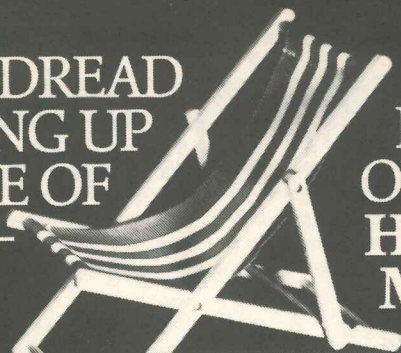
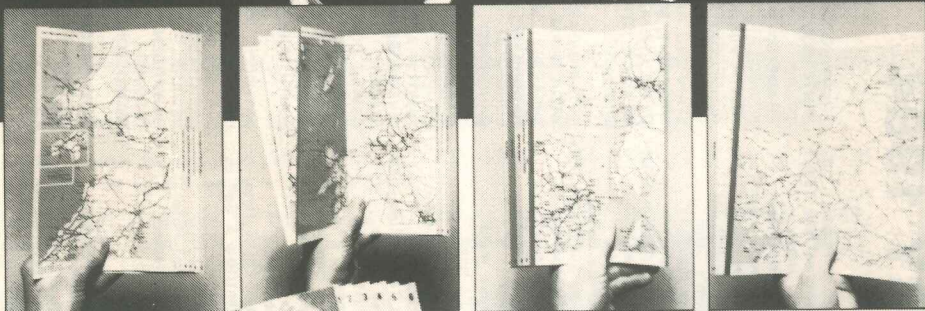


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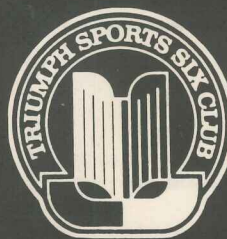
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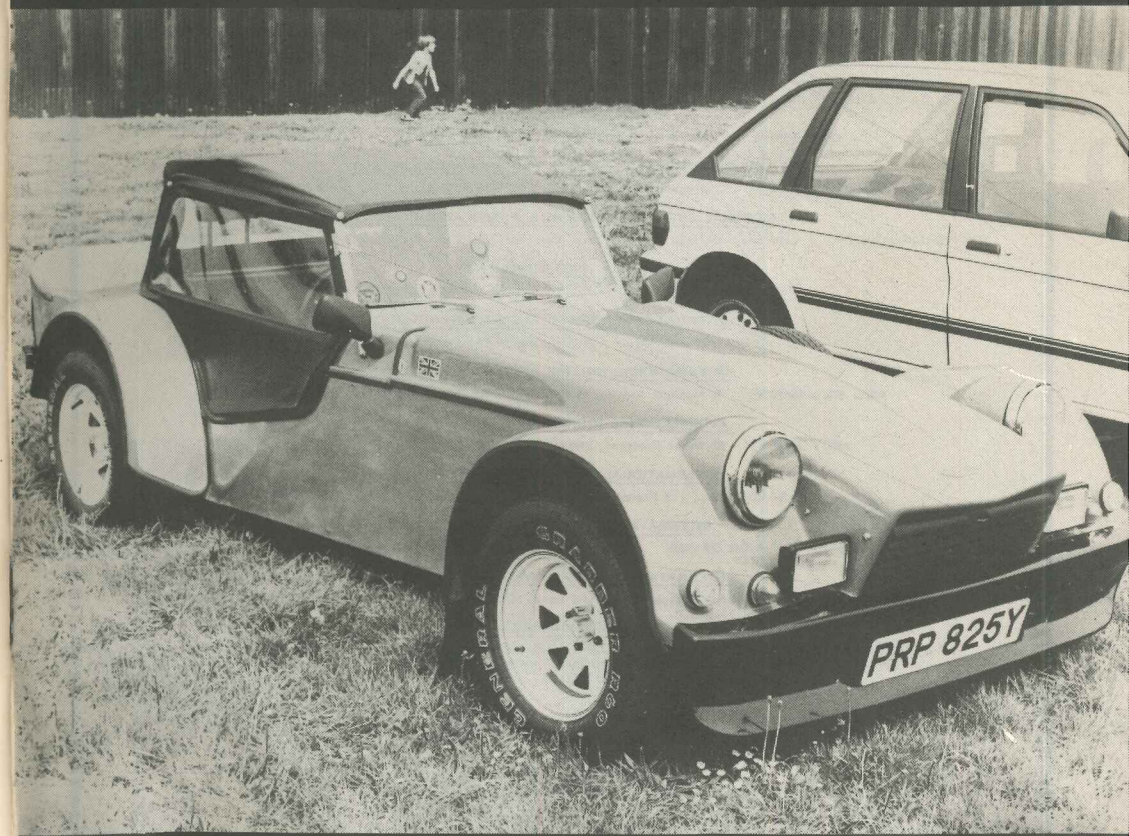


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T.S.S.C. The Club that's going places....

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EDITORIAL

3

Sun, glorious sun (I hope it is still shining when you get this magazine); it puts me in mind of South Africa on days like this! Speaking of which, my report is not yet complete, sorry but the slave has great difficulty in reading my writing and I have been spending a lot of time rebuilding my Courier Van lately. However, it is in hand and you can expect a full report for August.

Have you sent off your Application Forms to attend the International Spitfire Weekend at Arcen yet? See 'What's On Next' in the June issue for details. The President, David Herriman recently contacted me to say that although he had previously stated the closing date as June 1st, he is still accepting applications. Chris, Trudi, Jo and I will be forming our own small convoy for this event.

Important message: Kevin Ginger and EPR Services of the London area, have been advertised in The Courier on a regular basis up until May of this year. Mr Percival of EPR Services has recently contacted me as he can no longer offer the services which we advertised previously and does not wish to waste the time and money of members still contacting him. He can now offer one-off machine tooling work and aluminium work to customer's individual specifications only.

Be sure to consult your Club Calendar as we have quite a few events, national and international, this month. I look forward to meeting you at some of these.

BILL SUNDERLAND
EDITOR

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INTRO

During the last month or so I have been busy handing out my recruitment windscreen leaflets. For some reason, most of the Spitfires I come across are not in the Club, yet something like 50,000 home cars were built with total worldwide production, well over 1/2 million. What are the exact home and export production figures Neil?

The Triumph Spitfire represents "Classic" British sportscar motoring at its best. It was a car designed to give real fun to thousands. It fulfilled its role exactly and continues to offer unbeatable pound for pound, wind in the hair motoring today.

During its' production life, the Press constantly compared it to the cramp mono-coque Midget and the exciting, unreliable rust bucket, the Honda S600. These three cars battled for the best selling sportscar and the Press was always eager to review latest models and provide the hungry public with item by item comparisons.

At the end of the day it was very much personal preference, as each car offered the Classic package in a slightly different manner. Few will disagree in retrospect, that the Spitfire always offered the best overall enjoyment and will, by virtue of its strong backbone chassis, outlive its rivals.

As many of you will know, this tremendous success story nearly didn't come about! One prototype existed when leyland Motors took control of Standard Triumph, and there it had stood for many months under a dust sheet, waiting for a fairy god-mother with gold to spend. Whilst Leyland Motors sensibly pushed ahead with development of the car, we are, of course, proud that its design stemmed from Standard Triumph.

	Price	0-60	30-50	Top Speed
Triumph Spitfire MKIII	£717	12.5	9.5	100 mph
Honda S800	£779	13.4	11.3	94 mph
MG Midget III	£684	14.5	?	93 mph

The figures alone prove how competitive the Spitfire was; driving it simply places it in a class of its own. Me thinks I wish I had the room to add a Spitfire to my stable!

Hope to see some of you at the forthcoming Club events. Don't forget to wear your Club regalia (sweatshirts/T-shirts etc.).

Enjoy having it off while the sun is out the hood, I mean.

J M GRIFFITHS
PRESIDENT

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.

FRONT COVER: DUTTON PHAETON S.2
John Robinson Northants

NEWS REVIEW

The following information was sent in by Club member, John Boole, who is also a member of the Triumph 200, 2500 - 2.5 Register. He felt that members would benefit from this very good modification which cures the start-up rattle on six-cylinder engines. This article originally appeared in the 'Other Clubs' magazine and is, in his words, as applicable to 'our' cars as the Vitesse and GT6 engines are more or less the same. Although Mr D Bradley has not yet been approached with regard to Club discount to TSSC members, it is felt that he is very approachable and that the price quoted would, at the time of writing, mean that the TSSC would pay the non-members of £25 plus £2.50 P&P.

