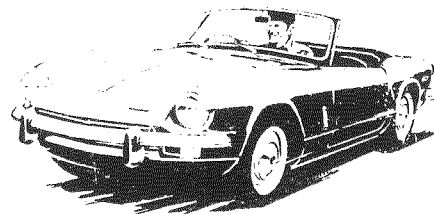
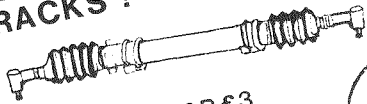


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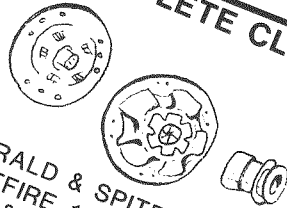
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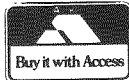
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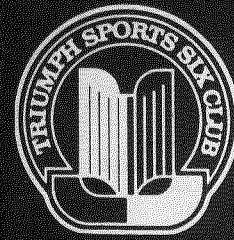
CATALOGUE

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THE COURIER

the monthly news publication of the
Triumph Sports Six Club **APRIL 1984 No. 46**
LARGEST TRIUMPH CLUB IN THE WORLD



25 YEARS
1959 - 1984

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

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EDITORIAL

The overall classic car scene continues to grow at a phenomenal rate and this is echoed by the large increase in TSSC events for 1984. You will notice the calender inserted in this Courier, please keep it at hand at all times so as not to miss any of the action. In April we see the kick-off at the South Of England Meet, an event not to be missed with TSSC attendance figures only second to the National Concours.

Some of you will be aware that I will be representing the TSSC in South Africa. They are celebrating the tenth anniversary of the Triumph Sports Car Club of Southern Africa. I feel very honoured and excited to be given this opportunity and I will endeavour to fly the flag for the TSSC throughout the tour. The Triumph Sports Car Club of S.A. have a small membership who are as enthusiastic and forth right as our own; I will be giving a full report on them in a future Courier.

I would like to draw you attention to Jeff Baker, our Club Spares Secretary; he works very hard and long hours and I would ask you please to 'phone him between 9am and 6pm wherever possible - give him a chance to have a little personal life as well!

Having completed yet another magazine for all you Triumph enthusiasts, I can again get back to re-building my Courier Van. It's coming along slowly and most of the welding is now done but it will be a few months yet before she hits the road. It's really quite strange to think that a hobby with cars could lead to so much pen-pushing. however, I'm by no means a 'white collar' worker; ask Jo, she has to do all the washing!

BILL SUNDERLAND
EDITOR

JOHN KIPPING'S - THE ENTHUSIASTS CENTRE

Front shock absorbers - pairs to fit all Club cars	£15.00/pr.	Postage £2
Delco distributor GT6 MKII/III will also fit Vitesse MKII	£20.00	£2
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INTRO

The Triumph Sports Car Club of Southern Africa celebrate their tenth anniversary this year. Many of you will be aware that they kindly offered us a free ticket to join with them in the celebration of what will be a truly International event.

In recognition of the outstanding work carried out by Bill Sunderland, as Editor of The Courier and Turning Circle, the TSSC Council offered this chance of a lifetime holiday to him. We're sorry Jo, there was only one ticket but we all recognise and appreciate your hard work and contribution as well.

Bill will be flying out to South Africa for the one month holiday during April to represent us. The T.R. Register will also be representing the U.K.

May I take this opportunity to wish Bill a safe and memorable holiday and also extend our enthusiastic wishes to the Triumph Sports Car Club of Southern Africa for a great event and a further exciting ten years of TRIUMPH motoring and comradeship.

Wasn't it great to see on the box (Saturday 3rd March) the two British Jaguars winning at the Miami Grand Prix endurance race. Did you also know that recently an Austin A90 Westminster (28 years old) won a Club Rally (Manx Autosport I believe) competing against RS2000's etc. Good job you sold yours, Andynot in the same class as an Austin, let alone a TRIUMPH!

What a shame the channel four programme "THE MOTOR SHOW" has finished: I consider that this has been refreshingly different and I look forward to the next series.

Incidentally, Chris Goffey was a judge at the Triumph Sports Six Club's very first National Concours, held at the Fosse Manor Hotel, Gloucestershire. How about getting the Club on the next series, Ian?

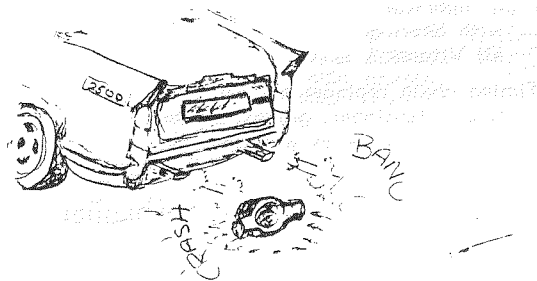
With the demise of THE MOTOR SHOW, BBC2 have commenced a new series of "TOP GEAR" on Tuesday evenings.

TITBIT:

DID YOU KNOW THAT IN 1966 OXO LTD offered a number of Triumph Heralds as major prizes in their 50,000 prize game?

In addition to Television and Radio advertising, 20 - 30 thousand displays were organised in grocer's shops throughout the country. I must admit, I cannot remember this, can you?

J M GRIFFITHS
PRESIDENT



NEWS REVIEW

Derek Argyle of Camberley, Surrey, has brought to our attention how much impressed he was with the goods and service, offered by B.S.C.C. of Goldhawk Road, London since they have reorganised their premises. He says that they are very go-ahead, have tons of spares, as he personally witnessed, in their large stores at the back of the premises. They have brand new shop-soiled overdrives at £49.50; super door trims affixed to the backing; front sidelight/flashers complete at £10 each brand new etc., etc. He is convinced that no one can compete overall on their prices. When he enquired of a six-branch exhaust, he was told they had none but would look into it and get one in for him to inspect - which proves their eagerness to please and get on in business. He suggests you put them on your mailing list for bargains.

COMPETITION AND THE COUPE

25 YEARS SILVER JUBILEE

The 948 Coupe was one of the few Heralds with a notable competition history, the later 1200 and 13/60 cars being overshadowed by the contemporary Spitfires and Viteses.

In the 1959 RAC Rally three Triumph Herald Coupes took second place in the team award behind the TR3's. In the same year I.D.L. (Tiny) Lewis competed in the London Motor Club's "Nor'wester". His car was one of 10 (of 82 starters) which finished the course. He lost only 28 points and won the Rally from a VW (29 points lost) and a Porsche (42 points lost). Two privately entered Coupes made their first appearance in a major continental rally in the 1959 Alpine Rally. Both cars completed the tough course and the vehicle driven by "Tiny" Lewis and H Nash won a Coupe des Alpes for finishing without incurring a penalty. They were ninth in the general classification.

In the 1960 Tulip Rally Herald Coupes dominated their category (Class 'P') with a first (Tiny Lewis and H A Nash in YRW 267), second (G H Mabbs and J H J Flook), fourth (J H La Trobe and A Crawford), fifth (W Stoddart and R Burn) and seventh (R J Wright and A S Doble). In the same year "Tiny" Lewis also competed in the Monte Carlo Rally in a works Coupe driven by Geoffrey Mabbs of Bristol and Leslie Griffiths of Bridgewater. The rally started in Holland and covered 2,500 miles of some of the toughest roads in Europe. The 120 competitors competed in five hill-climbs through Belgium, Luxembourg and France before reaching Monte Carlo. Here Mabbs, competing in only his third International event, realised he was amongst the leaders. Leaving Monte Carlo he and Griffiths put up an almost unprecedented performance by winning every one of the 14 circuits and hillclimbs on the return to the finishing point in Noordwijk, Holland. Second in the event was a Porsche (Watter/Stocks) and third a Saab 96 (C & E Skogh). The car was in perfect condition at the end of the rally and was driven back to Coventry by Mabbs immediately afterwards, so it could be shown to the men who made it.

A brief but creditable history and to quote from Langworth and Robson's book: "A Coupe with its rear suspension set low could be driven like a veritable sports car, as early rally and trials results showed".

By J M Griffiths & Chris Longhurst

THE TIMES

10th February 1984

End of the road for cars with Triumph badge

Plans by British Leyland to drop the Triumph label, probably this summer, will mark the end of a long line of bicycles, motor cycles and cars bearing the distinctive red and blue badge (David Cross writes).

The last model to carry the Triumph name, the successful Acclaim, is expected to be replaced by a revamped version with a Rover badge produced at Longbridge. Like the Honda-based Acclaim the new 1.3 and 1.6 litre models will be based on a Japanese design unveiled at the Tokyo motor show last autumn.

The Triumph company, best-known for motor cycles and sports cars, started life exactly 100 years ago when a German, Herr Siegfried Dettmann, arrived in London to work for the Kelly Road directory firm. But taking advantage of the bicycle boom sweeping Europe, he exported bicycles manufactured in Birmingham under his own name.

When it became clear that Dettmann was not a catchy name in Britain or on the continent he changed it to Triumph to make it more easily understood by non-German speakers.

In 1887, he was joined by Herr Mauritz Schulte, a German engineer, and in 1888 they moved to Coventry, then the centre of the cycle industry, to set up their own manufacturing plant.

The two Germans first fitted an engine into a Triumph bicycle in 1902 and quickly built up an international reputation for motor cycle engineering, which continued until the demise of the Triumph motor cycle cooperative at Meriden last year.

The original company moved from the production of two to four-wheeled vehicles in 1923 with the building of a solid modern family sedan of American inspiration.

In the late 1920s it tried to enter the mass-produced economy car market with a Triumph Super Seven model, but it lacked the financial resources of the bigger manufacturers like Morris, Austin, Standard and Singer.

Despite financial problems which culminated in its liquidation in 1939, the company introduced several pioneering innovations in 1925 including hydraulic brakes in the factory-fitted wind-screen washers in 1935.

After the Second World War the motor company, which had separated in 1936, was taken over by the Standard company which made Ferguson tractors under licence. Standard-Triumph produced medium and small family saloons, the best-known of which was the Mayflower.

But it was not until the early 1950s, when it entered the sports car market with a long line of successful sports cars beginning with the TR2 that its reputation became truly international.

Financial problems dogged the company, in spite of the successful introduction of the Triumph Herald in 1959. It was taken over by Leyland Motors in 1961, the first car company to be acquired by the truck and bus firm. The new management introduced a range of Triumph models, including the Spitfire sports car in 1962, the 2000 saloon in 1963 and the Dolomite in 1972.

But these have been replaced with models under the better-known and more successful badges of Austin and Rover. The captions show year of introduction and basic price of car, including tax.

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The Council of Management would like to see JDX 884 on show at major Club events.

The car is garaged in Cambridge and can be booked, by writing to Dennis Watson or Barry Newitt (see address below) S.A.E. please.

There will be a charge made of 10p per mile to cover running costs; please work out the mileage the car will cover from Cambridge to your event and back again.

Send cheque with your booking, payable to the T.S.S.C. and we will then arrange for the car to be delivered to your event by an Anglia Section members.

Mr D Watson
254 The Broadway
Yaxley
PETERBOROUGH
PE7 3NR

Address to be sent to:

Mr B Newitt
89 Shelford Road
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CAMBRIDGE
CB2 2NB



TOP TRADERS



The following list shows traders who have, on the whole, given satisfactory service according to the collective opinions of members supplying information.

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| 2. | Transpeed, Hove | (parts) |
| 3. | B.L. Network | (parts/servicing) |
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| 5. | Aberdeen Motors | (BL Agent) |
| 6. | Spitfires UK | (parts) |
| 7. | Cox & Buckles | (repair) |
| 8. | Hatfields | (BL Agent) |
| 9. | Vintage & Classic,
Kidderminster | (parts) |
| 10. | British Sports Car Centre | (body parts) |
| 11. | Whites of Camberly | (BL Agent) |
| 12. | Keith Sturgess | (repair/servicing) |

SPECIALISTS who have been recommended:

Coach Trimming	Trim-Car, Darlington
Leaf Springs	J McKinnes, Portsmouth
Bearings	Swan Bearings, Workington.

OVERSEAS:

Nellers & Quack, Gladbach, Germany

YOUR CO-OPERATION IS NEEDED:

Information is required on any firm you use, whether they are good, poor or just satisfactory - irrespective of location or size. Please supply comments with membership number to Eddie Evans, Technical Secretary, at the address on inside of front cover.

***** SPOTLIGHT *****

This section does not take account of recommendation or otherwise, but is intended to provide an on-going comprehensive directory of services available to us.

This month's sample:

Transpeed of Hove Recommended by members for price and quality and particularly for their efficient mail-order service.

Spitfires UK, Leics. Many members are using this firm. Worth watching The Courier for their frequent special offers on parts and Trade Stands at large Club events.

Osprey Coachworks, Gillingham Bodywork specialist offering "20% off with Club card", in March Courier.

8 RECRUITMENT DRIVE '84

Since our formation in 1977, the Triumph Sports Six Club has been tremendously successful, to the point where we are the largest Triumph Club. The TSSC's aims remain the same, namely to preserve, restore and promote all vehicles based on the Herald chassis. During the last 8 years we have done a considerable amount to further these aims, however, I believe we are about to enter one of the most important periods in the Club's life.

Many people I have spoken to are worried about the numbers of 'Club' cars which are going off the road. Most of these are non-member's cars and, with Club help and advice, many could be saved and provide their owners with many more years of service. Even more cars will disappear over the next few years, unless we do something about it.

There are literally thousands of 'Club' cars driven by non-members, most of whom haven't even heard of the Triumph Sports Six Club and what we have to offer. The simple fact is that unless we recruit them and their cars soon, we may never be able to.

There are many methods which we can use to recruit new members: adverts, reports and articles in the Motoring Press are always very successful as are Club appearances at local and national shows and events. More unusual methods, such as Local Press and Radio are also useful but perhaps the most successful method of all is by member's own efforts; either by talking to non-members at shows or in carparks or simply by placing a leaflet on their car windscreens. It is only this 'personal' approach which can reach many of the thousands of non-members.

Obviously, this brings me to this years Recruitment Drive and explains why you have received a number of windscreen leaflets.

You will see from the impressive prizes below that the Club is doing all it can to provide the incentive to go out and bring these non-members 'into the fold' and I hope you will respond by keeping me busier than ever.

This years leaflets are slightly different from last years and I'm afraid you will still have to cut them into separate leaflets. Please note that **only the new issue leaflets with your own membership number on will be accepted for the competition.** Although the old forms and un-numbered new forms will still be gratefully received!

You will also notice that the leaflets have a space in which to write the name of the local Area that you attend. A generous prize is being given to the Area which has the most success. I am hoping that this will encourage all the local Areas to organise weekend visits to car parks and participation in local shows. This will be of mutual benefit to the members taking part and the Area involved.

The rules are simple but please read them. First the prizes:

- 1st - £150 to the member whose efforts bring in the most new members.
- 2nd - £100 to the member whose efforts bring the second highest number of members.
- 3rd - £50 to the member whose efforts bring in the third highest number of new members.

9

Area Prize - £100 to the Area whose efforts bring in the highest number of new members.

In addition, there will be 10 prizes of £5.00 Halford gift vouchers. These will be drawn as a raffle i.e. every time a member introduces a new member, his membership number will be entered in the draw. Obviously the more new members you get, the more chance there is of your being drawn out.

RULES

Any TSSC member can take part (except me). For a windscreen leaflet to be eligible, it must have the members OWN membership number (see front of Membership Card) written in the space provided.

For the leaflet to be eligible for the Area Prize, the name of the Area must appear in the space provided.

The competition starts **NOW** and ends on the last day of August, 1984. Any replies arriving after that date will be gratefully received but will not count for the competition.

In the case of any dispute, the Committee's decision will be final.

The draw will take place at the earliest opportunity after the end of August by a suitable number of Club Officials.

IMPORTANT:

Further copies of the leaflets can be obtained by photocopying (if you have the facilities), from your Area Organiser, or direct from me.

Jonty Wild
33 Brookmead
Meppershall
Shefford
Beds SG17 5SA

Tel: Hitchin (0462) 813143

Area and Event organisers please note: I am only a 'phone call away for more leaflets.

Finally, remember even a few well placed leaflets can produce very good results. Local car parks, car parks at shows and events can be very good hunting grounds and the sooner you start distributing leaflets, the more chance you have of winning.

PLEA FROM THE MEMBERSHIP SECRETARY

All members should have noticed (hopefully) that their Courier envelopes are being addressed by the computer. If you find that your address is INCORRECT, please contact me, so that I can amend.

TRUDI SQUIBBS

★ ★ WHAT'S ON NEXT ★ ★



THAMES AREA PRESENTS

S.E.M. 1984

including 25TH ANNIVERSARY of the Herald Chassis

The 1984 South of England Meet will take place on Saturday 14th and Sunday 15th April, 1984, at Chessington Zoo, Chessington, Surrey (on the A243 Surbiton to Leatherhead, just off the main A3 Kingston bypass).

Events Include:	Concours d'elegance	More trophies than ever before.
	Gymkahana	Your chance to beat the Champions.
	Trade stands	Those long-awaited spares are here
	Autojumble	Something for everyone.
	Zoo	Reduced admission.
	Evening disco and bar	Dance to West Londons top D.J.
	Camping	£4 for the first night, £2 for subsequent nights.
	Country drive	See the beauty of Surrey.

If you want to put up a Trade Stand or enter the Autojumble, contact the Committee with details now!!!

For advanced tickets, only £2 per car, including any number of occupants and for camping details, contact: **Mike Crewes, 24 Otterburn Gardens, Isleworth, Middlesex TW7 5JJ** as soon as possible.

This is your event, for your enjoyment. Come and have a ball!

This is gonna be the best South of England Meet so far.

Please not Mike Crewes new address.

THE NATIONAL CLASSIC CAR SHOW

N.E.C. BIRMINGHAM 5TH - 7TH MAY

This is the first National Classic Car Show and is sponsored by Thoroughbred and Classic cars. We have a large stand there (near the bar!) and, hopefully, this will become a regular show for us. If you are up in this 'neck of the woods', drop in - I know that several Areas are hoping to get convoys together for it. We are in Hall 4, Stand number 2288/2294.

There are not only the displays of classic cars, but also a reconstruction of the 1948 Motor Show, as well as an exhibition of classic motorcycles, autojumbles and an auction of classic cars. The show's organisers reckon it will be three times as large as the Birmingham Show - "It is anticipated that over 500 cars will be on show to the public" - so it will be well worth a visit.

If anyone wants more details, give me a ring on 021-784 4597 evenings - Dawn Storton.

CASTLE COOMBE FUN DAY

April 7th, 1984

This event has Club backing and is being co-promoted with the TR Register and Austin Healey Club. Basically we have booked Castle Coombe's race circuit in Wiltshire from 9.00am to 4.55pm on 7th April.

The track are providing Marshalls and have insured us for the day (not car insurance).

The format of the day is as follows: groups of up to six cars are allowed on the track for five laps at a time. The circuit is 1.9 miles, so roughly 10 miles of tarmac with nothing coming the other way. Before you go out on the track, there is a briefing to attend but then you are on your own, at your own pace. This is a non-competitive day (well officially anyway!) and apart from scrutineering the cars, all the track insist on are helmets for open cars and advise their use in any car.

This should be an excellent day out and an all too rare change to take your road car on the track and clear her tubes. The cost is £12.50 per car i.e. two people, £6.25 each for a day out at one of the oldest tracks in the country - just off the M4 in Wilts.

We might be able to pay on the day but if A.O.'S could send any cheques and monies to me to both grease the wheels and also give the caterers and bar some idea of numbers.

Please reply a.s.a.p. to

Mr Clive R Speaks
Talbot Hotel
Tetbury
Glos.

Tel: Tetbury 52347

Cheques in above name please.

Don't miss our sportscar comparison features

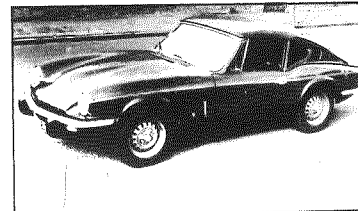
Read this comprehensive series of sportscar comparison features in 'Practical Classics'.

Cars covered in the May issue include: TR2/3/4, Spitfire/GT6, Lotus/Caterham 7, Sunbeam Alpine/Tiger, Fiat X19.

Read how your favourite compares with the others.

Starting in the
MAY ISSUE
on sale from
12th April

practical CLASSICS
APRIL 1984 Vol 4, No 12



MOTEC 1984

Only six weeks to go until the 7th National Concours - doesn't time fly!

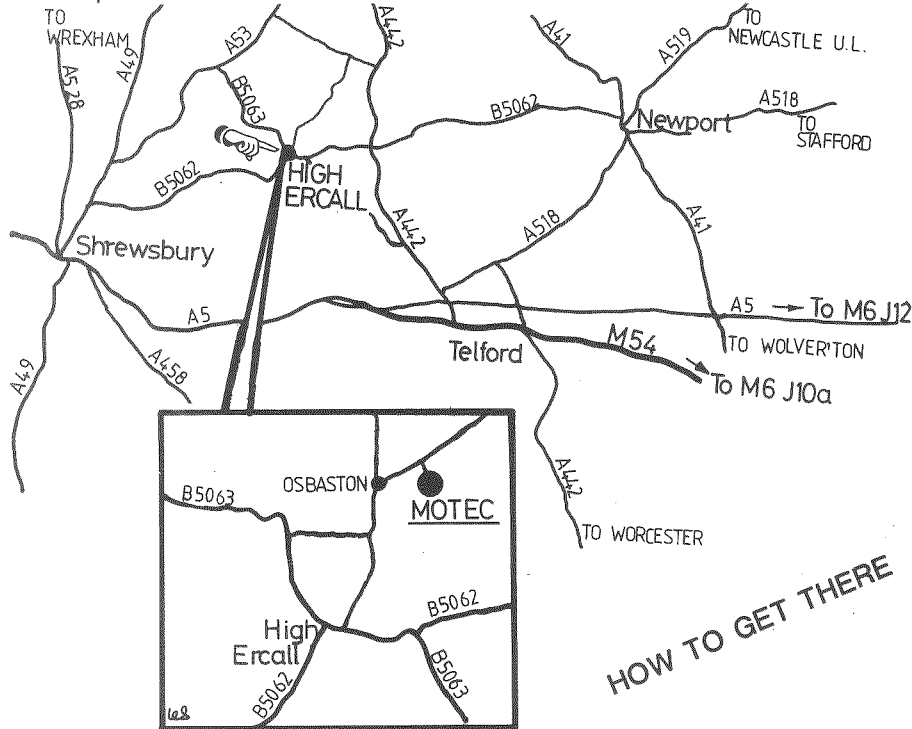
There's an awful lot going on at this year's event - the autotest, trade stands (Automech will be there again to tune your cars to maximum efficiency), various market stalls with arts, crafts and jewelry, the 'black museum' of motoring disasters, plus lots of competitions for all the family. Don't forget the creche, mums and dads! The Herald competition for the West Midlands Challenge Shield will be running again - any interested Areas please contact John Cox on 0902-330940.

Don't forget to dig out those model cars from the tea chest in the attic. Two classes for this concours: first is the die-cast Triumph class and the other is the 'all-comers' class.

Entry to the concours for real cars (as opposed to above!) is £1 and there are loads of trophies to be won. As well as the class prizes (1st, 2nd and 3rd), there will be prizes for the best engine bay, best chassis, best interior, best boot, best paintwork. There will also be best marque prizes, best convertible awarded by Spitfire's UK, best saloon (includes estates, coupes etc.) awarded by A.C.S. Classics and best personal choice - your chance to vote for favourite.

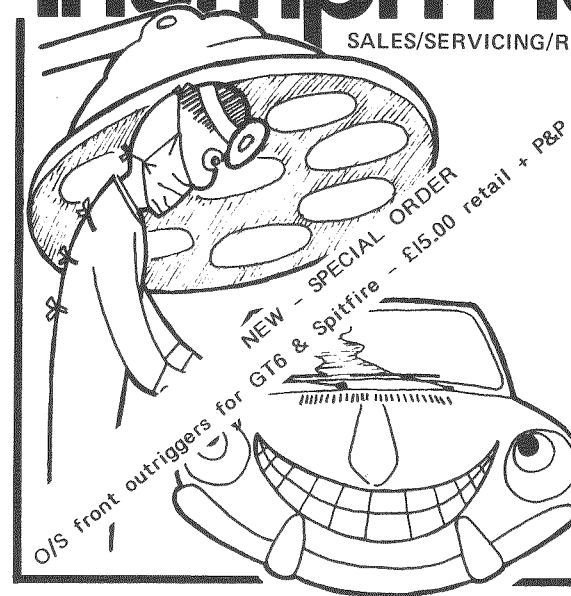
Camping is available for the Friday and Saturday nights at £1.50 per tent per night and single bedrooms are available at MOTEC for £12 per night. Please contact MOTEC direct for their accommodation (MOTEC, High Erccall, nr. Telford, Shropshire TF6 6RB, tel: 0952-770441).

Tickets for disco/buffet are available at £3.50 per head (number limited, I'm afraid) from Janis Spicer - see address and 'phone no. on inside front cover. SAE with remittance please.



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TICKET DRAW - GRAND RAFFLE -
DISTANCE AWARD - CLUB REGALIA
- INTER AREA COMPETITIONS -
PLUS MORE !!
+ON SITE CAMPING.
WATCH FOR MORE DETAILS!



STANDARD NORTHERN RALLY 1984

Announcing the third Standard Northern Rally, to be held on Sunday August 12th, 1984 at Preston Park, Eaglescliffe, nr. Middlesborough, Cleveland.

Preston park is large and pleasant and boasts a small zoo, playground for the children, picnic area, cafeteria, and a museum complete with a reconstruction of an old fashioned street and a military and a toy section.

The cars will gather outside the museum.

This is by far the furthest north that the Standard Motor Club has ever ventured and we are grateful to Club member Katrina Fyfe, for organising the event. Entry fee will be £1.00 and there will be plaques for all entries and prizes for the best cars.

The Publicity Officer, Lynda Homer of the Standard Motor Club wishes it to be known that Triumph Sports Six Club members would be very welcome to attend this event.

AUTOSUNDAY - JULY 15TH, 1984

The above show is being organised by the Rotary Club of Uxbridge at the Hillingdon Showground to raise funds for charitable purposes. The Club hopes to have some 300 Vintage, Veteran and Custom cars on show, along with many other attractions connected with motor cars through the ages. There will also be many sideshows to make it a really interesting day out for all the family.

We welcome entries from all areas and would very much like to see TSSC members attending.

Entry Form

Name:

Address:

Telephone no:

Type of car: Year:

History:

FOR OFFICIAL USE ONLY

Number

Pass issued

Date

return to: Rotary club of Uxbridge
11 Stuart Close
Hillingdon
Middx.

For the attention of G W G Hibbert

DOUNE CLASSIC WEEKEND

Saturday 25th, Sunday 26th August, 1984

DOUNE MOTOR MUSEUM - PERTHSHIRE
(5 miles from Stirling)

This event is organised by the TR Register in conjunction with the following clubs: Austin Healey, Morgan, TVR, Sunbeam Alpine, TSSC, Morris Minor, Aston Martin, Jaguar, Daimler & Lancaster, Bristol, MG, Alfa Romeo, Porsche, Stag, Clan Crusader and Austin A40.

We hope it will be as successful as last year's and the TSSC are requested an attendance of approx. 30 cars.

Events:

Autojumble
Convoy runs (Scone Palace this year)
Gymkana events
Disco
Doune Hillclimb visit
Club Concours
Inter-Club Elite Concours

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

Accommodation:

1. Camping at Doune Museum.
2. Bed and Breakfast in the surrounding area (book early).

The site will open Friday 24th August and close Monday 27th August. All TSSC members, entrants and visitors etc., are encouraged and welcome. For further information please contact 0334-54796. Please complete and return the form to reach me by 25th July, 1984.

ENTRY FORM

Name: Car:

Address:

Tel:

I wish to attend the Doune Classic Weekend. I enclose cheque/PO for £2.50 to cover all fees for trophies, expenses etc. Made payable to TSSC TREASURER (SOUTH EAST SCOTLAND AREA) and crossed, together with Entry Forms to reach me by the 25th July, 1984.

Ian Wheater, Area Organiser for TSSC (Scotland)

1 The Bungalows
Cults Cupar
Fife
KY7 7TF

Tel: 0334-54796

TECHNICAL HELP

DOOR SEAL RENEWAL:

Q. I wish to fit a set of new door window seals (the ones on the outside) and would like your advice on how to fit them before I go ahead and risk damage.

A. Remove the interior door handles and trim and take out the bracket in the bottom of the door, which prevents the window from winding too low. Disconnect the winding mechanism arms from the channel along the bottom of the window and allow the glass to rest in the bottom of the door. Remove the bolts securing the quarter light frame and lift the frame, enough to allow the front end of the old seal to be pulled out from between the frame and the door shell.

Using the end of a screwdriver etc., tap the spring clips which secure the bottom of the seal to the inner lip of the door-shell, so they drop into the door leaving the seal free to be lifted out.

Fit the new seal between the quarter-light and door-shell; re-position the quarter-light frame and tighten its securing bolts. Make a strip of metal approximately 10" long by $\frac{3}{4}$ " wide and bend over at one end into a 'U', just wide and deep enough to hold one of the spring clips in its upright position. Lower this end into the door with the clip in position and carefully bring the clip into contact with the door inner lip and the bottom edge of the seal. Then pull up tightly, whilst pressing the seal in position to ensure correct seating. Repeat with the remaining clips and re-assemble the door fittings.

AN UNUSUAL CASE OF BRAKE IMBALANCE:

Q. I have a GT6 MKIII which I have owned since new and have always kept in immaculate condition, both mechanically and bodily. About six months ago I noted the brake discs were quite rusted (after a winter lay-up) and so I had the local BL agent fit a new pair. When I collected the car it had a slight pull to the near side when braking - not enough to make a big fuss about but perhaps I'm not a perfectionist. Anyway, since then seal and pistons have been renewed on the calipers, brakes bled and new fluid, new pads, wheels balanced, steering checked but still this slight pull to one side!

By this time I was convinced the discs were sub-standard and to prove it, I swapped them over, expecting the car to pull to the other side - result? No pull at all. Surely there must be out-of-balance on these discs but why only pull to one side? I would greatly appreciate your opinions before tackling to the BL agent again.

A. The slight pull is probably caused by the difference in friction offered by each disc. It is taken for granted that new, cast iron brake discs will have identical frictional properties but in fact can have variable effects on the graphite in the cast iron and, therefore, on the frictional properties at the surface of the material.

Your discs are a rare combination and if this happened at the Triumph factory, it would not have passed Quality Control. However, buying two 'spare part' discs over the counter (which are obviously produced from different batches of material) is a different matter; you've been extremely unlucky to buy such a pair, let alone notice the difference. No blame can reasonably be attached to the BL agent.

The fact that the car does not pull to the opposite side with the discs changed over, could be due to the original pull affecting tyre tread wear, or any pull in the other direction may be disguised by other slight inaccuracies in suspension or steering geometry. However, I would suggest you retain the discs in the position you now have them and I doubt very much that the pull will re-appear.