On purchasing my 2500S, I decided to do something about the rattles that accompanied the five second delay before the oil pressure light went out on cold start-up. After a great deal of consideration I decided that the only easy and practical answer was to design a remote oil filter system incorporating a screw on cannister filter with a built-in non-return valve and by-pass valve.

Thus, six months ago three systems were made and fitted to my 2500S and a couple of relations cars. The results were excellent. The light now goes out immediately on all three cars, which were also fitted with oil pressure gauges to monitor pressure build-up.

I have now decided to market this conversion in the form of a kit. The photograph following this letter shows what the kits consist of. The bracket is mounted on the redundant engine mounting points on the block and carries the filter. All fitting instructions and suitable oil filter recommendation (as discussed with the filter manufacturers) are included and the kit will fit all versions of our cars. No special tools are required. All seals, bolts, washers, adaptors, jubilee clips, 1/2" ID oil pipes, etc. are included.

As oil pressure is virtually instantaneous, engine life should be extended to the maximum possible.

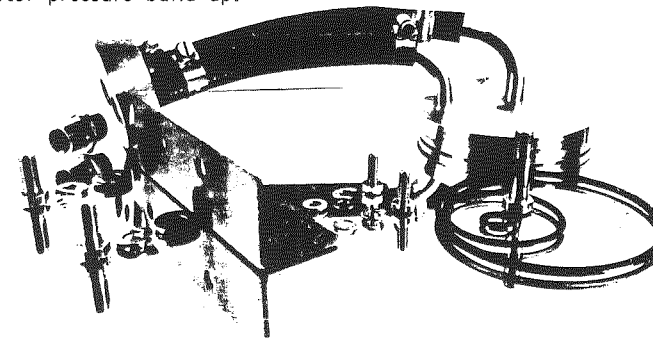
If you're wondering about my qualifications, I have worked in the experimental department at Rolls Royce for the past 14 years, so reckon I know a thing or two about oil system problems.

FOR SALE:

Triumph 6-cylinder engine oil conversion kits, £25 plus £2.50 P&P (non-member rates). Cheques and P.O.s made payable to:

Mr D Bradley
22 Braydon Avenue
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Bristol BS12 6EH

Don't forget to send your name, address, and 'phone number.



The following information was sent in by John Griffiths, as a result of its publication in 'The English Channel', the bi-monthly newsletter supplement to The Vintage Triumph magazine, for March - April 1984. John adds that he doesn't believe the name of Triumph is dead and he is sure Austin Rover will use it again if it fits their marketing strategy. In order that he might write an informed article on the subject, John has approached the Directorate and hopes to be in a position to provide an article shortly.

END OF THE ROAD FOR CARS SPORTING A TRIUMPH BADGE

Plans by British Leyland to drop the Triumph label, probably in June, 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 Shulte, 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 Meridan 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 the financial problems which culminated in its liquidation in 1939, the company introduced several British engineering innovations pioneering hydraulic brakes in 1925 and the factory-fitted windscreen washers in 1935.

After the Second World War the motor company, which had separated from the motor cycle division in 1936, was taken over by the Standard Company which made Ferguson tractors under license. 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 sportscars beginning with the TR2 and 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.

NO SOONER SAID THAN

DONE!

HAS ANOTHER GREAT BRITISH CAR NAME GONE?

Much has been written recently regarding the proposed death of the TRIUMPH name. Articles have appeared as far spread as The Financial Times to The Globe and Mail of Toronto. But has it died?

This is the question I put to Royden Axe, Director of Design at Austin Rover and to Malcolm Harbour, who is the Marketing Director of the group.

As we know, at the present time, the name TRIUMPH only remains on the bonnet of the Acclaim which, from the 19th June, will be called a Rover 213. As far as we are concerned, the real death of TRIUMPH occurred when the SPITFIRE ceased production. The Acclaim, whilst a very good car of its type, is more or less a Japanese Honda Ballade, built under license. The passing of the TRIUMPH name, or demise of the TRIUMPH Acclaim has very little significance to us, but will we ever see the name of TRIUMPH again on a real motorcar?

Both Royden and Malcolm were at pains to tell me of the amount of discussion that took place before a policy decision was reached to drop the name. They again reminded me of the many 'died in the wool' Triumph engineers and enthusiasts that remain within the new Group structure. Like us, they appreciate that the Acclaim could never be regarded as a true TRIUMPH.

The actual decision to drop the name, basically came about following the Director's wish to present a unified and distinctive corporate image to the public; an image that every man in the street can identify with (i.e. Austin Rover). The use of too many marque names confuses the average man, many who apparently still thought TRIUMPH was a separate entity to Austin Rover. Having said this, the Company did, of course, revive the M.G. name, following the M.G. Owner's Club campaign. The Company are merely using the M.G. badge as they would a GT or Sports emblem and I doubt that the real M.G.

enthusiast pays much regard to the new era of hot Metros and Motegos.

Has the TRIUMPH SPORTS SIX CLUB been found wanting? Should we have campaigned like M.G. to preserve the factory and name on modern and faceless tin boxes? I think not.

Naturally, we are all saddened by the demise of the name, particularly in the passing of the SPITFIRE. Realistically, I think we all accept that progress has to be made and the customer's needs have to be met. Austin Rover are owned by us all and have a responsibility to turn the Company around into a profit making concern. Austin Rover now have a good range of cars which meets the needs of today's public and I wish them success.

But what of my two questions, asked earlier?

1. Has the TRIUMPH name died?
2. Will we ever see the name of TRIUMPH again on a real motorcar?

Notwithstanding the Company's desire to present a corporate image, I am told that they would resurrect the name again if it fitted into their strategy. This is not particularly satisfactory, as far as we are concerned, as yet again we may see the name uncharacteristically stuck on some future Japanese wonder. Alternatively, the Group may produce another up-market car, say in the idiom of the Stag, which I am sure we would be delighted if it were to be called a TRIUMPH.

I believe that time will show that the wrong policy decision has been made and that the people of Great Britain will reveal that they prefer the individualism of the marque names. Having said this, I personally am rather pleased that the true TRIUMPH name has been dropped from a car which was neither wholly British or in the true tradition of the marque. This is not to say that I do not think the Acclaim is a good car, but in retrospect, I do not believe that it can lay claim to the use of the TRIUMPH name.

But what about question two? One of the questions I put to Malcolm and Royden washas the Company any intention of reintroducing a small, British designed sports car in the concept of the Spitfire?

Let's face it, this is the real issue. If we are satisfied that the name is not dead, just shelved, we want to see it come alive again, preferably on a small reasonably priced two-seater sports car in true British style.

I put it to the directors that there was very little competition in this particular market at the present time and with the relaxing of the open top laws, had they considered such an exercise.

Most people who seek a career in either Car design or marketing the product by nature are, of course, enthusiasts. It is, of course, always more exciting to produce a sportscar than a staid family saloon. My question naturally fell on receptive ears, but the answer came that Austin Rover has a commitment to its public owners to turn itself into a strong viable enterprise offering large scale

employment to its own staff and the connected industries. It is, however, more than just a possibility, that say by the late 1980's when, hopefully, we shall see Austin Rover firmly on the road to recovery, that they will be able to consider the financial implications of manufacturing a new sportscar in the concept I have described.

Naturally, we must ask ourselves, will this be a TRIUMPH or an M.G.? From what the Directors said, any such car would stand an equally good chance of being called either name, but reading between the lines, or speculating if you like, I believe it is more likely to be called a TRIUMPH because Austin Rover have committed themselves to using the M.G. name as a G.T. badge.

By standing back and observing, perhaps the T.S.S.C. has pulled one over the M.G. Owners Club time will tell (no hard feelings chaps!).

However, perhaps now is the time to campaign for the rebirth of a TRIUMPH SPORTS CAR!

Written by John Griffiths

THE RT HON THE EARL HOWE CBE, DL, JP.

It is with great sadness we announce the sudden death of Lord Howe on the morning of Tuesday 29th May, from a heart attack.

Lord Howe had been a member of the RAC British Motor Sports Council for many years, as well as being a Director of RAC MSA Ltd., Vice-Chairman of The Royal Automobile Club and a Director of AP Limited.

His contribution to motor sport will be sadly missed and our deepest sympathies are extended to Lady Howe and his family.