Eddie Evans

TECHNICAL PUBLICATIONS

BRAND NEW ORIGINAL LEYLAND PUBLICATIONS

BL Reference No.	Model	Publication	Price	
5080/3	New	Herald	Parts Catalogue	£12.00
510597	New	Herald 1200	Parts Catalogue Late	£12.00
545037		Herald 13/60	Handbook 2nd edn.	£4.00
508073		Herald Convertible	Special Parts Cat. supp. no. 1	£2.00
508073/S2	New	Herald 'S' Saloon	Special Parts Cat. supp. no. 2	£2.00
511236		Vitesse 6	Handbook	£4.00
	New	Vitesse MK1	Handbook	£4.00
	New	Vitesse MK11	Handbook	£4.00
545189		Spitfire 1500	Handbook	£4.00
511242		Spitfire MK1	Handbook	£4.00
512915	New	Spitfire MK11	Handbook	£4.00
516282	New	Spitfire MK111	Parts Catalogue	£12.00
	New	Spitfire MK1V	Handbook	£4.00
RTC 9110		Spitfire 1500	Parts Catalogue 74-78	£12.00
RTC 9110B	New	Spitfire 1500	Parts Catalogue 78-81	£12.00
RTC 9230B		Spitfire 1500	Workshop Manual	£16.00
512944		GT6 MK1	Handbook, 2nd edn.	£4.00
	New	GT6 MK11	Handbook	£4.00
515754		GT6 MK1 & 11	Parts Catalogue	£12.00
520949/AL	New	GT6 MK111	Parts Catalogue	£12.00

TRIUMPH SPITFIRE & GT6 BOOK

Triumph Spitfire and GT6 fills the major gap in postwar British production sportscar publishing. Here, for the first time is that story, a major success story for the British motor industry and Triumph in particular. Graham Robson's first hand experience has enabled him to render a very detailed concept, prototype and production development analysis, into which he also contributes a long awaited factory competition diary. World market influences are not forgotten with an American section specially added. At last, thousands of loyal Spitfire and GT6 aficionados have their own success story. The record is now straight. The Spitfire and GT6 were on target until the end, 'warts and all'. £9.95 plus P&P

POST & PACKING

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<i>Workshop and Parts Catalogues</i>	UK £2.00p	Overseas	£5.50p
<i>Triumph Spitfire & GT6 Book</i>	UK £1.00p	Overseas	£3.45p

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4 x 4 SILVER ON BLACK ROUND WINDSCREEN STICKERS WITH INDIVIDUAL MARQUE - 'GT6', 'SPITFIRE', 'VIT ESSE' AND 'HERALD'	£0.35 + 15p P/P
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OCTOBER 1981	HERALD T/C	AUGUST 1982	COURIER
DECEMBER 1981	COURIER	OCTOBER 1982	VITESSE T/C
JANUARY 1982	COURIER	APRIL 1983	GT6 T/C
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N.B. These are specially reduced prices for Club Members only. Catalogue now available for all models. Sent by return to all enquiries, enclosing S.A.E

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As suppliers of tuned exhaust systems, we have been aware of complaints concerning durability of the rear straight through silencers. As suppliers and not manufacturers of these items, there was little we could do to improve the situation. We can now, however, offer for the first time Straight Through Flat Oval Exhaust Boxes in Stainless Steel, which are compatible with the varieties that are causing concern. These silencers are available in three varieties and are all covered by TWO YEAR guarantee. These silencers are not generally available elsewhere and not at our price, which is around half the recommended. This offer is exclusively for Club members.

TYPE 1 £23.00 each

12" body in stainless steel with s/s endplates, twin chrome tailpipes 10° rise.



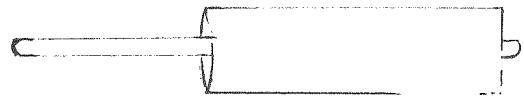
TYPE 2 £24.00 each

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Front Valances	Herald Vitesse	£45.00	£18.00
Quarter Valances	Spitfire 1V/1500 GT6 MK111	-	£15.00 ea
Front Wings	Spitfire 1/11/111 GT6 MK1/11	-	£15.00
Front Wings	Spitfire 1V/1500 GT6 MK111	£35.00	
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Sills	Herald Vitesse	£4.50	
Inner Sills	Spit. 1 to 1V/1500 GT6 1/11/111	£9.00	
Sill Stiffener Plate	Spit. 1 to 1V/1500 GT6 1/11/111	£6.50	
Door Skin	Spit. 1 to 1V/1500 GT6 1/11/111	£15.00	
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Door Tread Plate	Herald Vitesse	£4.00	
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Rear Wing	Herald Vitesse	£40.00	
Rear Valance	Spitfire 1/11/111	£25.00	
Rear Valance	Spitfire 1V/1500	£33.00	
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Boot Lid	Spitfire 1/11/111	£50.00	£15.00
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Front Floor Panel	Spitfire 1/11/111 GT6 1/11	£5.00	
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Boot Floor Main Sec.	Spitfire 1/11/111 GT6 1/11	£20.00	
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Bonnet 'D' Plate	Spitfire 1/11/111 GT6 1/11	£4.00	
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Rear Wheel Arch Repair	Spitfire 1/11/111 GT6 1/11	£20.00	
Rear Wheel Arch Repair	Herald Vitesse	£7.00	
Rear Wing Repair Front	Spit. 1 to 1V/1500 GT6 1/11/111	£5.50	
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TRADE & EXPORT ENQUIRIES WELCOME

BLUERIDGE PROMOTIONS

BOND REGISTER

The Register continues to grow and had reached 210 cars by 10.3.84. as follows:

Type	No. of Cars	% of production
2 + 2	10	1.8
GT4S	54	2.8
GT4S 1300	31	5.4
2-litre	47	8.0
MK11 Saloon	28) 7.8
Convertible	38	
TOTAL	210	4.8

The most interesting news this month is the discovery of the factory production records - in a garden shed!

Each product had its own book and numbering system. Queue here for trailer tent production figures! (And Minicars, 875's, scooters, boats, scooter-skies, etc.).

The records are handwritten (in exercise books!) and list chassis serial numbers in sequence, together with commission and engine numbers, colour, road test date, and any remarks. Total production figures can thus be extracted for all cars:

Type	No. built
2 + 2	444 including 3 with MK11 engine
GT4S MK1	183
GT4S MK11	1749
GT4S 1300	573
2-litre MK1	590
2-litre MK11	841
TOTAL all Equipes	4380

The prototype 1300 is in the hands of a Club member, Rosemary Thurlow of St. Austell; this is probably news to her! 1300's were announced in March 1967. The first one was completed on 24th December, 1966, but carries a Lancashire registration dating from August 1968.

More mundane news is that my 2-litre re-build has finally hit the street, to the amazement of those (including me) who despaired of seeing it at all. It last ran in August 1980, having attended the Birthday Barbecue the previous month, in a rather fetching livery of blue with grey doors. This is the car to which Andy Fielding referred (the rat!) in his article on Bond exhaust systems, when he likened it to a Lancaster bomber on a take-off run with maximum payload!

I am preparing a more detailed article for the next Courier, but briefly, it is an ex-works development 2-litre MK1, fitted with the first MK11 engine supplied to Bond, (HC50002HE), which was fitted after an accident re-build in 1968, by which time the car had already covered 18,000 miles.

It has been reassembled onto a new chassis frame, using all new moving parts, with various modifications to engine, suspension and interior trim (no furry dice!!). And it's insured for £3,500!

More next month



RE - BUILT BOND !!



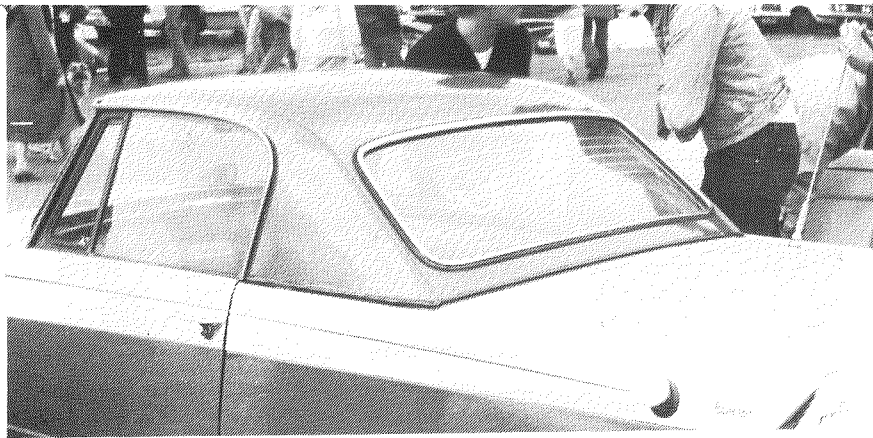
HERALD REGISTER

HERALD SILVER JUBILEE SPECIAL KNOW YOUR HERALDS - 948cc COUPE

Two Heralds, the 948cc Coupe and 948cc Saloon, were announced in April, 1959. This article celebrates the Silver Jubilee of the Herald by featuring the 948cc Coupe. This was the first of the Heralds in design form, Michelotti delivering the prototype bodyshell to Coventry on Christmas Eve, 1957. The design of VRW 582 differed in some details (e.g. grill, two-tone colour scheme, following door/wing swage and not weld lines), but was essentially the Herald Coupe as we know it. Although both Coupe and Saloon body type were announced in April, the Coupe was available at once (£730.14.2 including tax) and Saloons (£702.7.6) a few weeks later.

The original Coupe roof had a gutter which followed the shape of the sides, its rear end on each side was on the leading edge of the quarter panel, which blended with an obvious break into the top roof panel. A re-designed roof was introduced later with the rear portions of the gutter formed onto the upper edges of the quarter panel. This design improved drainage. Indentations were pressed into the quarter panel to relieve flatness and improve appearance (see Fig. 1).

Fig. 1
Early Coupe roof
(inset - later ribbed roof)



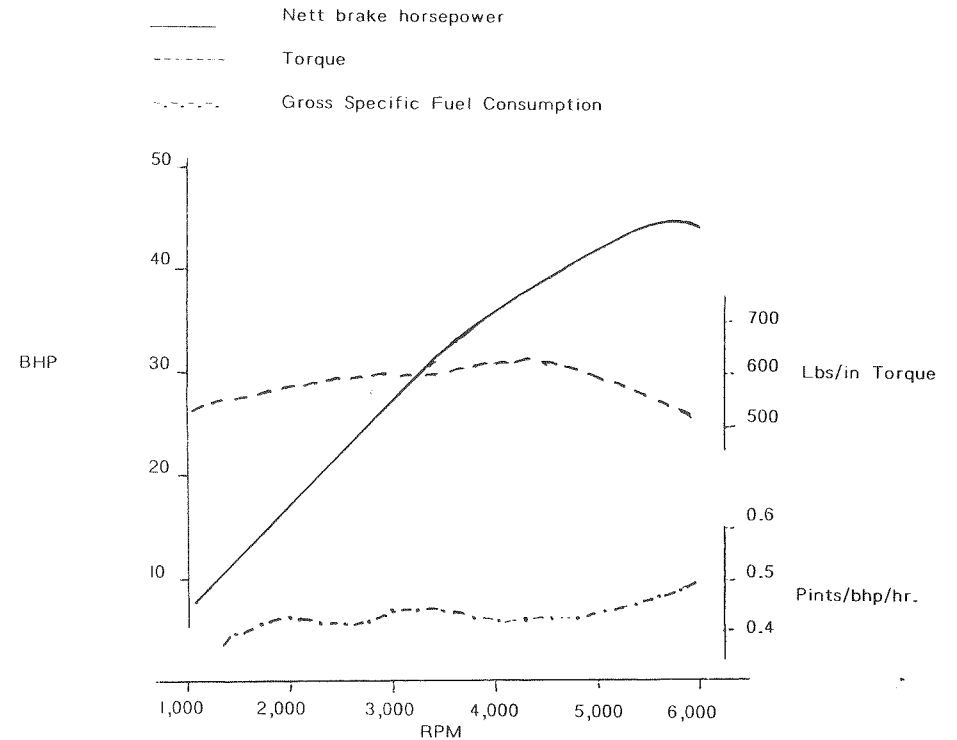
The Coupe was supplied with a 948cc 8.5:1 (7.2 optional) compression engine fitted with twin 1 1/8" SU type HI carburetors on separate inlet (aluminium) and exhaust (cast iron) manifolds. The engine was fitted with a slightly 'hotter' cam. of 18 - 58/58 - 18 timing, compared with the Saloons 12 - 52/52 - 12. The valve lift was also increased from 0.280 to 0.312 inches and an inner valve spring (29 lb/in) was added. Valve 'crash' now occurred at 6,630 rpm instead of 6,020 on the Saloon.

The maximum gross bhp was 50.5 (43.3 nett) at 6,000 rpm, with a maximum torque of 50.8 lb/ft at 4,200 rpm (2,750 rpm on the single carb. engine - see Fig. 2.). The Coupe engine produced 53.3 bhp/sq. inch of piston area; with a dry weight of 273 lb,

the power: weight ratio is 0.185 bhp/lb.

The Coupe is fitted with a 4.55:1 ratio differential, giving overall gear ratios of (top) 4.55, (3rd) 6.62, (2nd) 11.2 and (1st, reverse) 19.45. The Coupe also has a different rear spring to the Saloon, with 8 instead of 11 leaves and 0.93 instead of 1.94 negative camber.

Fig. 2



Graphs of net bhp, torque and specific fuel consumption for the twin carburetor 948cc engine over the 1000 - 6000 rev. range.

Members Car Feature (cover photo April Courier)

707 JYB ('Holly') is one of the best 948 Coupes in the Club, and is owned by Liz and Dave Clements. The car was first registered in Taunton on 18th August, 1960. Very little of the subsequent history of this Litchfield Green/White Coupe is known as the original logbook is not available.

When Liz and Dave discovered 'Holly' in 1980, she was basically sound, the main problem being a bend and window-less driver's door. The winter of 1980 - '81 was spent bringing the car up to scratch mechanically, followed in 1981 by a replacement door - re-sprayed with specially mixed paint to match the original colour. Other improvements have been new valances, Stanpart exhaust, outriggers, an engine rebuild, lower body respray (Litchfield Green) and re-covered driver's door.

707 JYB is still in very original condition and was featured in *Thoroughbred and Classic Cars* in May, 1983, to illustrate an article on the history of the Herald. Let's hope we see her at some of the Silver Jubilee events in 1984!

SELF HELP SCHEME 84/85

Dear Member,

"The most important new Club service this year", that is the comment made on the Self Help Scheme at the A.G.M.

You may also have read in The Courier the report on one of its first successes. To try and improve the scheme and to get all the information ready for the new, updated book, which is coming out later this year, please fill in the form below and return it to us as soon as possible:-

Geoff King & Julie Westaway
19 Herdman Close
Greenleys
Wolverton
Milton Keynes

Are you a member of the Scheme: Yes/No

Do you have any alterations to make to your details, as published i.e. Area or new 'phone number?

(please include your name and address with any changes)

Do you wish to be included in the Scheme? Yes/No

Name: Area:

Address:

'Phone no:

I would be prepared to offer the following help in the Self Help Scheme:

Basic Tools Yes/No

Any special tools, please list:

Transportation to get spares: Yes/No

Assisting with repairs: Yes/No

Off the road parking: Yes/No

Towing (short distances only): Yes/No

Bed for the night: Yes/No

Other, please state:

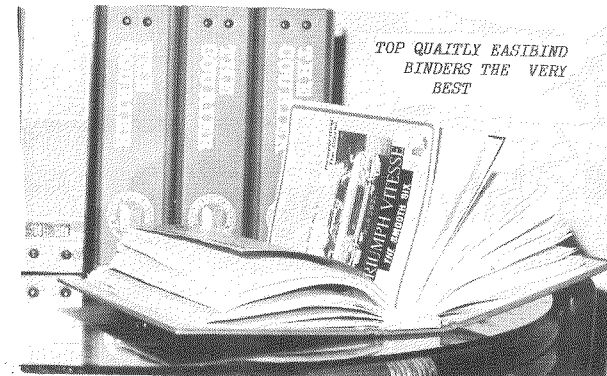
Signed: Membership Number:

It is **most important** for us to have this information early enough to get it to the publishers in time. We need as many members as we can, to give the best possible help. **WE HAVE PROVED THE SCHEME CAN WORK**, so any help you can give is useful - you may not think it is much but to someone in trouble any help can be useful.

TO BE SURE OF BEING PART OF THIS SCHEME, PLEASE COMPLETE AND RETURN THIS FORM NOW!

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MGB

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PEN TO PAPER

29

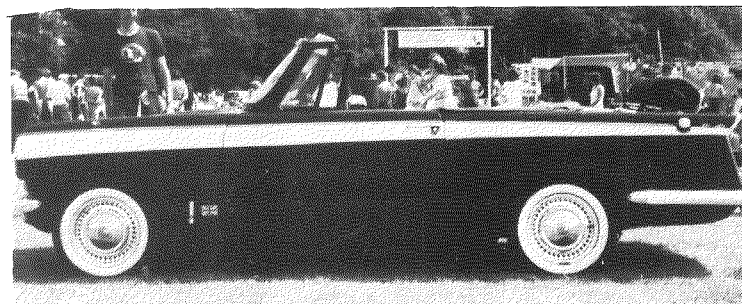
LETTER FROM JUSTIN BARWICH, ROSS-ON-WYE:

Having been a member of the TSSC for a year now, I am surprised that the subject of white wall tyres and wire wheels for the Herald/Vitesse, has not been mentioned. Firstly, I would like to point out that white wall tyres were offered as an optional extra for the 948 Herald (Convertible only), as was real leather upholstery (all 948 models except 'S').