NEW AREA

PROVISIONAL LIVERPOOL AREA NEWS - BEN BROADBENT REPORTING:

There are a number of members, e.g. Chris, Andy and I, who live in the Mossley Hill area of Liverpool. As there is not Liverpool Area, we would like to take on the job of organising something. We will need the support of all Liverpool members, so could all interested members please contact me by 'phone: 051-724 1236, with suggestions for a venue and dates. It would be nice to start meeting before the end of August. Please 'phone before July 4th and after July 18th, as I will not be available between these dates. My address is 51 Avonmore Avenue, Mossley Hill, Liverpool 18.

CONCOURS REPORT

'The Club That's Going Places' went places this year for its 7th National Concours. The move from Donington Park to MOTE, near Telford, proved a popular step by all accounts and even the weather approved of the change.

The Dutch and German contingent numbered well over twenty cars and must have been an impressive sight in convoy up the English motorways. I hope our continental visitors enjoyed their stay over here and that Saturday proved to you that it doesn't always rain in England!

The Concours standard is becoming extremely competitive and the condition of some rebuilds is a joy to see. The big surprise of the day, was the emergence of a 2500-miles-from-new GT6 MKIII, which carried off several prizes. Find an example like this and you can save yourselves a lot of hard work!

The Concours judging system was changed this year, to try and evenly judge Modified and Original in the Elite class. Unfortunately, it did not speed things up but then there isn't a quick and simple way to fairly judge forty-odd high standard entries!

The results are as follows:

Elite Class	1st	Roger Rowley	Spitfire MKIII
	2nd	Bill Hewer	GT6 MKIII
	3rd	Sharon Espin	GT6 MKIII
Original Class	1st	Sharon Espin	GT6 MKIII
	2nd	Dawn & Adrian Storton	Vitesse 1600
	3rd	Clive Spencer	GT6 MKIII
Working Original Class	1st	Alan Robinson	Spitfire 1500
	2nd	DJE Balme	Spitfire MKIII
	3rd	Paul Stafford	GT6 MKIII
Modified	1st	Stan Walters	Vitesse 2L MKII
	2nd	Paul Skitt	Vitesse 2L MKII
	3rd	Martin Fothergill	Moss
Working Modified	1st	Mick Maidment	GT6 MKII
	2nd	Carl Heinlein	Spitfire 4 MKI
	3rd	Tim Woodthorpe	Herald 13/60
Best GT6:		Sharon Espin	GT6 MKIII
Best Vitesse:		Dawn & Adrian Storton	Vitesse 1600
Best Herald:		Jim Carter	13/60 Estate
Best Spitfire:		Roger Rowley	Spitfire MKIII
Best Special:		Michael Fothergill	Moss
Best Bond:		No Bond was entered	
Best Exterior:		Roger Rowley	Spitfire MKIII
Best Interior:		Sharon Espin	GT6 MKIII
Best Boot:		Roger Rowley	Spitfire MKIII
Best Engine Bay:		Dawn & Adrian Storton	Vitesse 1600
Best Chassis:		Dawn & Adrian Storton	Vitesse 1600
Spitfires UK Best Convertible:		Stan Walters	Vitesse 2L MKII
ACS Classics Best Saloon/Coupe:		Sharon Espin	GT6 MKIII
Mike Long Trophy:		Sharon Espin	GT6 MKIII
Dinkey Concours:			Vitesse
Autotest:		Neil Hayley	Spitfire 1500

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Crusader Disco helped us to dance the night away in their usual effervescent style and sore heads and lack of voices seemed the norm on waking Sunday morning.

It's a pity an otherwise superb day was matted by a certain Liverpoolian, Kami-Kazi driver, who tried to prove that the notoriety of MK1 Vitesse rear suspensions is all just a figment of our imaginations, by attempting a handbrake turn at 25mph, rolling his Vitesse in the process and ending up on the roof. If the gentleman concerned did unbolt the roof for the drive home, I hope, for the poor car's sake, it didn't rain.

One other sour note - and I hope the very few concerned feel some remorse: 99% of the Club get their spares from reputable, straight and honest sources. There are, however, the 1% who seem to think honesty includes stealing spares off of a crashed Spitfire in a field outside MOTEC, while the owners were being rushed to hospital. I wonder how you would feel if that happened to you, returning to find your car stripped of parts by members of a reputable enthusiasts Club? Think about it.

Anyway, enough wrist-slapping and on to the thousand and one thank yous. Although the National Events Organisers arranged the Concours and all the preparations involved, there are people without whom the day couldn't have been the success it was. Thanks to judges Matt Maudsley, Eddie Evans, Chris Allen, Paul Sanderson from Practical Classics, Ken Heaton, and Jeff Baker, to Stuart Heaton and Duncan for all their help "here, there and everywhere"; to Kate, without whom I think Janis would still be processing that long list of Concours results; to those who put their interesting cars on show; the owner of the big Humber, Andre with his DB5, the owner of the Stag, the Bridgnorth Motor Museum, Chris Allen's Courier Van, ACS Classics TR6; to all the trade stands; to Crusader Disco; to Kevin Ginger and the racing boys for their (non) support - you were so lightening quick, no one saw you!

A big thank you must go to John and Vi Cox for all their hard work for the N.E.O. Committee. They stand down as Chairman and Secretary after this event. Lastly, mega thanks to you, the members, for supporting the Club's number one event so well again this year. On to August and Stoneleigh, then 1985 and the 8th National Concours

Written and compiled by

DAWN STORTON



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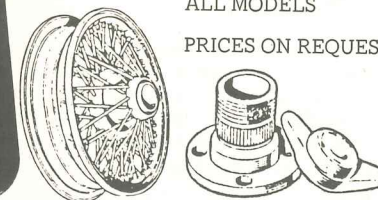
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5. Whites, Camberly	BL Agent
6. ACS Classics	Serviceing/Restoration
7. Aberdeen Motors	BL Agent
8. British Sports Car Centre	Parts
9. Unipart, Harpenden	Parts
10. Leathwoods	Parts
11. Hatfields, Sheffield	BL Agent
12. Spitfires UK	Parts
13. Grays, Longford	Parts
14. Edmund Walker	Parts
15. Cox & Buckles	Repair
16. Vintage & Classic	Parts
17. York Spitfire Centre	Parts
18. John Mann, Sheffield	Parts
19. Keith Sturgess	Repair/Serviceing
20. Hursts, Belfast	BL Agent
21. Mervyn Lloyd	Repair

OVERSEAS:
Nellen & Quack, Gadbach, Germany

SPECIALISTS who have been recommended:

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

YOUR CO-OPERATION IS NEEDED:

Information is needed on any firm you use, whether good or bad, irrespective of size and location. Please send details to **Eddie Evans, Technical Secretary** (address on front cover) and please quote your membership number.



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RECRUITMENT DRIVE '84

I am extremely pleased with the way this years recruitment is going, we now have far more new members at this stage than in any previous years Recruitment Drive and the numbers of leaflets being returned are also well up.

I must thank all members who have put out leaflets so far. To help you keep up the good work, you will find some more leaflets in this magazine. Please make good use of them - even just putting out a few is of great benefit to the Club and by getting just one new member gives you the chance of two prizes (i.e. monthly draw and end of Drive draw).

I would like to think that this year all non-member cars have at least one leaflet put on their windscreen. Although sometimes it takes more than one leaflet before an owner joins. One local has had about a dozen leaflets on this car over the last 2 years, so it does pay to be persistent.

The first of the monthly draws has now taken place, for each new member gained the member's number is entered once. The prizes in this draw are two £5 Halford vouchers and this months winners are as follows:-

83/5461	B Smith
84/7227	C A Cantwell

Congratulations to those members and keep up the good work. If anybody or any Area Organiser requires more leaflets, contact me: **Jonty Wild, 33 Brookmead, Meppershall, Shefford, Beds SG17 5SA** or 'phone Hitchin 813143.

I am lucky enough to be going to the Le Mans 24 hours this weekend and expect to arrive back to a great pile of mail, but it will be worth it to see Jaguar make a classic return (after 27 years, I believe) as I'm sure we all hope they will.

SELF HELP SCHEME

Dear Members,

The latest news on the Self Help Scheme, I'm glad to say, is all good. The replies to the 84/85 form, published in the magazine, dropped slowly but surely through the letterbox. Then the South Wales members got together (I think someone refused to let them into the pub until they filled in a form!). Then this months magazine (June) carried an insert and the replies have flooded in. In four days we have received 36 forms! So, come on, keep up the good work. If you've not sent your form to us yet, do it now as I have to get the information back to Bill and Jo Sunderland shortly, in order that the 84/85 booklet can go to print. **ALL FORMS MUST BE RETURNED BY JULY 8TH FOR INCLUSION IN THE NEW BOOK.** Please sent them to me, Julie Westaway:-

19 Herdman Close
Greenleys
Wolverton
Milton Keynes

If anyone wishes to come to the Potterspurty Foundation Festival of Transport on the 7th/8th July (see also Milton Keynes Area Report), we will be on the TSSC stand and you can hand your forms to us direct and have a good day out as well.

AREA LIAISON OFFICER

The Grand total at the moment is 44 Areas, with rumours of West Sussex and Liverpool Areas starting.

New Areas so far this year are Cumbria/Lakes, Ipswich, Newbury/Reading/Basingstoke and Northants. Areas which have reappeared are Cornwall, Gloucester, Northern Ireland, North Midlands and North Wales. So, good Noggin 'n Natters to these this summer.

Please, if you are starting an Area, don't forget to inform me, so that I can put you on the mailing lists etc.

If anybody has anything to raise at Committee Meetings, please let me know and I'll do my best for you (the next one is ... early September).

Unfortunately, the Inter-Area Quiz at MOTEK was a total flop, due to the lack of response. Four teams entered but only two bothered to finish. Congratulations to Justin Barwick, Marin Brown, Leon Guyot and Ken Rodmell for beating the Nottingham Area by one point!

CONCOURS & SHOW CAR REGISTER

Because of the large number of national car shows around the country, and also for the benefit of Areas, who wish to display cars, I am putting together a Concours and Show Car Register. The standard of our Concours cars is becoming extremely high and often cars are needed for big shows like Brighton, Stoneleigh etc. These cars need to be of a very high calibre and it can prove difficult to find examples for exhibition, especially if they need to be local.

So, if you are organising an Area Event where a Concours is being held, please 'phone or write to me with the results (to include car details and owners address and 'phone number) so they can be included. The same goes if you want cars for a display and don't know where to get them!

Please contact:

DAWN STORTON

25 Croft Close
Yardley

Birmingham B25 8XJ

Tel: 021-784 4597 (evenings)

..... or expect a nagging woman to bend your ear for them (fate worse than death I'm told!).

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.

★ ★ WHAT'S ON NEXT ★ ★

CLASSIC CAR SPECTACULAR

* CLASSIC CAR SPECTACULAR, KNEBWORTH HOUSE
*
* SUNDAY JULY 8TH

The Organisers of this event are Thoroughbred and Classic Cars and it is one of the leading open-air car meetings of the year. This year they have made this meeting into a two-day event, however, because the Saturday (July 7th) clashes with the TSSC's Birthday Barbecue, we will only be officially attending on the Sunday.

The Sunday should be the better of the two days as the Thoroughbred and Classic Cars National Concours takes place that day, alongside the normal extensive Club displays, the large autojumble and, of course, the normal family attractions of Knebworth House.

The other advantage of this arrangement is that if you attend the Birthday Barbecue, by staying overnight, it is perfectly possible to visit Knebworth as well, the distance between the two events is only about 25 miles. Knebworth House is on the A1(M) just south of Stevenage.

We still need TSSC cars of all types for the stand, all cars need to be concours or near concours condition, those providing cars will get into the event free. If your car is available for display, please contact: Jonty Wild, 33 Brookmead, Meppershall, Shefford, Beds SG17 5SA, tel: Hitchin 813143.

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Large Marquee (with bar) for all 'non-car' Club activities throughout the day. Walled Rose Garden: Nature Trail: Museum: Craft Centre: Souvenir Shop: Afternoon Teas in Cafeteria.

Camping: In Hall grounds (advance booking essential). Own toilet facilities advised.

Treasure Hunt: On Sunday morning at 10.30am to local pub for lunchtime finish.

Admission Charges: Car and Driver: £1.60 including souvenir programme. Passengers: 60p each, Children: 30p each.

Camping Charges: Tents: £5, Caravans: £6. This covers all occupants for the whole weekend and includes admission to the grounds for car and passengers, plus free souvenir programme (advance booking essential).

Evening Meal: 7-8pm served in the Stable Block: £4 per person. This also includes admission to the Disco in the marquee (advance booking essential).

Disco/Dance: 7.30pm 'till midnight, £1 (pay at door)

ADVANCE BOOKING FOR CAMPING AND/OR EVENING MEAL

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.....
.....

* I require (no.) pitch(es) for tent(s) @ £5.00 each
* I require pitch(es) for caravan(s) @ £6.00 each
* I require ticket(s) for evening meal(s) @ £4.00 each

*Delete as necessary

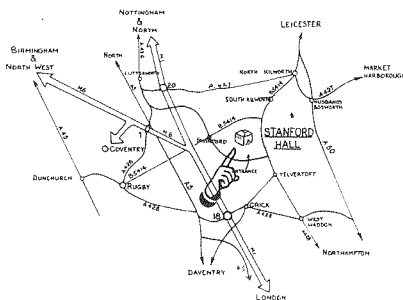
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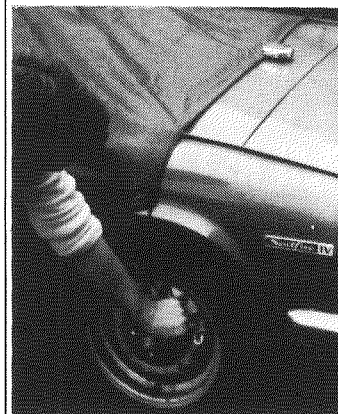
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Eves (0533) 28374

Leicester Area Secretary
Mary Thorpe
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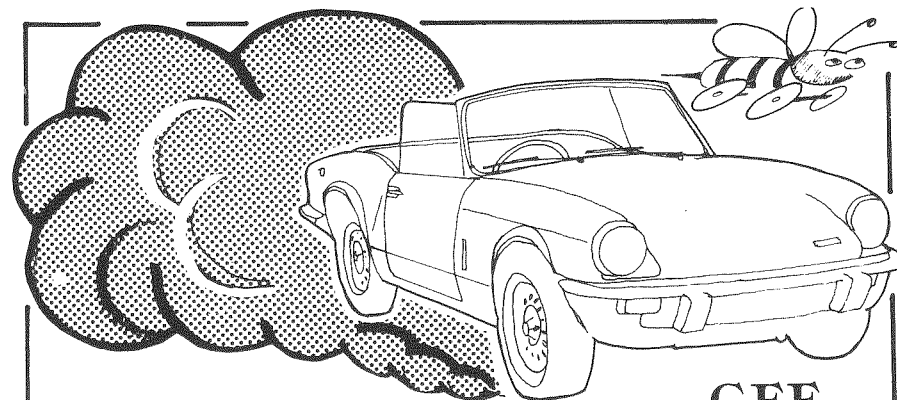
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TOWN & COUNTRY FESTIVAL, STONELEIGH, WARKS
AUGUST BANK HOLIDAY (25TH, 26TH & 27TH)

Stoneleigh 1984 is Carnival Year. With the theme of Mardi Gras, it promises to be full of fun, colour and frolic.

The Town and Country Festival is a huge event and caters for all the family with attractions ranging from arts and crafts to show jumping, from tractor pulling to fashion shows. This year we are out to surpass our achievement of last year's fourth place in the IBCAM awards and win the £1,000 first prize. I shan't reveal here what the stand will be like (I like to keep some things for a surprise!) but I can tell the certain club official who envisaged very scantily clad ladies with tassles a la Rio style, he will be disappointed!

Camping and evening entertainments are currently being organised. More details next month - see What's On Next.

ENTRY FORM

NORTH YORKSHIRE AREA 3RD ANNUAL CONCOURS & MOORS RUN
SUNDAY 2ND SEPTEMBER, 1984

You are invited to enter our 3rd light-hearted concours and Moors Run held this year at:
The Blacksmith's Arms Hotel
Hartoft End
Rosedale Abbey

Camping available on site: Good bar meals.

Judging starts 11.30am

Moors Run starts 2.30pm

ENTRY FEE £2.50

Entries please by August 4th to SALLY HURD, 42 Wooside Avenue, Burnholme, York.

Name: Address:

Model of Car:

Reg. No.