I would like to know whether white wall tyres were ever an extra on the 1200 or 13/60? Whilst at a Thames Area meeting I saw in a Stanpart Catalogue wire wheels offered as an extra, specially for the Herald or Vitesse. Only a couple of times have I seen cars with them on. Any further information on wire wheels for the Herald would be much appreciated, as I would like to fit some to my 13/60 along with my white wall tyres. These I purchased from a company called Lambrook Tyres of Devon (I have no connection with this company) and, although they looked nice at first, they were only rings fitting over the existing tyres and were not very durable. I intend buying the real thing next time.

One last point of interest - can anyone let me know whether the soft top Herald is a Convertible (as stated in the 1200 Manual - hardback version), or a drop-head Coupe (as stated in the Practical Classics magazine Price Guide - which calls the Vitesse a Convertible!! What is the difference?

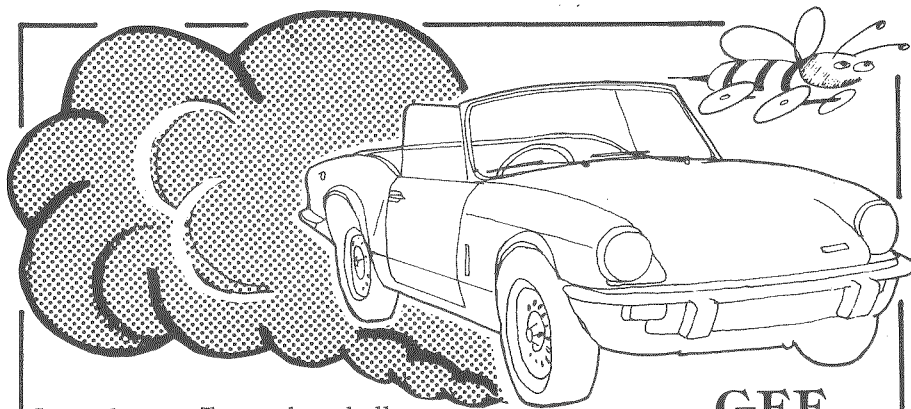
Finally, keep up the good work Kenneth Rodmell (Surrey/Hants), few are so dedicated!



CLUB TIES!

These superb quality British made ties, sporting the attractive club motif, are now available from the Manchester Area TSSC at a very modest £3.75 each, including postage and packing.

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LETTER FROM S W CUTMORE - HAYES, MIDDX.

After reading and re-reading stories of reader's rebuilds, I thought one or two members may like to hear about mine, the problems it causes and how to solve them.

The story starts on 26th January, 1981, when TGK 415F first came to me from an old lady: £250 and only 5,000 miles in three years. Visions of 2.5 Heralds and 120 mph came to mind but being a student at the time, they somehow never materialised. I pottered about for two and a bit years in it and did absolutely nothing to it, apart from putting petrol in the tank.

In 1982 I angrily banged on Bob Rowland's door, demanding to know why he had put a parking ticket (leaflet) on my windscreen telling me about the TSSC. The next year was spent going to Club meetings and events and pricing all sorts of parts which I had no intention of buying. In April, 1983 we broke up a 13/60 which we had bought for £34, as by now my Vitesse 2-litre MK1 was in a sorry state. Bob suggested that I swap the back ends and change the doors, but at the time I couldn't be bothered.

S.E.M. '82 saw the change of heart as I won third place in the 'Worst Car' contest, with 15% of the votes! This brought with it 'advice' from members to scrap my car - thanks Marco etc. Subsequently I surrendered.

Bob took great delight in hacking my Vitesse into small pieces and May 1983 saw me on a moped with lots of money to spend. The car was now completely stripped to the backbone only.

After seeing Bob's attempts to fit 'pattern parts' outriggers to his car, I thought I would buy BL ones. A word of advice here: body mounting bolts have a nasty habit of not fitting into pattern parts. Full marks to BL here in every respect. All outriggers for the Herald and Vitesse are still available from BL. After spraying in Valencia Blue, it really looks the business. Next came the suspension: three coats of paint on everything. I used Spax adjustables as they are cheaper and adjustable. While I was at it, I paid the local garage a fiver to change the halfshaft UJs; the best ones seen to be Quinton Hartyel (? typist) QL102's. They have grease nipples of which the advantages are obvious. N.B. Don't use them with a GT Transmissions mega-power engine as they snap. Speaking of GT Transmissions, Gareth provided a recon. diff. and O/D gearbox which I trust will be OK when the time comes. He certainly knows what he is doing and his prices aren't bad at all - recommended.

I decided to leave the engine as it was - after all, after 85,000 miles, the Triumph sixpot is barely run in! £10 bought a good Herald 1200 bulkhead from Harefield breakers - mind you, you should have seen his face when Bob and I walked out with it and put it on a roof-rack. Somehow he didn't think it was possible.

The back end was the one previously mentioned on our 13/60. Apart from this the rest has been just cleaning and repainting parts and putting them back. Now it is a car again, minus doors, roof, a boot and trim. Maybe it will be ready by the end of the year; who knows?

Before I sign off, there are a few points to note for rebuilders and members generally:-

1. Most body bolts and mounting pads are still available from BL - new. They are only about 25p each. Well worth it (thanks John Kipping for providing the part numbers).
2. Front brake pipes for Vitesse 2-litre MK1 are **not** the same as the 1600 ones, whatever BL say. The correct ones are the same as for the MKII Vitesse. Don't use Halford's ones either as they are 3" too short.
3. Make sure you count the number of shims taken out from the suspension and radius arm mountings. These can be crucial for alignment.

4. Make sure you tighten your 'T' pieces before bleeding your brakes. A brake fluid fountain over your nice, new chassis is not very nice!
5. For rustproofing 'Bondaprimer' followed by 'Hammerite', followed by top coat and the Waxoyl is the ultimate rust preventative.
6. Don't paint your discs! (Bob).

Finally, whenever possible use only genuine BL parts. Invariably they are cheaper and certainly of better quality. I hope all this is of use to somebody, somewhere.

P.S. STOP PRESS Stanleys of Hounslow have in stock a brand spanking new 4.11 diff. for a Herald, (I've seen it). Unadulterated by reconditioners of whatever repute. Normal price £168 + vat. They are letting it go for £125 + vat. This is an N.L.S. item and is probably the last one in the country, according to them.

LETTER FROM P. S. SKITT - TELFORD, SHROPSHIRE:

Regarding comments made in The Courier involving the chrome plating of suspension and stress bearing components, the comment is totally misleading and can be answered two-fold:

1. The chrome plating of mild steel does not in any way effect the performance i.e. tenacity or malleability of the component. Chrome plating is just a means of protecting the mild steel component, such as a coat of paint which does the same job. British Standard 1442 recommends 35 microns (.00125") total of plating on mild steel including at least 2 millionths of an Inch nickel base. One of the main reasons for chroming racing cars front suspension is so that metal fatigue can be detected so much easier. Most companies do not copper plate the surface; first they use a clear zinc passivate as a base to chrome on (all good nuts and bolts are clear zinc passivate). Copper plate is used first if a blue chrome effect is needed or a surface blemish needs covering up.

2. The only problem you can encounter chrome plating suspension (springs etc.) or steel over 65 tonnes tensile strength is in this set-up, what is called Hydrogen Embrittlement, which is caused by the cyanide in the copper coating process due to cathodic impregability. This causes the grains of the steel to have an 'Aero' effect. The process for curing this problem is to first chrome plate, then to put the component into an oven for two hours at 200°F, this then will evolve all the hydrogen from the steel and render it back to its normal state.

I can only submit the facts above and say that the chrome plating on my car has not had any adverse effects. Personally, I can see no danger whatsoever (only with spring washers which, when chromed, do not do their job, unless you carry out the aforementioned process and this is expensive) and many cars which I see during the season use chrome plate lavishly; Jaguar chrome wires have been around for years, so have bumpers. As far as nuts and bolts are concerned, every Jaguar uses chrome head bolts and chromed cam. cover bolts, so it cannot be all that bad.

LETTER FROM STEPHEN FISHER - SOUTHAMPTON:

With reference to Eddie Evan's request for information regarding the fitment of non-TSSC engine to 'our' cars, such a thing has occurred as long ago as 1966 when, according to Graham Robson's Triumph Spitfire & GT6 book on page 108, a 1700 slant four Saab engine was fitted as an experiment to a MK1 Spitfire. Even with the development 1700 engine, the Spitfire went 'like a bomb' and had a top speed of 98 mph with the 4.11 final drive. I would imagine that if anyone managed to fit a Dolomite Sprint engine (from the same family as the Saab engine), the performance would be quite devastatingly quick!

If anyone really was interested in fitting an engine from this family, could not enquiries be made to Graham Robson, Harry Webster, John Lloyd (both of whom were behind the original fitting of the Saab engine), or BL themselves, as to exactly how it was achieved?

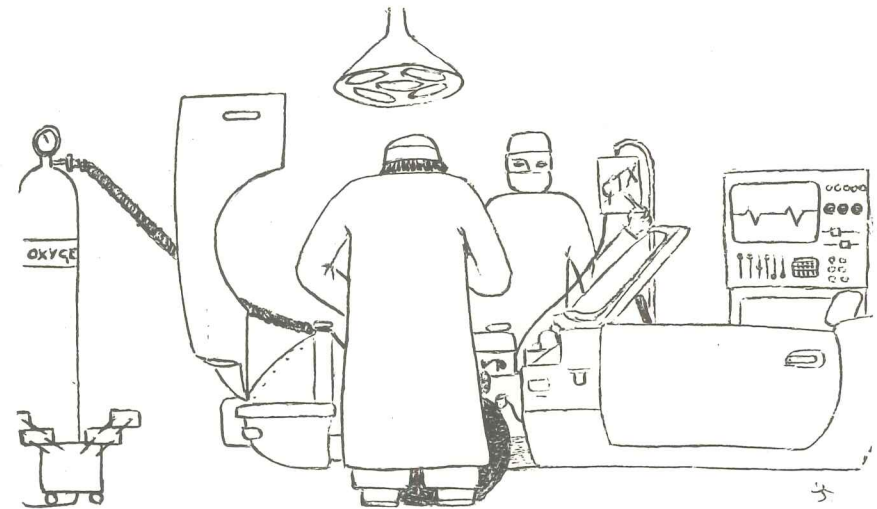
"LOW KEY" TECHNICAL INFORMATION: EDDIE EVANS

I see in the March Courier that there is a certain demand for 'low key technical information', for members with 'limited technical and mechanical' background. I think this is a good idea and will be happy to provide a series of articles covering basic theory and practice. But what do you want to know? How the ignition works? Body repair? Servicing? Drop me a line for an article of your choice.

LETTER FROM BEV WARREN - NORTH HERTS:

February: Angela and I had a weeks holiday in Cornwall. In a local paper, dated 20th February, on the front page, was a GT6 MK111, registration number TUW 2M. She looked in a bit of a state, having left the road on a bend at Tresillian between Truro and St Austell and ended up among the trees on marshy ground. The driver was Mr Jonathan Vannoll of Old School House, St Michael, Penkevil. He was taken to hospital and his condition was said to be satisfactory. He is not a Club member, so perhaps a member in that area would like to contact him as he might appreciate some help with his car.

If you have a reply to a letter in The Courier, please forward to the Editor for publication in the next issue. If you have a technical letter, send it to the Technical Secretary, Eddie Evans and he will answer through the pages of The Courier, giving everyone the benefit of his advise.



"... BRAKE HOSE CLAMP... CIRCLIP PLIERS..."

LIFTING OUT THE GT6 ENGINE

By Ron Shepherd

Yes, it's a heavy and long unit! But there is no need to shirk the job. It is a surprisingly easy and quick task if you go about it properly and if you use the right tools. Above all it can be done securely and SAFELY - with no risk to yourself or to your engine!

There is no easier or safer way than by hiring a proper engine hoist from your nearest tool hire centre. Typically these are of 5cwt (250kg) capacity and quite enough for even the six-cylinder unit complete with gearbox and overdrive. Hire charges are reasonable: Uni-Dents charge £7 per day plus VAT and there is a £15 deposit. If you are not too far away you will be able to return it in under four hours for a £1.75 refund.

A word of warning! Even stripped for transport these engine hoists are big. Collect it with a good estate car or van. Ours only JUST fitted into a Cavalier hatchback with about 5ft of loadspace length!

A sling is not usually provided and you will need to arrange your own. You can have one made up at a boat builders or chandlers. Terylene rope of $\frac{1}{2}$ " (12mm) diameter has a single-strand breaking weight of 1 ton (1000kg). This gives a good safety factor, even allowing for unequal loading and angularity of the sling. Get it made up with a 4" long, spliced, soft eye at each end. The length between eye ends should be 5' - 10" to 6' - 0". Also buy two metal eyelets to suit the rope size. These should be of the kind that can be opened up slightly - they are usually stainless steel pressings. You should be charged less than £3 in total and the sling could have other uses afterwards.

There is much preparation to do first, of course! You will need a completely clear engine compartment and the engine reduced to its bare essentials. Remove the bonnet, bumper, grill and radiator and the gearbox remote control. And all connecting cables and wires! You will be well advised to remove the cylinder head in-situ as they are sometimes difficult to loosen.

Position the hook of the engine hoist vertically between cylinders 4 and 5 and about 12" above the head joint face. Clip one of the metal eyelets into each of the engine lifting eyes. Loop one of the sling eyes over the hoist hook and pass the other end right through an engine eye. Bring the middle of the sling back to the hoist hook and wrap it round twice. Pass the remaining end through the other engine eye and back to loop over the hook. Take up the slack on the hoist until the sling legs are straight.

The sling will now look asymmetrical but with about 90° included angle between its legs. It should be fitted snugly around the protecting eyelets in the engine eyes. You are now ready to lift.

Take the lift tension gradually, ensuring that all four stands of the sling tighten equally. You may have to adjust the wrap-round to achieve even tension. Now take the lift strain while you remove the engine bearers bolts and those under the gearbox or overdrive unit. **DO NOT** poke them out with your fingers!

Now operate the hoist slowly, keeping a close watch on the rear end from inside the car. As the engine comes clear, take care that the gearbox extension or overdrive unit are not damaged by sliding or banging. If support is needed, suspend with a short piece of rope or old fan belts (again - NOT with your fingers). If you need to adjust the angle at which the unit hangs, simply put a bar between one pair of stands and twist to shorten that leg.

It is best to roll the car away from the hoist, pushing on the top of a wheel, as this gives best control. Move it away slowly, stopping from time to time to lift the unit more, as the tail end clears the bulkhead. When clear, lower the engine close to the floor while you sort out your next move - and keep your toes clear!

This method suits all the other engines in the range but for the four-cylinder units, the sling should be 4' - 4" to 4' - 6" in length. If your stable includes both types, simply wrap more turns of the sling around the hoist hook (or twist to shorten), for the shorter engines.

TSSC members are always Keen....

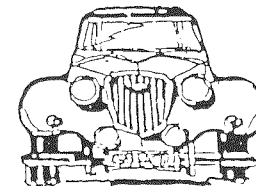


To pick the right accessories!

SPARTACAR INTERNATIONAL?

In true Spartan tradition (gladiators, not kit builders!), the Spartan Owners Club have embarked on a blitzkrieg national mailing promotion, the main aim of which is to sell umpteen thousands of copies of their new club magazine - Spartacus. Actually the price is very reasonable £0.00, if you join their ranks first. Having done so you will receive a quarterly copy of this new magazine. Forget all the other 2nd class car magazines, because not only does Spartacus give you 44 pages of real razzamatazzle, but it looks more like a cross between a magazine and a soft-

back book, almost a luxury coffee table tome. It was rumoured in one of the more conservative dailies, the Guardian I think, that Prince Charles had been spotted reading a copy in the seclusion of Hyde Park. And that J R Ewing has bought two copies... Layouts are of the highest quality, although advertising is not doing too well at present. If you'd like to learn more about the joys of Spartanship, contact the club's Secretary, Noel Collins, 27 Coleshill Road, Chapel End, Nuneaton, Waricks. Tel: 0203 392070.



SPARTAN
OWNERS CLUB

STARTING AN AREA?

SOME IDEAS AND FACTS ABOUT STARTING AN AREA WITHIN THE TSSC

WHERE?