STANDARD INTERNATIONAL RALLY IX

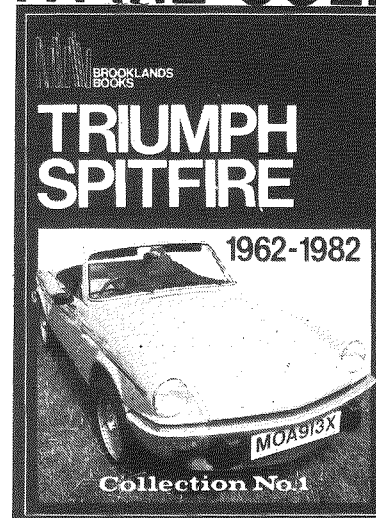
AT BROUGHTON CASTLE, BANBURY, OXON
ON SUNDAY 2ND SEPTEMBER, 1984

Can the TSSC continue to dominate this major event on its return from Holland? John Thorpe's GT6 took the honours in Arnhem and we wish to maintain our recent record. For new members, this important rally of clubs, catering for Standard and Triumph cars was held alternately in the UK and USA until 1983's trip to the Continent. Its the best opportunity to see the development of these two marques and it is hoped that the 1950 Triumph TRX and 1965 Triumph Fury prototypes will put in an appearance. As well as the concours event, there will be a photo competition (to be extended this year to include drawings and paintings) and a Dinky concours. The site is in the grounds of Broughton Castle, a medieval Manor House dating from 1300, which stands on an island surrounded by a 3 acre moat. It is the family home of Lord Saye and Sele and has been owned by the same family for over 600 years. The £3 entry fee is very good value as it covers all competitions, entry to the Park for all occupants of your car and souvenir plaque. Caravan/camping will be allowed 'on site' Saturday night at £1.00 per van/tent. Entry forms available from Brian Blackwell, 84 Chapter House, Coffee Hall, Milton Keynes MK6 5EF or John Cudmore, 'Up Country', High Street, Stonesfield, Oxford OX7 2PU - send S.A.E. please.



NEW BOOK

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A total of 26 articles traces the progress of the Spitfire from its introduction in 1962. They include road tests drawn from Britain, Australia and America plus a 12,000 mile report, new model introductions, a service test, three articles on tuning and a story about a trip to Switzerland. Also included is an invaluable 1982 article on what to look for when buying a used example. All models are covered, including the original 4, the MKII, MKIII, MKIV and the 1500. None of these articles appear in our earlier book on Spitfires.

These soft-bound volumes in the 'Brooklands Books' series consist of reprints of original road test reports and other articles that appeared in leading motoring journals during the periods concerned. Fully illustrated with photographs and cut-away drawings, the articles contain road impressions, performance figures, specifications, etc. None of the articles appears in more than one book. Sources include Autocar, Autosport, Car, Car & Driver, Cars & Car Conversions, Motor, Motor Racing, Modern Motor, Road Test, Road & Track and Wheels. Fascinating to read, the books are also invaluable as sources of historical reference and as practical aids to enthusiasts who wish to restore their cars to original condition.

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CLUB CALENDER

JULY

Sun. 1 - Autosunday, Easthampstead Rotary Club, Easthampstead Park - John Reed, 3 Marlborough Road, Maidenhead, Berks.

Sun. 1 - Historic Vehicle Gathering, Powderham Castle, Nr. Exeter - Mike Atkinson, tel: 0626-890214.

Sat. 7 - Birthday Barbecue (TSSC), Whittlesford - Barry Newitt, 89 Shelford Road, Trumpington, Cambs.

Sat. 7/Sun. 8 - Potterspurty Foundation, Festival of Transport, Potterspurty, between Stoney Stratford and Towcester on A5 - Geoff King and Julie, 19 Herdman Close, Greenleys, Milton Keynes.

Sun. 8 - Classic Car Spectacular, Knebworth - Jonty Wild, 33 Brookmead, Meppershall, Shefford, Beds.

Sat. 14/Sun. 15 - West Midlands Two-Day Event (TSSC), Sportsmans Arms on A45, Birmingham Road, Nr. Coventry - NEO or Jeff Baker, tel: 0203-81600.

Sat. 28/Sun. 29 - 4th Annual Northwest Triumph Field Meet and Concours, Seattle, Washington USA - David Eaton, 406 Revere Ct, Olympia, Washington 98503, USA.

AUGUST

Sat. 4 - Leicester National Event (TSSC), Stanford Hall, Nr. Lutterworth - Sheila Copeland, Buckminster Lodge, 42 Buckminster Road, Leicester LE3 9AS.

Sat. 25 - Mon. 27 - Town & Country Festival, Royal Showground, Stoneleigh, Kenilworth, Warks. NEO.

Sat. 25/Sun. 26 - Doune Classic Car Weekend, Doune Motor Museum, Perthshire - Ian Wheeler, tel: 0334-54796.

SEPTEMBER

Sun. 2 - STIR IX, Standard Triumph International Rally, Broughton Castle, Banbury, Oxfordshire - John Cudmore, 'Up Country', High Street, Stonesfield, Oxford OX7 2PU.

Sun. 2 - North Yorkshire Third Concours & Moors Run (TSSC) - place T.B.A. - Stephen Boyne, tel: 0904-39420.

Sat. 29/Sun. 30 - 75 Years Motoring Milestone Pageant, East of England Showground, Peterborough - Giles Tinkler, tel: 0223-210166.

First, the modified sports car racing; these are not TSSC Championship Events but Club Members are due to be taking part - all are Sprints.

		Brands Hatch	Aug. Sun. 19	Snetterton
		Lydden Hill	Sept. Sun. 9	Donington Pk.
		Mallory Park	Sun. 15	Castle Combe
July	Sat. 14	Cadwell Park	Sun. 23	Mallory Park
Aug.	Sun. 12	Snetterton	Oct. Sun. 28	Snetterton

Next TSSC Hillclimb/Sprint Championship:

September 16	North Weald	September 2	Goodwood
October 21	North Weald	October 7	Gurston Down

HERALD REGISTER

REGISTER REVIEWS: 12/50 HERALD COMMISSION NUMBERS:

The 12/50 Herald Saloon was introduced in March 1963 with GDIRS; by January 1964 the commission number was GD15755RS. Subsequent January commission numbers were: (1965) GD29034RS; (1966) GD42716; (1967) GD51363RS. The final car was produced in August 1967 with GD55689RS. The earliest car on our Register (Table I) is GD1692RS, belonging to J M Davey and the newest is GD59968RS. Could S W Eales check this please, as my records put the last commission number at GD55689-RS! My records are incorrect for 13/60 Saloons, so I suspect that they may also be incorrect here!

TABLE I

12/50 SALOON: OLDEST/NEWEST COMMISSION NUMBERS

Commission Number	Name/Membership Number	Current Member	Notes
GD1692RS	J M Davey/84-	YES	
GD2990RS	S Shillaber/78-0330	YES	
GD3342RS	R F Vessey/82-4250	NO	
GD55060RS	N Hewitt/81-3335	YES	
GD55598RS	G M De St Croix/83-6454	YES	I
GD59968RS	S W Eales/83-6609	YES	

I GA prefixed engine fitted.

12/50 CONVERTIBLES

Some interesting cars came to light when I was sorting the 1200 Convertibles commission numbers. These were a series of 12/50 (i.e. GD prefix) engined Convertibles. They were built in late 1965/1966 and have the commission number code GB .. CV. The numbers (5 digits, S. C. Tutton please check his) fit into the GD RS sequence of 1965 - 1966 12/50 Saloons. The GB commission prefix was used on some export cars, so it is possible that these UK registered cars were originally destined for export to R.H.D. countries.

As far as I can tell, these cars were fitted with aluminium tread plates but badged as 1200's. I would be interested to hear from their owners.

TABLE 2

UK REGISTERED "12/50 CONVERTIBLES"

Commission Number	Name/Membership Number	Current Member	Notes
GB41813CV	J A Whatley/83-5372	NO	I
GB447212CV	S C Tutton/83-6897	YES	2,3
GB46142CV	K Loomes/81-2515	YES	4

1	Engine Number GD75770 HE (1965)	2	Engine Number GD81416HE ('66)
3	This six digit comm. no. correct?	4	Engine Number GD83969HE ('66)

REGISTER REVIEW: I3/60 UPDATE

An earlier I3/60 Saloon, GE40IDL, has turned up; it belongs to Don Kentish. The I3/60 Saloon GE533DL, belonging to L F Wayman-Hales (0628-23918) is available for restoration. The car "needs a lot of work" but is offered in exchange for spares to keep the rest of his fleet running!

The commission number of Stephen Pilsworth's Convertible (GE350CV) is correct; the four digit engine number is a replacement. This car is under restoration at present. Phil Butler has also confirmed that GE78335DL is the correct number for his Saloon. My record of GE78333DL as being the oldest commission number for a Saloon is, therefore, incorrect. (Courier 47, May. Table 1 p. 18).

I'd like to thank members for writing to me with information on their I3/60's - it's always nice to get some feed-back from "out there"!

Written and compiled by
CHRIS LONGHURST

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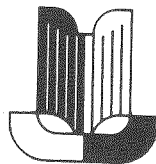
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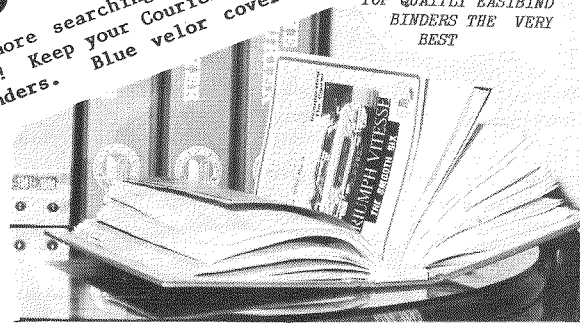
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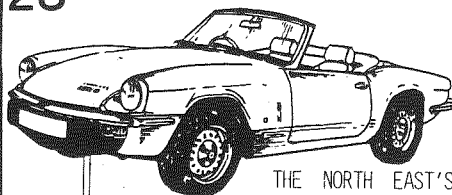
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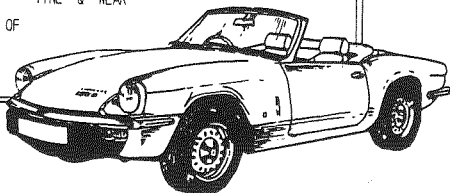
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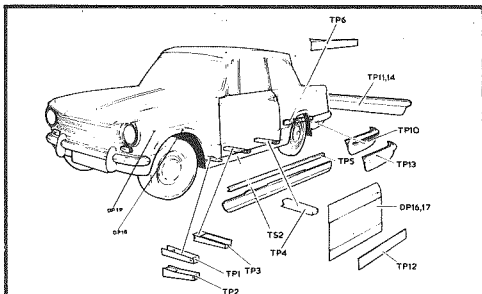
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Boat floor	£16.00
Boat floor side repair panels	£5.00
Full sill with rear extension	£10.00
Skin sill	£4.50
Inner sill	£4.50
Outer sill	£12.00
Jacking points	£4.50
Main cross floor channel (under car)	£5.00
Front spoiler (fibreglass)	£15.50

MG MIDGET & SPRITE Mk 2

Sill	£5.50
Inner sill	£8.25
Door panel half of floor (1 side)	£16.00
Bonnet repair panel front section	£18.00
Panel between front wing and door	£10.00
Rear wheel arch	£14.00
Rear lower wing (complete)	£17.00
Front inner wing (complete)	£23.00
Door skin	£12.00



TP3 Centre outrigger (Vitesse TP12 Bottom lower door repair Herald)	£3.00	piece	£5.00
TP4 Rear outrigger (Vitesse & TP13 Rear 1/4 valance Vitesse Herald)	£4.50	TP14 Rear centre valance Herald)	£5.50
TP5 Side rail	£4.00	Vitesse	£7.00
TP6 Out-rigger under boot	£7.00	DP16/17 Door skin	£14.00
TP7 Front outrigger Herald to floor	£5.75	DP18 Front wheel arch	£7.50
TP8 Rear 1/4 valance Herald	£6.50	DP19 Front wing	£27.00
TP9 Front outrigger (Vitesse & Herald) 64 on	£3.50	TP11 Rear centre valance	£2.50
		DP20 Door tread plate	£2.50
		DP21 Front footwell	£5.50

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ROVER P.4

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Front bumper skirt	£17.75
Front wing lower repair section	£19.50
Front wing splash panel	£13.50
Rear wing lower half	£27.00
Rear outer wheel arch	£25.00
Rear inner wing outer section	£25.00
Rear wing fuel cap door	£19.00
Rear quarter valance	£20.50
Rear door of spare wheel carrier	£27.00
Outrigger	£19.00
Inner sill two sections	£11.50
Front wing	£160.00
Front wing nose section	£46.50

TRIUMPH SPITFIRE

Sill	£5.00
Front outrigger	£3.75
Front footwell	£4.00
Rear footwell	£4.70
Door skin	£12.00
Door sill extension	£5.00
Front corner valance (fibreglass)	£22.00
Front corner valance (steel) Mk 4	£26.00

MORRIS 1000

Front wing	£26.50
Rear wing	£27.00
Front wing fibreglass high quality	£18.00
Car sill - 2 door	£5.00
Car sill - 4 door	£4.75
Sill rail	£2.40
Under floor section front Car & Traveller	£3.00
Under floor section rear Car & Traveller	£3.50
Front chassis member with bush	£2.75
Rear spring hanger (Car & Traveller)	£3.50
Front footwell	£3.50
Centre cross member half section	£2.00
Headlamp ring	£4.00
Headlamp bowl (plastic complete)	£4.50
Rear wheel each Vaux	£4.50

FOUR-CYLINDER FUEL INJECTION

The idea of fuel injection came about due to my reluctance to fitting twin Weber carbs to a MKIII Spitfire engine. Apparently, they are hard to keep in tune, are very thirsty, have poor low end torque, whilst having excellent top end power. Injection stay in tune, has good bottom end torque, top end power is excellent and fuel consumption proves to be around 23 - 24 mpg.

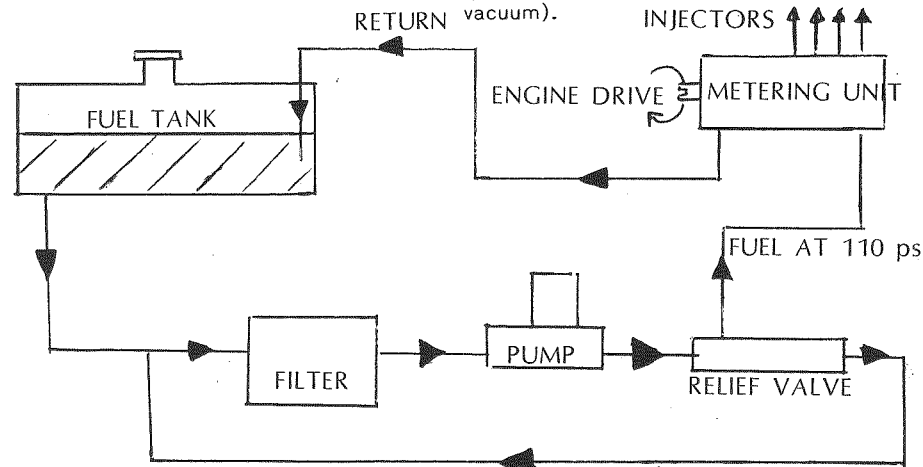
The system I used is basically a Lucas MKII system, taken from a Triumph 2.5PI, TR5 or TR6.

The system is using a shuttle-metering device.

When the rotor turns through 180° (90° for 4-cylinders, 60° for 6) another inlet port coincides with an inlet port in the rotor. Fuel again enters the centre bore and drives the shuttle towards the other stop. An identical amount of fuel is then delivered to the second cylinder via the second outlet.

Every time the rotor completes a revolution (two engine revolutions) accurately, identical metered quantities of fuel are delivered to each cylinder in turn.

A control unit determines the position of the moving stop; retracted for large fuel quantities (tick over, high manifold vacuum).