Anywhere will do, as long as you think there is enough demand for an Area. A list of names and addresses of members in your Area will soon be available from me or Trudi Squibbs, which will give you an idea of how many members you have. But please make sure you are not treading on another Areas' toes. Go and have a chat with the appropriate Area Organiser if in doubt.

The two most notable densely populated gaps on the TSSC Area map are LIVERPOOL and PETERBOROUGH. Any Liverpoolians or Peterboroughites like to have a go?

HOW?

There is no set way to run an Area but the general pattern seems to be to find a suitable pub, preferably with a good car park and separate functions room, (though you won't need this to start with); announce the time and place in The Courier and take it from there.

Some Areas have a full-blown committee and A.G.M. etc., but I wouldn't advise this, except for a very big Area. The only important thing to remember is that the Area Organiser must be re-nominated every year before the A.G.M. with the form provided in the October Courier. Unfortunately, this is a legal requirement for a Limited Company such as ourselves.

EVENTS

Any events you organise should be advised to Jonty Wild, our Events Co-ordinator, so that he can get them publicised in The Courier and to avoid clashes. Financial support can be arranged for bigger events, the amount is decided by the Committee on the merit of the event. Jonty also has available a tent and banners etc. for shows.

But please remember there are a few legal obligations towards Treasure Hunts etc., the details of which are available from me.

STATIONERY

An Area Organiser is entitled to Club stationery. There are two sizes of paper available: A5 and A4; 'With Compliments' sheets and printed address labels are also available. Chris Squibbs (address in The Courier) is the person to apply to.

REGALIA

If you would like to stock Club Regalia, Trudi Squibbs is the person in charge. Basically she sends out the stock at the beginning of the year and you return either the money or the stock at the end. Also available (in the normal way) are Club sweat-shirts with your Area name printed underneath the motif. They are in all the colours advertised for ordinary Club sweatshirts and in any quantity above two.

AREA SPARES

You are welcome to organize your own Area spares sales etc. but there is no central help available.

BANK ACCOUNTS

You might wish to open a bank account for your Area. This is alright, but please use your Area name, i.e. X Area, Triumph Sports Six Club, and not plain Triumph Sports Six Club.

It is worth remembering the Girobank operates accounts free, as long as they are in credit.

I hope this information will give you some food for thought and good luck with the Area.

RICHARD BRUFORD
AREA LIAISON OFFICER

COMPETITION NEWS

From Kevin Ginger

CONFIRMED DATES FOR THIS YEARS HILLCLIMB & SPRINT CHAMPIONSHIP

April 22nd	Goodwood	(B.A.R.C.)
May 12th	Lydden Hill	(B.A.R.C.)
May 13th	Goodwood	(TR Weekend)
June 16th	Llandow	(B.A.R.C.)
June 24th	Gurston Down	(B.A.R.C.)
July 21st	Oulton Park	(M.G.C.C.)
September 2nd	Goodwood	(B.A.R.C.)
September 16th	North Weald	(B.A.R.C.)
October 7th	Gurston Down	(B.A.R.C.)
October 14th	Goodwood	(B.A.R.C.)
October 21st	North Weald	(B.A.R.C.)

12 Rounds - Best 8 Results To Count

GOOD LUCK!!!

Registered Contenders So Far:

Martin Brown	Trevor Shakespeare
Hugh Davies	Johnathan Stevens
Kevin Ginger	Gareth Thomas
Geoff Gowers	Paul Unwin
William Haseldine	Mike Wardill
Andrew Lacey	Edward James Wilkins
Andy Ridgewell	Neil Williamson
Hayward Ridley	Dave Young

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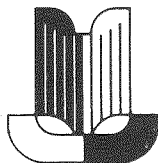
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AVON AREA NEWS - HILARY OWEN REPORTS:

We are arranging an Avon/Gloucester/Cotswold/South Wales Inter-Area Skittle Match, which will be held at The Plough, Pilning at 7.30 pm on Saturday 28th April. A buffet meal is being organised at a cost of £2.50 per head, payable in advance and anyone interested should come along to the next Avon meeting.

Forthcoming Meetings: The Wheatsheaf, Winterbourne on Monday 2nd April, 7th May, 4th June and at The Talbot, Keynsham on Wednesday 18th April, 16th May and 26th June.

CUMBRIA/LAKE DISTRICT AREA NEWS - MALCOLM BUTLER REPORTS:

This second meeting saw the same turnout of die-hard members, along with Eddie Evans. The topics discussed were wide and varied and the conversation flowed easily.

The continuing saga of Mark's Honda 600 gave us a few laughs as well as the pitfalls of buying other cars.

We discussed approaching the local TR Club with a view to organising some social evenings and representing the Club at local motoring events. Eddie has the idea of organising a Club outing to the next bar! A Hillclimb and lakes weekend was also discussed. The latter will be an open invitation to all Club members and should be really enjoyable. The Lake District is popular with most well-organised car clubs during the summer, so if Area Organisers would like to ask their members if they would be interested and then either drop me a line or write in to The Courier. We will then see what we can organise.

This and other topics will be discussed at the next meeting on April 4th at the usual place (for now) until we can get other members coming along and showing more interest.

DEVON AREA NEWS - GARETH BEECHING REPORTS:

Firstly, our Area Organiser, Mike Atkinson, is moving on 2nd April. His new address and tel. no. are:

The Vicarage
Kenton
Nr. Exeter
EX6 8NG

Tel: Starcross 890214

I am pleased to report that the skittles match against the TR Register was a great success with over 30 people turning up, including Nick Bradbury from Somerset and Kevin Squana from Gannislake in Cornwall.

April is a busy month in the Devon Area, so please note the following dates for your diaries:

Sunday April 8th - Meeting The Seven Stars, Kennford.

Sunday April 15th - First round of the 1984 Treasure Hunt Championship. Meet at 3.00 p.m. in the public car park at Chudleigh.

Sunday April 29th - Special meeting at the Dartmouth Inn at Totnes. Spares Auction conducted by the Plymouth spares person, namely 'Stanpart' Wlaters.

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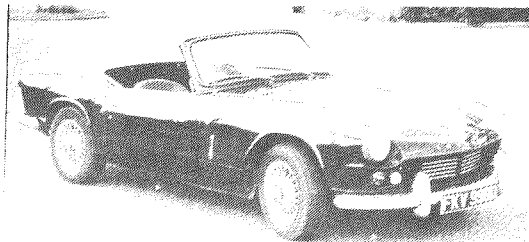
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The Devon Area has just been invited to submit entries for a new event - a Vintage Car Concours Competition to be held on Saturday 30th June, 1984, at Sidmouth College, Primley Road, Sidmouth. Entry Forms and further details can be obtained from Mike Atkinson. There is a Concours class for vehicles from 1950 to 1970, plus some open classes.

In the May Courier I will be reporting on the continued suitability of the Totnes meeting venue.

ESSEX AREA NEWS - BARRY THURGOOD REPORTS:

Our new meeting place brought a slight change in faces present but I think overall numbers remained about the same. It was quite an eye-opener to be able to see all the members in one room, even if it was brass monkeys in the place. The car parking situation was not as good as I had anticipated, largely due to the Car Boot Sale going on behind the pub but I see everyone found a ditch/tree/puddle to occupy and some even went for a rummage.

Many thanks to the Kent Area for swelling our ranks and promised support at our darts match. Some talk was banded about regarding an Inter-Area contest of some sort, with perhaps a loose challenge to the Cambridge Area

Hopefully the better weather is approaching and I can expect to see more members out in the open!

Don't forget The White Bear, Stanford Rivers, 2nd Sunday lunchtime.

HANTS & SURREY AREA NEWS - KENNETH RODMELL REPORTS:

Our first inter-Area meeting in the middle of January was much better supported than I had ever envisaged, so many thanks to our members and Southern Area for attending.

At the time of writing, preparations for our second such event are going well this time to meet our good friends - the Salisbury Area. This will have taken place by the time you read this but I must thank Neil Williamson of the Salisbury Area for organising their side of the event.

My ageing Vitesse (which has now clocked up about as many miles in 17 years as a ray of light can in one second) propelled me along to the West Kent meeting in February, where their organiser, Richard Francis, expressed interest in holding a third such event, so I think we'll say some time late May at a suitable half-way house in Mid-Surrey and call it the first of our 'official' Summer pub runs: details at our regular meetings as and when.

I'm sure all will join me in wishing a former member of our Area, Justin Barwick, every success with the once-defunct Gloucester Area: single handedly, Justin has administered a hefty dose of artificial-respiration to TSSC following in that area, and with unlimited 'roof-down-everywhere' enthusiasm, I'm convinced it'll be a winner.

The Thames Area's excellent South of England Meet is just around the corner now and as it's nice and local to us, let's hope you will all support this very worthwhile event: I'll see if I can get a convoy together to leave from Pirbright to attend.

See you all new or regular, at The Royal Oak on Wednesday 11th April, 8.00pm.

HERTS SOUTH AREA NEWS - JEREMY HURST REPORTS:

We were all set for our 'Famous Partners Quiz' on 11th February, question papers all printed up, at the ready. Then disaster struck - the car containing the papers was stolen - IT WAS MY VITESSE. all was not lost as in 2 hours Jeff and Sheridan did sterling work compiling a replacement quiz. Well done those men. Congratulations to Pat and friends for winning.

Our next event is a visit to the Duxford Imperial War Museum, where they have a superb display of old aircraft and other war vehicles. We're meeting at South Mymms Services at 10.30 a.m. on Sunday 1st April (junction of A6, A1 and M25, just outside Potters Bar), from where we'll convoy to Duxford and have a fun day out.

A date for your diaries is our Herts Area 'Heraldry Run', a treasure hunt with a difference on Sunday June 3rd. Watch this space for details.

NORTH HERTS/SOUTH BEDS AREA NEWS - BEV WARREN REPORTS:

The March club night saw 28 people including approximately 6 new faces. We are going to start our own Area newsletter, which will be distributed on Club nights. Irene or I will be asking whether you have any ideas, information or items of interest - particularly parts for sale and parts required.

It has been suggested that we hold a Sunday lunchtime meeting once a month at a location of your choice (within a 20 mile radius of Offley). I would suggest the middle of the month for this. Please come forward with suggestions - how about your favourite local? Details of this meeting will be printed in the magazine and our own Newsletter each month.

Finally, one important point: please could Jonty have some help with organising the stand at Knebworth Park in July. He will also be looking for 'good' cars nearer the date. Ring him for details.

Next meeting, 2nd April.

GLOUCESTER AREA NEWS - JUSTIN BARWICK REPORTS:

Thanks to all who turned out in the snow, to the first meeting of this new Area, especially Ken Rodmell and Sue Ind, the visiting Area Organisers and John Reese, who brought the South Wales spares bin in the boot of his 2.5 PI (Herald van is bigger).

I look forward to seeing the rest of you from the Gloucester/Dean/E. Herefordshire Area on Tuesday April 10th at The King's Head, Birdwood, nr. Huntley on the A40, Gloucester to Ross road (look for all the coloured lights).

Forthcoming events are:

March 25th - Convoy to the 5th Bristol Classic Car Show. Meet in The King's Head car park 9 - 9.30 am Saturday.

April 7th - Trip to Castle Coombe race track (see Cotswold Area News).

April 10th - Area meeting.

April 28th - Skittles Match via Avon Area and South Wales Area.

Let's see lots of you at the monthly meetings - it's your club, make the most of it.

KENT WEST/SURREY EAST AREA NEWS - RICHARD & SUE FRANCIS REPORT:

Our second meeting in February was very well attended with 25 club cars (one more than our previous best) - very good for a cold night.

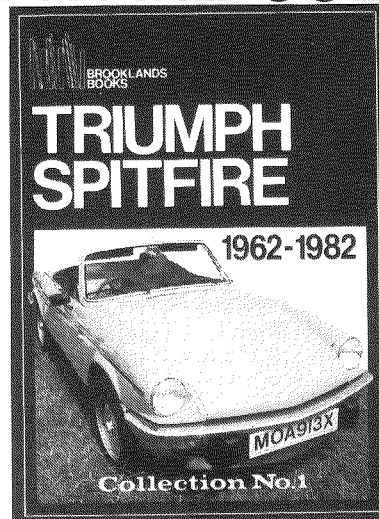
Our Area's forward planning department is currently making arrangements for appearing at this year's Bromley Pageant of Motoring on June 24th, so if anyone in the surrounding area has a club car in concours condition and would be glad to display it at the show, would they please contact me on the telephone number on the inside back cover. Further details of the show will be available soon - watch this space for more info.

The months report wouldn't be complete without our sincere congratulations to two of our members, who also happen to be two very good friends of ours, Ben and



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MANCHESTER AREA NEWS - CARL LONGMATE REPORTS:

A good turnout last month at our Ten Pin Bowling evening. We'll be starting a knockout competition as soon as we sort out the regulars and I'll be trying to book a lane on a regular basis.

I've been pleasantly surprised by the number of new members who have contacted me regarding monthly meetings, three of which are from different parts of the country but staying in Manchester at University. I wonder if they know each other? Anyway, should have a full house next month.

P.S. I attended the Autojumble at Buxton on Sunday and met a chap who had a new and boxed overdrive unit for an early Spitfire; he wanted £90.00 but I'm sure he'll haggle. Please contact me for his number.

P.P.S. Can anybody help me repair my rear wheel bearing - I've broken two hub extractors already.

Forthcoming Events:

Thursday March 22nd: Ten Pin Bowling 'Granada', 9 o'clock.
 Thursday April 12th: Ice Skating, Alchincham, 7.30pm.
 Thursday April 19th: Meeting, 'Halebarns', 8.30 - 9 o'clock.
 Thursday April 26th: Ten Pin Bowling 'Granada', 9 o'clock.

CAMPING HOLIDAY

Lake District, May Bank Holiday 5th/6th/7th - Details available next month.

NORFOLK AREA NEWS - NICK MATHESON REPORTS:

First, my apologies for missing last month's Courier (the meeting was held on dead-line day) and for my absence at the March meeting - I was called for a Royal Navy interview in Portsmouthsorry! Thanks to Simon Nichols for standing in at relatively short notice.

If you've been to any of the last few meetings you will be aware that we are holding a Spring Party at Ebenezer's (Salthouse Road, Norwich) pm Thursday 5th April. If you didn't know about it and would like to come, give me a ring (Barnham Bloom 417) as there are one or two tickets left. Another forthcoming event is the TR Register's Autotest at Seething Airfield on Sunday 15th April - I hope to see a lot of support!

See you at the party on the 5th and the meeting on the 9th April (King's Head, Hethersett).

SCOTLAND EAST AREA NEWS - IAN WHEATER REPORTS:

Thanks to all 6 members who turned up at the meeting for 11th March. Will all members please note that our next meeting on Sunday 8th April will be at the Doune Motor Museum for the Autojumble, starting at 11.00 a.m. approx.

Now that the warmer weather is arriving, it is hoped that we will see more members out of hibernation, especially as we would like to discuss arrangements for the Kelo Raft Race in May and the Triumph Day at Bo'ness on 1st July, 1984.

SOMERSET CENTRAL AREA NEWS - ROD WARREN REPORTS:

To begin with, apologies for there being no letter in last month's Courier, but you must blame Nick for that!

I must say thank you to the Devon Area for the 'gearbox job', held at Richard

Bruford's house on 12th February and thanks to those Somerset members who came along.

It is about time we started thinking about the National Concours, which is in the not too distant future, namely May. Hopefully, the majority of the Somerset members will want to attend this 2-day event and it would be nice to have a convoy to Triumphs going up to Telford. I am very much looking forward to it, as it will be my first Concours and it should be a lively, eventful and fun weekend for all. This can be discussed further at the next meeting, so please try and make the effort - remember, last Thursday in the month at the Creech Castle at around 8.00 p.m. I think it would be a good idea for us to have a campaign amongst us to try and get some more members into the Somerset Area. For those of you who haven't got any of the windscreen adverts, these will be available at the next meeting for your early distribution.

After a lot of creeping over the last few weeks, I have managed to get discount at a few stores in Bridgwater:

1. Harry Ball - 10% Mount Street, Bridgwater)
2. Autosave - 10% (St. Mary Street, Bridgwater)
3. Hometune - 10% (Bridgwater and surrounding areas only)

These discounts will be available on the production of a valid Membership Card only.

Thanks to those members who make the effort to attend the meetings and I hope to see more of you at the next one!