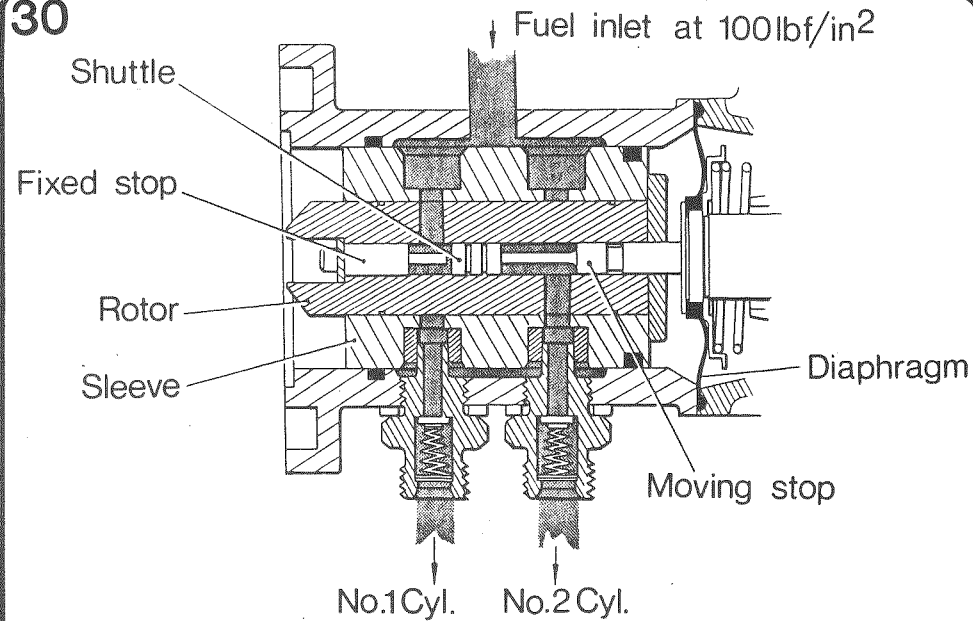
PIPEWORK USED ON 4-CYLINDER INJECTION

A metering distributor is shown on the next page in cross-section. To simplify the explanation this operates for a two cylinder engine.

Fuel enters and fills the space between the sleeve and the aluminium distribution casing. As the rotor turns, one of the inlet ports coincides with an inlet port in the rotor. Pressurised fuel then enters the centre bore in the rotor, forcing fuel out through the first outlet.

MODIFICATIONS TO THE 6-CYLINDER SYSTEM

The rotor and its shuttles can be retained, although a new rotor sleeve and distribution casing must be made with the suitable 4-cylinder porting. The clearances and tolerances required between the rotor and its sleeve are very, very tight and the sleeve must be hardened to specific values.



A new drive shaft for the distributor, oil pump and injection must be made, the 2.5 litre version having different oil pump dimensions. The pedestal itself requires only mild machining.

The manifolds I used were the 2.5PI units fixed to the I300 engine using adaptors made from mild steel tubing and plate, brazed together. They were then matched precisely to the I300 head ports and the PI manifolds.

The filter box used on the 2.5PI was chopped and shortened to form a very good filter box, later to be linked to the PI filter mounted in front of the Spitfire's radiator.

Pipework is similar to the TR5 set-up and the pump, relief valve and filter were mounted on the inner rear wing, left-hand side of the boot. A connection for the return from the metering unit was brazed in to the tank.

PIPEWORK USED ON 4-CYLINDER

INJECTION:

The control unit I am using is similar to the 2.5PI's unit. Slight modification to the springing and a recalibration of the unit to the engine's requirements seem to be very satisfactory.

Calibration is possible to allow the system to fit any of the 4-cylinder engines, although the 6-port 1147cc engines would be best using a single PI manifold with two extra injectors per manifold.

All the units I have obtained from scrap yards have been in very good condition and I believe the bad reputation that hangs over the 2.5 injection is due to bad garage mechanics, 'fiddling' and do-it-yourselfers, who don't know.

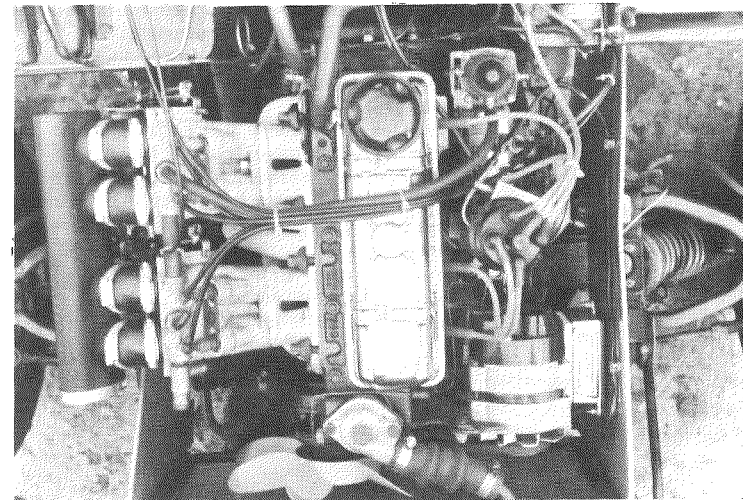
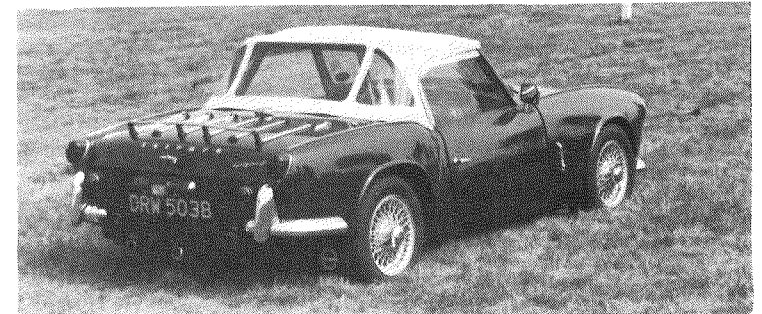
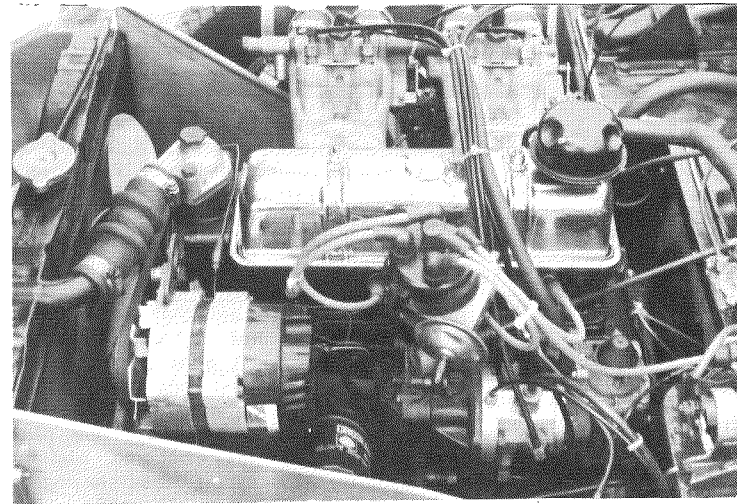
The system I have fitted to a slightly modified MKIII engine runs very smoothly, ticks over at 750 rpm and has lots of torque and top end power. With a MKIII overdrive gearbox and diff. the car reaches 60 in about 10 seconds and has a top speed in excess of 100 mph.

I have written to Kent Cams for a quotation for reprofiling a MKIII cam to the TR5 specification. A rolling road test will then reveal all.

I understand there is a lot of interest in the system and when I have the time, I shall cost up a small batch lot and publish the results courtesy of The Courier.

Written and compiled by
Carl Heinlein

Anglia Area



PEN TO PAPER

LETTER FROM JOHN REESE - NEWPORT, GWENT:

The article by Richard Bruford in the April 'Courier', about starting a new Area within the TSSC, may have set some of you thinking about doing just that. If you are, here are some further ideas:

I am both Spares Secretary and Treasurer for the South Wales Area and have had a lot of contact with other Areas, so I have seen several different ideas on running an Area. Firstly, don't give up! If you get a poor attendance at your first few meetings, don't panic and be patient. For some reason Areas seem to take a certain amount of time to build up momentum and a regular attendance. A point to watch is the time of year. The best time to start an Area is about March. Attendance tends to be very seasonal, so Autumn with the cold, icy, dark nights coming on, is not a good time to start. An early Spring start allows attendancies to build up during the fine, 'Convertible' weather, hopefully, enough to see continued support through the winter.

Richard does not think a committee is necessary. I do. Once enough reliable enthusiasts turn up each month, form a committee to spread the work of running the Area, but don't let this prevent other members from organising events.

Events are very important. You must keep a calendar of events to keep the interest of members. It is surprising how many casual events can be thought of: treasure hunts, barbecues etc. Often they are easy to arrange, for example a skittles match only needs to booking of an alley (perhaps at a small charge) and two teams. Inter-Area or Inter-Club matches can be fun. Large events require much EARLY planning - our National Event had to be cancelled because the venue we had planned to use had not been fully booked by us early enough.