SOUTHERN AREA NEWS - TONY FARBY REPORTS:

I am pleased to report that my plea for a venue for a Club Autojumble has been answered. Club members, David and Sue Bowtell, have kindly offered the use of their farm; Home Farm Tisted. The date for this event has been set for the afternoon of Sunday 27th May. There will be no trade stands - just TSSC members with goodies to sell or swap. More details will be given at our local meetings or by contacting me.

SUSSEX AREA - COLIN HARRISON REPORTS:

The Area's first meeting at our new venue, The Farmers, Scyanes Hill, in January was disappointing because of the low attendance. However, February's meeting was an improvement and I must thank the enthusiastic regulars for supporting their local area. Perhaps the poor attendance can be put down to the time of the year. Anyway I hope that as the weather improves and the evenings get lighter, more new members will come along to the meetings.

Two events which are a must to Sussex members are:

- Saturday 14th April - South of England Meet
- Saturday 12th and Sunday 13th May - TR Sprint Goodwood

Don't forget Area meetings 2nd Wednesday.

THAMES AREA NEWS - MIKE CREWES REPORTS:

A glorious Sunday on February 12th saw our photo call in Richmond Park. About a dozen cars turned out and some of us even had our roofs down. You don't have to be mad to be at the photocall, but if you are, it helps. The day passed uneventful with a lunchtime drink. By the way Dave Bridle, you were mentioned a couple of times. Oh, and that bank you got stuck on last year; they felt sorry for you and it's gone.

Our film night was very successful with about 30 people turning out, (sorry Hants & Surrey, but we did say films start 8.30 p.m.). The first film was about an average

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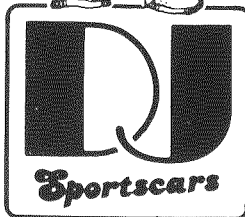
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TSSC member coming to meetings. Well almost, across Africa that is, Cape Town to Morocco in a 948? It was a Herald pre-launch test. The second film was about the Herald 948's doing the Monte Carlo Rally. To think that some of those cars were actually racing!!! Straight after the films we had our own rally - to the Firestone pub, where the Landlord almost begged us to meet regularly. Still, you can't blame him wanting to shrug off his Jaguar Driver's Club image and go up-market can you!

By the way, gang, all future meets until further notice will be held at The Firestone Pub, West Cross Trading Estate, Great West Road, Brentford, Middx. It's on the site of the old Firestone Tyre Factory on the A4 between Gillette Corner (Syon Lane) and Boston Manner Road on the London bound carriageway (next to WH Smith 'Do-it-all!'). Everything that was from The Winning Post in the last month calendar will now be from The Firstone.

I have been approached by the East Berks Area with a view to holding a three-Area joint Xmas Disco/Buffer near Cookham. Response seems favourable so far but let me know your views.

Lots more volunteers required for helping at SEM '84. A lot of organisational effort has gone into it this year, so please don't let us down.

Bi-weekly meets at The Firestone Thursdays and by popular request, a date to work it out from. Meets in April are 12th and 26th. SEM on 14th and 15th May. May 10th Treasure Hunt from The Firestone, which incidentally is a Free House.

Don't forget if you are working on the car, Club equipment can be hired through Leon at a very moderate price (just to cover eventual replacement). Equipment so far consists of: Engine Hoist, Leaf Spring Lifter, and Car Ambulance. This summer we hope to get more.

TRENT AREA NEWS - MIKE COSTIGAN REPORTS:

By the time you read this, our first Treasure Hunt of the year will probably have taken place. In case this arrives on your doorstep before April 1st, and you want to join in the fun, just turn up at The Robin Hood Hotel, Newark at 10 a.m. - I am sure Dave will be able to squeeze in the odd late entry on Sunday, April 1st.

Our next evening meeting will be on **Thursday 5th April**, when the South Yorkshire Area has challenged us to a light-hearted quiz. Hopefully this will occur about 9.00 p.m., so it would be helpful if you can arrive before then!

I have heard a number of comments from members who do not attend monthly meetings, to the effect that they do not enjoy an evening of 'boozing in a pub'. May I point out to anyone in our Area that our meetings are held in a hotel, underage members are welcome and coffee and food are readily available, in addition to the more intoxicating beverages (it is rumoured that Andy Jones only comes for his barbecued sausages!).

WALES SOUTH AREA NEWS - TIM DAVIES REPORTS:

Firstly a big thank you to Brian for organising the Treasure Hunt - well done, Tim for winning and to everyone else who participated and made it a successful event.

A very good turnout for the March meeting, with a lot discussed during the meeting, the major outcome being the postponement of a S. Wales National Event until next year. However the following events are:

- Skittles Match - March 20th, Mason's Arms.
- Video Evening - Sometime in April.
- National Concours - MOTE, May 18th (S. Wales to attend).
- Weekend Camping - In the Gomer or W. Wales - date to be decided (Summer 1984).
- Standard Motor Club Rally - Sunday July 8th, Tredgar House, Newport

Thanks Rob for up-dating the membership lists. Watch out for T. Frenzel's S. Wales branch TSSC sweat and T shirts at the next meeting. **Next meeting April 4th** at the Ceasar's Arms, in the front lounge, **not** the back room (we're going up in the world).

WESSEX AREA NEWS - JEREMY WOODWARD REPORTS:

A really good turnout this month with our numbers swelled by the presence of the Dorset Area mob and some new faces from the 200/2.5 register.

Two important dates for your diary area as follows: South of England Meet - I am organising a convoy so please let me know if you are going. Also the return Skittle Match at the Dorset Area meet on April 4th. Let's see a good return response. The venue address is on the back page.

Finally, congratulations from everyone at the Wessex Area to Johnathon and Janics and Kevin and Mary on their engagements!

WEST MIDLANDS AREA NEWS - DAWN STORTON REPORTS:

As you may have read in the 'What's On Next' (unless you're ultra keen and read Area News first!), the committee, wearing their National Events Organisers hats are putting on a stand at the National Classic Car Show at the N.E.C. on May 5-7th - do come along and give us your support. We're also after your help at the National Concours at MOTE: there is a lot to do on the day and just an hour of your help on the day would be greatly appreciated. See any committee member if your volunteering!

Dates for the diaries: **Sunday April 8th** - lunchtime of **The Belfry** followed by a **Treasure Hunt**; **Thursday April 26th**, **Sportsman Coventry** where there will be a talk by Mr Boyer on restoration of classis cars (he himself specialises in Healeys); Bank Holiday Weekend, May 5 - 7th National Classic Car Show, NEC. See you!

WORCESTER AREA NEWS - E. MCKAY REPORTS:

Last month we had an average turnout, with John Kipping bringing copies of his new catalogue (it's well worth the read); his prices are very competitive, as ever!

We have started to have a raffle to raise some funds. The prize was donated by Carolyn Jackson. The final touches are being made to our Event Calendar and in the future we hope to have some joint Area meetings and meetings with other Clubs: T.R. Owners Club, Morris O.C. and Evesham Car Club.

In the summer we shall be having some Sunday lunchtime meetings at different locations throughout the county.

Several of us are looking forward to going to the Classic Car Show at the NEC, Birmingham, 5th, 6th and 7th May.

Last of all, thanks to Bob Notley for sparing time to put the Events Calendar together.

SOUTH YORKS AREA NEWS - JANET TAYLOR REPORTS:

I am writing this report on behalf of our most eminent and longest standing member, Chris Stabler, who, unfortunately, was unable to attend our last meeting.

The arrangements for our Inter-Area Quiz on 5th April to celebrate AUP 958B's 20th birthday are as follows: we meet at The Fox, Kelham at approximately 8.30pm.

Cars may meet at The Lumley Arms car park in Maltby at 7.45pm if you are unsure of the route. Thanks Wendy and John for preparing the questions.

We have decided to arrange another visit to The Black's Museum in September.

Rotherham's Motoring Weekend in June is now very much in our minds. We are eagerly awaiting suggestions at our next meeting to make a success of our debut at this event. We are expecting 20 of our cars to attend and hope the TSSC can put on a better show than the MG Club!

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GT6 MK111: Saffron; 72,000 miles from new. MOT Oct. '84. Very good condition throughout. Contact: Pete, tel: (Kent) Sittingbourne 76193 - 81/3137.

Spitfire 1500: 'V' reg. O/D; undersealed. Company car forces sale. £1,998. Contact: Charles, tel: (SW20) 01-7677788 - 83/6590.

Spitfire MK 1V, July 1974. Magenta; hardtop; tonneau. V.g.c. Only 47,000 miles. Five months MOT. Taxed. £800 o.n.o. Contact: Ian, tel: (Sutton Coldfield) 021-378 1115 - 83/5989.

Coupe Herald 1200, 1962: Blue and white. V.g. for age. New tyres. Lots of restoration done. Genuine mileage. Number plate 689 ANR. Needs respray. £575 o.n.o. Contact: Philip Ramsell, tel: Leicester 811729 - 81/2028.

GT6 MK111: needs some tidying. A bargain at £300 o.n.o. Contact: David Parker, tel: (N. Yorks) Harrogate 711193 - 82/3859.

GT6 MK111 Convertible as seen at Donington 1983. Totally restored 1982: new chassis, suspension, bumpers, bootlid, Wolfrace 175/70s, S/S exhaust. Too much to mention. The car is finished in White with Black interior. Leave message - Contact: Dave, tel: Yeovil 74152 - 81/2892.

Triumph Vitesse MK1, 2L, 1968: 11 months MOT. New battery, tyres, solenoid. Recon. gearbox; 33,000 miles on recon. engine. Many extras. Bodywork needs attention. £365 o.n.o. Contact: J Eggleton, tel: Luton 598693 - no membership number.

Herald 'B' reg. for restoring or for spares. Abandoned project. some new spares. Sound mechanics; body poor. Offers? Contact: Mon Mohan, tel: (SW20) 01-946 5459 (eves) or 01-636 3344 (day) - non-member.

VW Porsche 914 Targa: v.g.c.; long MOT; two lady owners from new. P/exch for Spitfire 1500. Vitesse Convertible or GT6. Will travel to view. Contact: David Warwick, tel: Paignton 553444 (shop hours) - 83/5416.

GT6 1968: Blue; MOT'd July; O/D. £650 spent recently on radiator, rocker gear, clutch, g/box, exhaust. Mechanics excellent. Set wire wheels hubs. New wings and sills. Resprayed 4 years ago. Body needs attention. Contact: Colin Grundon, £750 o.n.o., tel: (Isle of Wight) 0983-740541 - non-member.

Herald 13/60: MOT'd; excellent chassis, gearbox and running gear - except blown engine. For spares or repair. £100. Contact: Marc, tel: Maidstone 51445 - 81/2444.

Vitesse 2L MK11. Good O/D, chassis, tyres, mechanics. Tax October, MOT March. Many spares inc. carbs, doors, radiators, lamps, Workshop Manual. Indicators, wipers, horn, trunnions need attention. Lot £350. Contact: John Allen, tel: (Macclesfield) 0625-612291 evenings - 82/4702.

Vitesse MK11 2L Convertible: white/black hood. Rebuilt engine; new clutch, front and rear trunnions. Rotoflex couplings etc. Waxoyled. Stored through winter. V.g.c. £650 or exchange for similar condition Herald or 13/60 Convertible. Contact: Kevin Barnes, tel: Tamworth 893969 - 78/00156.

Vitesse 6 1965: Good home required. Good runner and condition. Reason for sale: unemployed and can't afford to keep her. Want buyer who will treat her well. £550 o.n.o. MOT April. Mileage 50,916 (true). Contact: Stephen Williams, tel: (Wrexham) 0978-350748 - 83/5838.

MK11 GT6: triple Webbers, fast road cam, spax, sunroof, resprayed black, recent recon. O/D and 3.63 diff, rear seat MK111 wheels and cloth seats, new carpets, Pioneer speakers. Needs finishing as owner going abroad. £1,250 - no offers. Contact: Brett, tel: 01-5143822 - no membership number.

GT6 MK111: Dreiook, white, beautiful condition; receipts for over £700 spent. All new tyres, sunroof, stereo, 68,000 miles. New carpets, seats. Very quick! Tax and MOT. Regretful sale £1,550. **Must be seen.** Contact: Chris Williams, tel: (Sutton Coldfield) 021-355 3281 - no membership number.

Herald Coupe 1200: rare opportunity to acquire a 1961 Herald Coupe - kept in original condition from new by one owner. Must be one of the finest examples of this model still in existence. £1,500 o.n.o. Contact: Mr D Hawley, tel: (Huddersfield) 0484-682547 - non-member.

Herald 13/60: 'J' reg. Radio; sunroof. During last year: new rad., clutch, exhaust, four tyres, brake pipes, recon. g/box. Good runner; generally good cond. but needs new side rails and some welding for MOT. £140 o.n.o. (may split). Contact: Peter Simkin, tel: (Staffs.) 0782-393108 - no membership number.

Herald 13/60 Estate: Valenciá Blue, tan trim. Believed two lady owners. Clean interior. Rear valances, side rails, clutch and four-synchro g/box fitted during last 18 months. Well above average for 1970. Spare Toledo engine if required. Full MOT. £295. Contact: Sue, tel: (Stamford) 0780-52513 - no membership number.

GT6 MK111. 1973: excellent cond. throughout. Taxed. MOT March 1985. Genuine GT6 bolt-on wirewheels, recent tyres/brakes. One owner from new before present. £1,495 o.n.o. Contact: Paul Wilson, tel: (Wilts) 024974-696 eves. and weekends - 84/7275.

Dolomite Sprint: 'P' reg. New engine, MOT, rack, brakes, dampers, petrol tank, alternator, discs, sender unit, exhaust, one overrider, water pump, track rod ends, rear suspension seat runners, distributor cap and leads. Also radio. £1,000? Contact: Chris Wren, tel: Locksheath 84334 - 80/01863.

1973 'M' Reliant Scimitar SE5A: new engine, 1,000 miles. Wafty gearbox with OK O/D. Electric tints. Sunroof. Beige/Black interior. Fast, reliable, scruffy. £700 o.n.o. Contact: Matt Maudsley, tel: 0375-72078 (day), 03756-74945 (eves.) - no membership number.

Collectors Model: 1962 Triumph Vitesse 6 Saloon. Tax May, MOT June. Good interior, bodywork needs attention. £350. Contact: Ian Dewfall, tel: Trowbridge 4575 - 83/6921.

Vitesse MK11 Saloon, 1970. Needs a bit of work, which I haven't the time or space to do, so it must go. £85 o.n.o. Contact: A Deacon, tel: (Preston) Gt. Eccleston 70514 - 81/3116.

Too good to break: Herald 13/60 Convertible, 'H' reg. No tax or test. Has new bonnet. Cheap at £175 o.n.o. Contact: Keith, tel: Doncaster 855198 after 5.30 or weekends - 83/6917.

Triumph Spitfire 1970 (2000 GT6 conversion). Fibreposts hard top conversion. Long tax and test. Sharp stereo/radio/cassette. Custom walnut dash. Requires speedo cable. Offers around £700. Contact: Dave, tel: Doncaster 884204 - no membership number.

Too good to break: Herald 13/60 Estate, 'J' reg. No tax or test. Must go to clear yard so only £125 o.n.o. Contact: Keith, tel: Doncaster 855198 after 5.30 or weekend - 83/6917.

Spitfire 1500, 1975: beautiful, Pimento Red, tax and long MOT. New soft-top. Garaged. Excellent cond. £1,250 o.n.o. Contact: Peter Nicholls, tel: (E18) 01-989 3054 - 83/5726.

GT6, 1974: Carmine Red; 82,000 miles; excellent cond. both bodywork and mechanics; sunroof; cloth seats; Spax adjustables; Waxoyled. Many new parts and thoroughly overhauled. Full MOT £1,400. For details, contact: R Cottle, tel: Burton-on-Trent 211735 - 81/02079.

Vitesse Convertible 2-litre, 1970: 74,000 miles, five new 165/13 Dunlop Sports, welding work done. Has potential. Tax and MOT August. Many spares. £430 o.n.o. Contact: Graham Wescott, tel: (Margate) Thanet 42432 evenings/weekends - 82/5063.

1971 Triumph 13/60 Convertible: hard top, MOT until May. Good tyres, sound chassis, body needs attention. Drive away for restoration. Offers? Contact: David Phipps, tel: Hurstpierpoint 834721 - no membership number.

Rare Vitesse MK1 2-litre Saloon: recent re-spray in Blue. Total professional rebuild in 1982 with many new parts. Just taxed with years MOT. Regularly used. £850. Contact: J Ashmole, tel: (Lincs) 0406-370188 - 83/6249.

Vitesse 1964 Saloon: genuine 37,000 miles only (can prove), only previous owner my grannie (also true). MOT 1985; very reliable; undersealed from new; garaged all but 3 years. £290. Contact: D Warren, tel: (Maidenhead) 062882-5292 - non-member.

Vitesse MK11 2L Convertible 1969: Powder Blue; 12 months MOT; 58,000 miles. In same family since 1971. Well maintained and in good condition. £925 o.n.o. Contact: D Minnis, tel: (Leics) Great Glen 2508 - non-member.

GT6 1973: Carmine; new recon. engine, gearbox, clutch. Tyres and battery. Wide Cobra alloys. SAH exhaust system. Stereo radio/cassette. Much admired. Company car forces reluctant sale. £1,950 - offers considered. Contact: Paul, tel: (Chesham) 0494-775566 days or 0494-773728 eves. - 81/2308.

Spitfire 'W' reg., 1981: O/D, 36,000 miles. Inca Yellow. Soft top. Excellent condition. £3,000. Contact: D Murray, tel: Lea Valley 716219, or 01-985 9216 office hours - no membership number.

1971 Vitesse 2L Convertible: Red; MOT and tax. Used daily. Undersealed; Zeibart treated; very little rust. Various spares inc. 5 Alloy wheels, spare engine, gearbox, hood and frame. £750 o.n.o. for the lot. Contact: Graham Year, tel: (Herts) 027-984 2491 - no membership number.

GT6 MK111, 'K' reg: Brown; long MOT; v. g. original c. Re-furbished over last 2 years to current cond. Recon. engine, new carpets plus other items too numerous to mention. Addition to family forces sale. £1,100. Contact: L Bonnell, tel: (Llanelli area) 0269-861107 - 79/00823.

Herald 13/60 Saloon: Sienna Brown; 6 months MOT; good body and chassis; immaculate interior and very good mechanics. Two owners (father and daughter). Excellent value at £340. Contact: Chris Allen, tel: (B'ham) 021-356 2121 - 80/01350.

Vitesse MK11 Saloon, 1971: Wedgewood Blue; O/D; alloy wheels; Halogen light; MOT September. Needs slight attention to paintwork but a sound, genuine car, with a large number of useful spares included. £600. Contact: R.F.A. Husband, 19 Lower Road, Ledbury, Herts. - ex-member.

Bond Equipe Conv. 2-litre, 1969: 55,000 miles; one lady owner; original log book; wire wheels; power brakes; tonneau covers; radio; Bahama Yellow. £1,000 spent 1982 to bring to perfection. Offers please. Contact: McLeod, tel: (Croydon) 01-654 4869 - non-member.

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Bond Equipe GT4S, 1968: interior good, exterior requires slight work; engine requires overall work on. Chassis required for MOT. Worth restoring first. £75. Contact: Trevor Jones, tel: (Oxon) 0608-737386 - 83/6473.

Bond Equipe 2+2 1964. Good car. Perfect chassis; original engine etc. but lent it to a 'friend' who rolled it. It is repairable but I have no time. No reasonable offer or a good home and a few pounds refused. Contact: Guy Singleton, tel: Marlborough 54241 (weekday evenings) or Salisbury 333423 (weekends) - 77/00054.

2 Herald Estates: one 1200, 1964; 10 months MOT, £225. Second 13/60, 1970; 3 months MOT, 4 months tax. Bargain £295. Contact: David Hulance, tel: (Bedford) 0234-856818 - 82/4322.

Vitesse MK11, 1969 Convertible: good hood and tyres. Runs well. Body needs work but perfect galvanised chassis. MOT to Aug. '84. Taxed. £600. also many spares. Contact: Pete, tel: Romford 24544 - no membership number.

Herald 1200 Saloon, 1967: good condition. Full MOT. Recent exhaust. Radio/cassette. £250 o.n.o. Contact: P Willson, tel: (Sidcup) 01-727 7685 - 84/-7137. Herald 1200 Saloon, 1965: MOT June '84, tax Sept. '84. Good mechanics, good chassis. Reluctant sale. Also many spares. £250 o.n.o. Contact: P Goss, tel: (Essex) 0371-4297 eves or weekends or 0279-55191 ext. 188 weekdays 9am - 5pm - 81/2713.

13/60 1968. Immaculate condition, one owner from new and very low mileage. £2,500. Tel: 0509-262726 - non-member.

Spitfire 1500: registered 1981; 18,000 miles; White; soft-top and tonneau cover. Radio, boot rack and other extras. Reluctant sale due to expanding family. £3,500. Contact: Alan Booth, tel: (Bradford) 0274-587327 (work) or 599947 (home) - 82/5006.

Vitesse MK11 Conv.. O/D. 1970: 9 months MOT but broken half-shafts. Was in daily use. Must sell due to impending house move. Offers? Contat: Nigel Fagg, tel: (Cotswold) 0451-21848 - 80/01109.

GT6 MK111, 1973: Mimosa, 98,500 miles; O/D, years MOT, taxed April. All major mechanical parts replaced/recon. last three years; bills available. Re-sprayed. Excellent condition. Handbook. **Must be seen.** £1,800. Contact: Robert, tel: 0705-592294 - 78/00594.

Vitesse 2-litre, 1966 Convertible: MOT Dec. '84, taxed. New diff., rear bearings, UJ's, hood, carpets. Exchange engine recently fitted. Body fair, hence £800 o.n.o. Contact: R Hedges, tel: (Surrey) 01-642 0094 after 6.30pm - non-member.

Herald 1200, 1961: one previous owner from new. 10 months MOT. Excellent running car with valuable number plate: 561 BBC. £395 o.n.o. Contact: mr R Spibey, tel: (Nottingham) 0602-212716 - non-member.

1969 Vitesse hardtop: Red, taxed 'till June, MOT 'till July. Gearbox needs attention. Bodywork good. £425 o.n.o. Contact: A. Swift, tel: (Leics) 0533-871246 - non-member.

1963 Triumph Vitesse Convertible 1600: One years MOT, reg. no. 16 XBF, White with black hood. Fair condition. £425. Contact: Michael Williams, tel: (Essex) 0268-21342 (office) - non-member.

1965 Vitesse 1600: superb all metal bodywork and faultless mechanics. Full length sunroof, wire wheels, Halogen lights, stereo, otherwise as delivered. 12 months MOT and tax. Only offered because we need a larger vehicle for Sadie's puppies and Barry will not let me sell my T.V.R. Will sell to first offer over £1,000. Contact: J or B Fahey, tel: (Buckingham) 0280-816970 - 83/5411.

Spitfire 1500: 'T' reg., 1979. Brown. O/D. 26,500 miles. Hard and soft tops with soft top cover. Raido. V.g.c. Move forces sale. £2,500. Contact: M Hunter, tel: (Liverpool) 051-924 6401 - 83/5753.

1970 Herald 13/60 Estate: White; body good; mechanically sound; genuine reason for sale. Offers between £500 and £600. Contact: K Lemin, tel: Exeter 59132 - 83/6297.

GT6 MK111, 1972: Sapphire Blue; O/D; radio; 64,200 miles; MOT. 2 owners from new. Full history and in original condition - no modifications. Must be seen and inspected to appreciate. £1,900. Contact: Geoff Wilkes, tel: (Walsall) 021-357 3559 - no membership number.



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Breaking 2.5TC GT6 MK1: rebuilt engine, O/D gearbox, doors, bonnet, shell, Wolfraice with tyres, oil cooler, new rad., draylon trim, clutch - everything etc. For details contact: P R Cardale, tel: Botley 6081 - non-member.

MK111 Spitfire engine, g/box, diff., prop., suspension and brakes. Many other items also available. Contact: Roy, tel: 0243-821878.

13/60 Convertible - abandoned restoration project: well and tonneau covers, hood frame, seats and many other trim, mechanical and electrical parts available, some fully-restored. Courier back issues to April, 1981. Reasonable offers please. Can arrange delivery of smaller items. Contact: Steve, tel: (Maidstone) 0622-814292 - 81/02076.

MK11 Vitesse engine, g/box, complete recon. O/D box, MK1 engine O/D box, two 1600 engines, one set of wire wheels and spinners, MK11 Bond bonnet, doors, various trim, dashboard, brake parts, diffs, radiators. Prices by negotiation. Delivery possible. Contact: Steve, tel: (Sibley, Leics.) 050981-4686 - 80/-1527.

Vitesse and Herald parts: Vitesse MK1 2L or 1600 driveshaft and drum (right hand side only), £10. Herald 1200 radiator, £10. Vitesse MK11 engine, £60. Herald or Vitesse doors - Convertible (best), £20, rest £10. 13/60 engine, £40. 13/60 cylinder head, special order, never used, £70. Spare wheels with tyres 155 + 150 + S + 145 and so on, £5 each. Contact: Bob Rowland, tel: (Hayes) 01-561 0671 - 81/01937.

Vitesse MK11 2L spares: complete rear suspension inc. spring, O/S driveshaft, has new U/J and rotoreflex, £40, SAH rear anti-roll bar, £20, late type steering column (lockable) c/w all switches wheel etc. £25, pair blue front seats, £5 (pair), new P.I. injectors, £5 each. Contact: Steve, tel: 01-801 4577 - 82/-3806.

GT6 parts: 5 wire wheels with tyres tatty, £30, 2 reclining seats, tatty, £25, SAH uprated front springs and rear anti-roll bar, unused, cost £74, accept £50. Contact: Brett, tel: 01-514 3822 - 83/5593.

Grand Prix S tyres on 5½J wheels: 4,000 miles only + chrome wheel nuts, £90. Will fit all club cars. Also original wheels and trims from Vitesse MK11, £20. Contact: Tony, tel: Working 68338 - 82/3801.

Spitfire parts: MK1/11 new R/H front wing, £15; used front valance, £5; centre panel bonnet £5. Contact: Mike Thorne, tel: Bristol 793756 - 82/3789.

GT6 MK11/Vitesse 2L items: BL Workshop Manual, £2.50; Haynes Workshop Manual £2.50; Brooklands GT6 1966 - 1974 £2.50; oil filter £2.50; camshaft £2.50; box off Aldon octane booster, six 1-litre packs £2.50. Contact: A M Bartholomew, tel: Tiverton 256331 ext. 35 day - 82/3622.

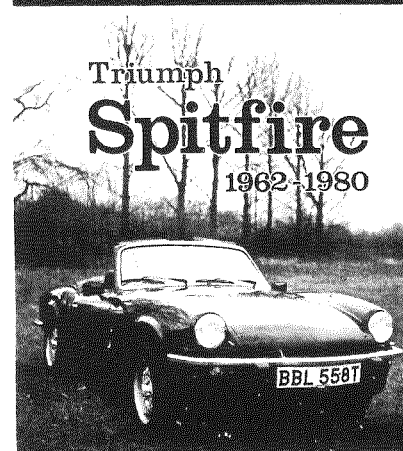
Spitfire MK1V fibre-glass bonnet, unpainted, used for 12 months £50. Also rear wings and front quarter valance - both GRP. Contact: Nigel, tel: Paignton 553127 evenings or weekends - 82/4311.

Breaking 1970 GT6 MK11: most parts available. Also surplus to requirements many new items e.g. doors, bonnet, floors, wings, diff., gearbox, suspension, brakes, interior trim etc. Too many parts to list. Please contact: Anthony Butler, tel: (Guildford) 0483-892166 - 79/883.



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Breaking Spitfire MK4: all parts including alloy rocker box, Janspeed manifold, Jeff Howe dual exhaust, stage 2 gas-flowed had, soft top on frame, spoiler, brand new O/S wing. All parts cheap. Contact: Bruce, tel: (Dartford) 0322-27336 - 81/2789.

Herald 1200 head, brand new, unused, £17. Paint for two-tone Herald: one litre Olive Green, one litre Cactus Green, £5 each. Herald bonnet; some rust, good chrome - giveaway at £10. Contact: K Jones, tel: (nr. Basingstoke) Hook 2585 - 83/6422.

Spitfire rolling chassis with engine/gearbox (believed good). Poor Spit. MK111 rolling chassis. Herald/Spitfire gearboxes and Vitesse 11 non-o/d box - condition unknown. all cheap and must go. Contact: Carl Heinlein, tel: (Cams) 0954-60532 anytime - 80/1883. See also 'Parts Wanted' - possible exchange!

Vitesse 1600 diff., £12. Recon. cylinder head with valves, springs and new gasket. £15. Vitesse /GT6 MK1/11 gearbox, £20. Set of 5 TR7 5½" x 13" wheels, £15. Full set of trim, seats and carpets from low mileage Herald 13/60 (red), £20. Herald and Vitesse sills, £4 pair. Herald 13/60 and Vitesse fuel tank, no sender. £3. 3 x 175CDS carbs new. £20. Contact: Brian Grant, tel: (Stamford) 0780-52513 - 82/3764.

Bond Equipe GT4S: entire car and some bits for spares or repair. Everything there but it's been standing in the garage for some years. £85 and buyer collects or may split. Contact: D Hughes, tel: (Wellingborough) 0933-663602 - no membership number.

Bond 2-litre bonnet, £25. Contact: Stephen Ray, tel: Canterbury 58533 - evenings - non-member.

Four Cobra Supaslots to suit Spitfire etc. Fitted with G.P.S. tyres (white lettering); one worn. Also nuts and lock nuts, £125 o.n.o. Contact: Martin Smith, tel: (Coventry) 0203-46535 after 6pm - 83/5662.

Breaking Vitesse/GT6/Spitfire and Herald. Also new BL panels and parts. New Spit. 1500 hard-top, no glass, £80. For further info. contact South Yorks Spares Co-ordinator. Keith Sturgess, tel: Doncaster 855198 - 83/6917.

Bond Equipe 1968 2-litre front and rear screens, complete with seals. Pair rear quarter lights. Fuel tank complete with sender. Chassis professionally modified to suit Burlington SS +2 kit-car, Waxoyl injected and Hammerite finished. Contact: Graham White, tel: (Staffs) 0543-472383 - 83/5236.

Dolomite 1850 engine, 1977: 38,000 miles. Can be road tested, £95 with ancillaries. Four Dolomite Sprint wheels, £50. Pair of SU carbs on manifold for Dolomite, £15. Brand new Spitfire MK1V chassis - offers. Contact: Steve, tel: Telford 607527 - 82/3844.

Brand new SU fuel pumps, £13.50 each; GT6 MK111 mech. p., £6. **Brand new** Spit. 1500 driver's side door lock + key, £14 (complete); GT6 MK111 tailgate with HRW, £18; both doors plus keys (slight rust), £20 each. Non-O/D prop, £12. **Brand New** door trim, £10 d.s. Locking filler cap assembly with key, £7. Rear light clusters, £7 each. Steering rack, £10. Contact: Tim Davies, tel: Llantrisant 223509 (anytime) - 82/3653.

Herald or Vitesse hard-top with roof windows, £40. Spitfire engine MK11 with carbs, £15. Contact: Dave, tel: (Coventry) 0203-82966 - 81/2406.

Secondhand parts for: Spitfire 111 bootlid, £5; bonnet £30; doors £5 each; rust free chassis £30; tatty seats £5; pair GT6 11 drivers door £10; reclining seats £15; pair O/D prop. £15 plus sundry other Spitfire 111 and GT6 11 body, trim and mechanical bits and pieces. Contact: Marc Fisher, tel: Staines 57673 - 78/00587.

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Garage Clearout: all 13/60 parts imaginable inc. complete nearly (nearly) new engine. Other parts too numerous to list but all must go as I need the space. April 7th and 8th anytime. For mor details, contact: Brian Monk, tel: Aldershot 311068 - 83/5244.

Spitfire 111: new hoods; good bonnet; doors; windscreen; instrument panel; wheels etc. Contact: Joseph Mills, tel: (Redruth) 0209-821091 - 83/6193.

Brand new BL 3.89 differential. Brand new Herald/Vitesse passenger door (would prefer to exchange for brand new driver's door). Breaking MK11 Vit. Saloon, some MK1 parts. Excellent conv. rear end. Recon. Vit. 2L g/box (non-O/D). GT6 MK111 rear spring, also rusty GT6 MK111 which I may break if enough enquiries. I will be at the South of England Meet with some of the parts - look for a white 13/60 Estate, VWK 3H. Contact: Dave Jones, tel: (Edgware) 01-952 0815 - 82/4425.

NEW PARTS FOR SALE: Herald - bonnet frame tubes £10; Estate tailgate handle (no lock) £2; Conv. part door seal (609366) £3; inner door seal (608288) £1; boot lid stay (608192) £2; MK1 Herald chassis outriggers (205334) R/H front £1.50; L/H front (205326); L/H rear (204904) £1.50; centre £2; rear extension (303519) £2; front frame extension (305492) £3; 948cc rear hub £5; rear vert. link. £5; cross-over tube (208184) £5; rear wing top Coupe L/H, R/H (901486) £8 each; wing top Saloon L/H, R/H (902318/19) £8 each; front wing 1200/948, L/H only, large indicator £28 each; boot lid 13/60 £10; 1200 grill surround assembly £6. Vitesse - bonnet frame tubes (806976) £10; alloy front bumper section centre £5; 2-litre badge (620396) £3; front wing (903107) L/H £35 each; boot lid £18; handbrake lever £2. GT6 - MK1 (903091) R/H nose panel; bonnet frame tube (911107) £10; instruction book (512944) £5; standard bore MK111 pistons £8 each or £50 per set; GBH 204 brake hose £3; R/H overrider (710717) £5; sunvisor L/H (823311) £3; diff. pinion (134074) £5. Spitfire - MK1/11 L/H rear wing £28; door lock MK11/111 £9; rear window zipped for hood MK1V £12; reinforcement panel (818871) £6; master cylinder 1500 (218946) £10; chassis rigger front 1/11/111 (209399) £2; rear valance MK1/11 £18; door R/H MK1 (903449) £28. All items + carriage. Contact: Pete, tel: Walsall 643278.

Vitesse O/D unit, £20; Vitesse O/D steering column with all switches etc. £15; Vitesse O/D mounting plate £5; Vitesse MK11 propshaft £15; Vitesse discs and bearings; suspension upright £15 pair; MK11 Vitesse boot panel £5; Herald boot lid £5; 12/50 Herald engine £20 complete; 13/60 Estate complete rear end. inc. tailgate £35; set of Vitesse instruments £10; all parts to build Vitesse 3.63 ratio diff £40. Contact: Mike Tebbett, tel: (Ledbury) 0531-3677 - 81/2408.

Vitesse 2L MK1 for spares excluding engine and gearbox and front suspension. Offers? Contact: R Ashley, tel: (Stratford) 0789-720861 - 83/7057.

Vitesse MK11 recently broken: many spares too numerous to list. No doors or bonnet. Contact: Pete, tel: Romford 24544 - no membership number.

SAH four-branch extractor exhaust manifold: suit Herald/Spitfire, perfect cond. £25 o.n.o. Many Herald spares inc. servo and installation kit. Contact: Tim West, tel: (Cheshunt) 0992-28905 - non-member.

New, genuine Stanpart/BL parts for all models. Tremendous range. Send S.A.E. for list, stating model and specific requirements to **John Mann**, 5, Nevis Close, Loundsley Green, Chesterfield, Derbyshire S40 4NS; tel: Chesterfield 71036.

Spitfire MK1V Leyland zip window hood and frame £50; Spitfire MK1V frame £10; Vitesse hood (white) £15; front seats (black) £8; front panels (black) £4. Contact: Paul Prosser, tel: (Shropshire) Newport 814768 - 6770.

New factory short engine for late 13/60. New O/S/F wing for 13/60. Two 4½J and two 4J wire wheels, just restored. S/H Vitesse 1600 O/D gearbox. S/H boot lid for Vitesse and also new for same. Contact: Colin Matthews, tel: (Little Haywood) 882785 - 84/7191.

Spitfire MKIV bonnet top; R/H wing; R/H headlamp surround - all new. L/H wing; L/H headlamp surround - S/H in good condition. Also S/H Spitfire MKIII gearbox and carbs. 948 Herald interior parts inc. chip basket S/wheel. knobs etc. Contact: Martin Brown, tel: (Glous) 045-389345 - 82/3424.

Hardtop Fibresports Sebring fastback: fits MK4 Spitfire. Offers? Contact: H Lloyd, tel: (Chertsey) 09328-66178 evenings - non-member.

Spitfire MKIII complete: would make good project car for person with time, otherwise forced to break. H/top £30. All spares available. Contact: Danny Laws, tel: Ware 4232 after 6pm - 83/7064.

Black hardtop for Spitfire MKIII: excellent condition. £50 o.n.o. Contact: L Ilesley, tel: (Nr. Rugby) Marton 632506 - 80/01512.

NEW PARTS FOR SALE - All Genuine BL/Unipart/Stanpart: All parts carriage extra. Small items by post; larger by Securicor or can collect if desired. Further details and enquiries to Nick Bradbury, tel: 0278-662698 (Somerset) evenings after 6pm. Refer also to Spares List on pages 61 and 62 in Dec. Courier, page 43 in Jan. and page 59 in the Feb. issue. Too many parts to list. 'Phone enquiries welcome. If I haven't got it, it may be possible to find it. Some panels still available from last month's Parts List. Also have a few Spitfire MKIV Handbooks and one Sp. 1500 Handbook. More windscreen finisher strips, RH bonnet corners, 'Triumph' Globe centre wheel caps. Some parts reduced to clear: beige door trim panel and fibre-board gearbox covers for Sp. 1500.

WANTED WANTED

PARTS

Sound, complete front end for MKI Vitesse and also set of head studs and nuts for MKI 2L. Contact Malcolm Dow, tel: (Crayford) 0322-51893 - 81/3061.

Petrol Company Promotion: Can I match your half banknotes? Contact: Nick, tel: (Norwich) 060 545 417 - to be added to register - 83/6901.

Front wings for GT6 MKI or II. Contact: Colin Spennymoor, tel: 0388-815753 - 83/7034.

GT6 MKII bonnet. Must be in good condition. Contact: Paul, tel: 0896-57337 - 82/3543.

Vitesse or Herald Convertible tan trim: must be in good order with seats. A good price pad. Contact: Bob Rowland, tel: (Hayes) 01-561 0671 - 81/01937.

Workshop Manual for Vitesse 2L MKI required. Contact: Tony Foister, tel: Chichester 527847 evenings - 82/4735.

Desperate, wanted badly: bonnet badge for Bond Equipe GT4S. Please help! Also chrome bonnet strip vent from Triumph 2000 MKI in good condition for same lovely Bond. Contact: Nick Larkin, tel: Lichfield 24821 after 6pm - 83/6651.

Spitfire MKI bonnet: must be in fair condition. Also Herald roof with good sunroof fitted. Contact: Barry, tel: (Woolwich SE1) 01-854 5835 - 83/5461.

Two wire wheels and one adaptor for Spitfire. Contact: Steve, tel: Cambridge 841827 83/6910.

Exhaust manifold wanted for Bond Equipe GT4S (Spitfire MKII engine). Contact: Chris Bounds, tel: (Wellingborough) 0933-225374 - 83/6037.

GT6 O/D with g/box, diff, tuning parts, alloy wheels. Red trim, headlining material, white for MKI. I will come for the parts to G.B. Contact: Volker Schmidt, Rosenhof, 2351 Tarbek, W. Germany, tel: Germany 04323-6459 - 83/6289.

Vitesse doors wanted. Must be as new or in excellent cond.. Contact: Stephen Jones, tel: (Bristol) 0272-731600 - 82/4782.

Herald soft-top (complete), also Spitfire MKIV soft-top. Does anyone have a GT6 MKIII bonnet (does not have to be in perfect condition). Contact: Tim, tel: (Walsall) Cheslyn Hay 416648 - 83/7663.

MK4 Spitfire seats; GT6 O/D propshaft; GT6 or Vitesse front disc brakes; GT6 radiator. Contact: Roy, tel: (Bognor Regis) 0243-821878.

Sunroof wanted: cloth type to fit GT6 MKIII. Contact: Jack Eldridge, tel: 01-242 0262 ext. 2435 (office hours) - 81/4462.

Vitesse 2-litre g/box with o/D, electrics and prop. Any condition acceptable. Contact: M Tarry, tel: (Wilts) 0249-890447 - 81/2124.

Vitesse badge that fits on the back of Vitesse boot. Contact: C Naumann, tel: (SW20) 01-946 7725 - 81/2853.

Vitesse 2L O/D gearbox with electrics and prop. if possible or 3.27 diff. All in v.g.c. Contact: Brian, tel: (Sheffield) 0742-696744 - 83/6981.

Spitfire IV/1500 O/D gearbox and gear. Any condition considered. Propshaft, relay and switch also required. Urgent! Contact: Carl Heinlein, tel: (Cambs) 0954-60532 - also see 'Parts For Sale' - possible exchange? - 80/1883.

CARS

Spitfire MKIII in v.g.c. Preferably O/D and wire wheels. Contact: Stephen Dewham, tel: (Ryde) 0983-66719 - 83/6105.

Convertible Triumph Vitesse MKII, O/D: in good condition. Good price paid for right car. distance to object. Contact: Ian McDougall, tel: (Cambridge) 0223-860920 - new member.

Herald 1200, 13/60 or Vitesse Saloon in excellent condition; no rust please, low mileage. Contact: Dr Glen, tel: (Airdrie) 02364-51865 - 83/6317.

From West Midlands Area Promotions:

TRIUMPH SPORTS SIX CLUB LAPEL BADGES

The Club Emblem embossed on a Gold Background - diameter of a 1p. piece.

£1.50 each plus S.A.E. Contact DAWN STORTON, 25 Croft Close, Yardley, Birmingham.

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,

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.

CLUB SPARES

SPECIAL OFFERS FOR THIS MONTH

Letters	T,R,I,U,M,P,H P&P, 1 - 4 letters 5 - 7 letters	1st and 2nd class stamp 25p	50p each
Clips	To hold letters (2 reg. per letter)	4p each - post free	
Fuel Filters	Spitfire 1500 (4 only)	£3.45 + 50p P&P	
Clutch Driven Plates	1200, 12/50, 13/60 '67 - '71 Spitfire II and III '64 - '70	£3.45 + £150 P&P	
Clutch Driven Plates	(3 only) Vitesse 1600 '62 - '65	£5.75 + £1.50 P&P	
Disc Pads	1200 '61 - '67, 12/50, Spitfire I and II, Vitesse 1600	£3.00 + £1.50 P&P	
Brake Shoes	Herald 948, Herald 'S', 1200 fnt drum brakes	£2.50 + £1.50 P&P (full axle set)	
Disc Pads	GT6 I/II/III to comm KE 12389 fnt. Vitesse 2-litre fnt.	£5.75 + £1.90 P&P	
Brake Shoes	GT6 I/II/III to comm KE 12389 re. Vitesse 1600, 2-litre rr.	£6.90 + £1.90 P&P	
Triumph Flash Badges	(Rr quarter pillar - Saloons)	50p pair + 25p P&P	
Oil Filters	Vitesse 1600, 2-litre	£2.50 + 50p P&P	
Oil Filters	GT6 '66 - '74	£2.75 + 50p P&P	
Slave cylinder	Late Herald £5.75 + £1 P&P (clutch slave cylinders available for other cars - limited quantity)		Exhaust silencer/Tailpipe assy. Spitfire MKIII £11.50 + £2 P&P

If you wish to order any of the above items, please make your cheque/PO payable to TSSC. If goods and postal charges total less than £1, stamps are acceptable.

WARNING

PLEASE NOTE: with regard to left hand Moprod Brake Hose for Vitesse 2-litre MKII - anyone who has bought one of these must check that they have the correct code on the box of the left hand brake hose. The correct code is BH102 and NOT BH122 which is incorrect.

Anyone buying now will receive the correct one as later boxes have been amended.

Those people who have bought one from Club Spares and find that they have the incorrect hose will be contacted by the Spares Secretary and sent a replacement.

HOTLINE 0203 81600

JEFF BAKER

AREA DIRECTORY ... 1984

AREA	AREA ORGANISER(S)	TEL. NO.	VENUE	MEETING DAY
ANGLIA	Giles Tinkler	0223-210166	The Coach & Horses	1st Thursday
AVON	Chris Owen	0272-856991	The Wheatsheaf/The Tabot	1st Mon./3rd Wed.
COTSWOLD	Susan Ince	0285-61137	The White Horse Inn	3rd Tuesday
CUMBRIA/LAKE DISTRICT	Malcolm Butler	0900-830017	The Old Queen's Head	1st Wednesday
DERBY JUNCTION 29	K Singleton/ K Green	0246-588763/39207	The Elm Tree	1st Wednesday
DEVON	Mike Atkinson	0828-880214	7 Stars/Dartmouth Inn	2nd Sun./Last Sun.
EAST BERKS	John Reed	0628-33365	Uncle Tom's Cabin	2nd Wednesday
ESSEX	Barry Thurgood	0279-812675	The White Bear	2nd Sun. lunchtime
HANTS & SURREY	Ken Rodmell	073 56-71178	The Royal Oak	2nd Wednesday
HERTS NORTH & SOUTH BEDS	Bey Warren	0763-61978	The Red Lion	2nd Monday
HERTS SOUTH	Jeremy Hurst	0442-215024	Coach & Horses	Last Wednesday
GLOUCESTER	Justin Barwick	0989-64845	The King's Head	2nd Tuesday
IPSWICH	Bill Yates	0473-830437	The Rushmere Falcon	2nd Wednesday
KENT EAST	Martin Radford	0322-21056	The Cock House Inn	2nd Monday
KENT WEST	Richard Francis	0689-36288	The Grasshopper Inn	1st & 3rd Tuesday
LEICESTER	Mick Maidment	0533-386626	The Bath Hotel	Last Thurs./1st Sun.
MANCHESTER	Carl Longmate	061-320 9880	The Bull's Head	3rd Thursday
MILTON KEYNES	Geoff King	0908-315025	The Fountain	3rd Wednesday
NEWBURY/READING/BASINGSTOKE	Norman Smith	07356-4629	The Badgers Wood	3rd Wednesday
NORFOLK	Nick Matheson	060 545 417	The King's Head	2nd Monday
NORTHANTS	Ian & Val McEggle	0859-63934	The Stag's Head	3rd Wednesday
NORTH EAST	Tony Lambert	0832-562577	The Ravensworth Arms	1st Monday
NORTH LONDON	Stephen Willis	0707-51769	Old Hall Tavern/Rising Sun	2nd Mon./last Mon.
NORTH MIDLANDS	Don Halliday	08894-881566	The Three Crowns	3rd Thursday
NOTTINGHAM	Geoff Fletcher	060 76 66147	The Redgate Lodge	2nd Wednesday
OXFORD	John Cudmore	099 389 555	The Fox & Hounds	2nd Monday
RUGBY	Andy Jones	0203 452541	The Greyfisher	1st Thursday
SALISBURY	Hugh Davies	0980-23517	Hawes Inn	2nd Sunday 1pm
SCOTLAND EAST	I. Wheeler/J.A. Cooper	0334-54796	Sherbrooke Hotel	2nd Wednesday
SCOTLAND WEST	Nigel Waddell	041-4271 4340	The Creech Castle Hotel	2nd Wednesday
SOMERSET CENTRAL	N Bradbury/R. Warren	0278-662698	Good Intent/Ship & Bell Hot.	Last Thurs. 3rd Thurs
SOUTHERN	Tony Farby	0329-232605	The Farmers	2nd Wednesday
SUSSEX	Colin Harrison	0444-413607	The Firestone	Alternate Thurs.
THAMES	Leon Guyot/Mike Crewes	01-9477659/5681870	The Robin Hood Hotel	1st Thursday
TRENT	Mike Costigan	0636-814050	Caesar's Arms	1st Wednesday
WALE SOUTH	Tim Davies	0656-863426	The Skittlers	2nd Tuesday
WESSEX	Jeremy Woodward	0202-602651	Various	last Thurs./2nd Sun
WEST MIDLANDS	Tony & Janice Spicer	021-353 9961	The Coach & Horses	Last Tuesday
WORCESTER	Trevor Brotherton	0386-6547	The Bay Horse	1st Wednesday
NORTH YORKS	Stephen Boyne	0904-39420	The Lumley Arms	2nd Thursday
SOUTH YORKS	Chris Stabler	0302-743579	The White Bear	1st Tuesday
WEST YORKS	Nigel Weedon	0484-662196		