Some Areas seem to manage without any form of financial policy at all, or manage on a month-to-month basis. We hold a 'compulsory' raffle every month to boost Club funds and have our own bank account. Club funds can be used to buy prizes for events, the bank account send cheques for spares etc.; it also serves to provide a basis to aid the continuity of the Area. Try not to lose money on events - people don't mind paying 50p to enter a treasure hunt and the cost of photocopying clues sheets and prizes has to be covered. By the way, use other peoples clues if they become available occasionally, it's easier than having to make up your own.

In 1984 some Club cars will reach their quarter century, so spares to keep them running are, obviously, important. If Club finances are well organised, then some spares may be purchased. Again, try to make a profit on spares sales to enable you to buy more next time! For example, I buy Spitfire air filters for £1.67 and sell them at £1.85. Retail price is over £4!!

Sources of spares are many: try going to Leyland dealers, ask to see the Parts Manager and find out what they do with obsolete stock. We have obtained discounts of 60-90% off retail prices in this way. Write to people advertising in magazines to see what they can offer, and get all the catalogues you can from Spitfires UK, John Hill's etc. It is even worth trying to scrounge discounts from local motor factors: try bribing them with promises of increased custom! Another possibility is contacting manufacturers of spares, particularly if they are in your Area. I have gained access to a trade warehouse and we buy a lot of routine service items from this source.

I hope the above will give prospective Area Organisers some practical ideas for the running of an Area. Perhaps existing Organisers will also find them useful.

TECHNICAL PUBLICATIONS

BRAND NEW ORIGINAL LEYLAND PUBLICATIONS

BL Reference No.	Model	Publication	Price
5080/3	Herald	Parts Catalogue	£12.00
545037	Herald 13/60	Handbook 2nd edn.	£4.00
508073	Herald Convertible	Special Parts Cat. supp. no. 1	£2.00
508073/S2	Herald 'S' Saloon	Special Parts Cat. supp. no. 2	£2.00
511236	Vitesse 6	Handbook	£4.00
	Vitesse MK1	Handbook	£4.00
	Vitesse MK11	Handbook	£4.00
545189	Spitfire 1500	Handbook	£4.00
511242	Spitfire MK1	Handbook	£4.00
512915	Spitfire MK11	Handbook	£4.00
516282	Spitfire MK111	Parts Catalogue	£12.00
	Spitfire MK1V	Handbook	£4.00
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RTC 9110B	Spitfire 1500	Parts Catalogue 77-80	£12.00
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RTC 9230B	Spitfire 1500	Workshop Manual	£16.00
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515754	GT6 MK1 & 11	Parts Catalogue	£12.00
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TRIUMPH SPITFIRE & GT6 BOOK - written by Graham Robson			£9.95

FOREIGN PUBLICATIONS

545193 (Sweden)	Spitfire MK111	Handbook	£5.00
545248 (Germany)	Vitesse & GT6	Workshop Manual	£16.00
545191 (Germany)	Spitfire MK1V	Handbook	£5.00
545188 (Germany)	GT6 MK111	Handbook	£5.00
AKM 4544 (N. America)	Spitfire 1500	Handbook	£5.00
545246 (Holland)	Herald 1200, 12/50		
	Vitesse & Spitfire	Workshop Manual	£16.00
545257 (Holland)	Spitfire 1V, 1500	Workshop Manual	£16.00
545247 (France)	Vitesse & GT6	Workshop Manual	£16.00

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Triumph Spitfire & GT6 Book	UK 1.00p	Overseas £3.45p

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LETTER FROM J R THORNE -LEA BAILEY, HEREFORDSHIRE:

The 'Staff Car Sagas' article in the March 1984 edition of 'Practical Classics' contained a claim of 48mpg from a MKII GT6. I was given a similar 'tall story' by the previous owner of my 1969 MKII GT6, but I chose to ignore this because I wanted the car. However, a trip to the north of Scotland gave me the ideal opportunity to test the fuel consumption of the car. After many hours of almost non-stop driving on the motorway, trunk roads and numerous blasts past numerous slower vehicles on minor roads, I arrived at my destination with not a hint of backache and after some eager calculations, I was amazed to find that the GT6 had returned an average of 50mpg!

At the recent first meeting of the reformed Gloucester Area, Vitesse owners were talking in terms of 33mpg: I mentioned the 'Practical Classics' claims and endorsed it with my own experience. I'm sure they still don't believe it, so some Club statistics to compare Vitesse/GT6 and Herald/Spitfire might be appropriate. For the technically minded, my car is equipped with overdrive and electronic ignition.

Lastly, good luck Justin, I hope your efforts at organising the Gloucester Area are well rewarded.

LETTER FROM NICK LORD -HOUNSLOW, MIDDX:

I would like to thank all the people who helped and my car (a white Spitfire MKII, KAB 293D) over the MOTEC weekend.

The trouble started with overheating on the M6 on Saturday morning. The ministrations of Mike Crewes and the Thames members in the following Vitesse, produced temporary cooling.

Thanks to Simon from Thames, we later discovered that the radiator cores were totally blocked up with scale. Having flushed the system on Saturday evening, I took her out for a test run. Cooling was fine - then came the backfiring. I stopped in a lane to investigate, found nothing and restarted. Correction, I turned the key and the car clicked loudly. I said

"Oh dear" in a mild manner and proceeded to assault the starter motor. The car carried on clicking and I threatened part exchange with a Fiat 850. Eventually the car stopped clicking and the lights slowly faded. By then it was dark, of course and my inspection light was in the tent. I proceeded to curse everything in sight and then started walking to find a house (I was about 7 miles from MOTEC).

When I did find a house, there was no 'phone - great! However, it was then discovered that one of the occupants owned a Dolomite Sprint and 'liked' mending cars so we got in the said car and off we went in search of a very 'dead' Spitfire.

When we found her, we gave her a bump start. This was fine until I touched the brakes, at which point the engine faded. By this time I was in possession of one totally flat heavy duty battery. We suspected that the starter motor was earthing itself, so my kind colleague, with his lights on full, reversed all the way back to MOTEC with me following. He had to stop on about five occasions to restart me!

On Sunday morning I disconnected the starter motor and push started her. Fine for three miles. Then the engine faded. Four kind people in two Spitfires stopped and push started me. Fine for three miles and then I had the same problem as previously and push starting did not work. The first cars that came by, a TR7 and a Spitfire, stopped. Thanks to the occupants of the TR7 who transported me to a 'phone box and also to those in the Spitfire for looking after my car. I telephoned the AA and whilst waiting for them to arrive, nearly every car that passed stopped and offered help. Many thanks to all, including the white Herald/Vitesse (I didn't notice which) from Somerset, who pulled off the road and stayed for a while

When the AA arrived, the mechanic spent 20 minutes hunting and checking but to no avail. He then discovered a stray earth wire which had come off the control box. This he reconnected and gave the battery a bit of a charge - beautiful. Mind you, it took 250 miles to

restore the battery!

Once more, thanks to all.

LETTER FROM KEVIN ATKINSON -CHEADLE, CHESHIRE:

I was recently involved in a severe shunt accident in my I3/60 Saloon and, as a result, a few points of interest and safety have been noted:

The first of these is the quality and condition of the chassis. The major impact I suffered was when a large bread van hit me at approximately 45mph (I was stationary). My chassis was in excellent condition with B.L. boot riggers. Three have proved extremely strong and prevented the boot from collapsing too much. With the petrol tank being in such an exposed position I, therefore, recommend B.L. outriggers; they may be more expensive and harder to get, but their strength is much better than most pattern parts.

Damage to the tank brings me to the next point: the large Herald/Vitesse tank has a small stay which bolts to the spare wheel well. I luckily had this stay unbolted at the time of the accident - luckily because the boot-flair has been bent down 3". If this bolt had been fitted, the tank would have been ripped in half so I would recommend this bolt be omitted in other peoples cars. It does not affect the rigidity of the tank in normal conditions.

It is a tribute to Triumph's engineering that, although I was hit at a great speed, pushing me into another car, the car is rebuildable - albeit with a complete new bodyshell. With this in mind, I have bought a 1966, 1200 Convertible with a nice body but a rotten chassis (every rigger, rail and even the two main rails badly rusted!). This body will be transferred to my Saloons chassis and mechanicals, leaving a complete rolling chassis with excellent engine, box, diff. etc., (genuine 57,000 miles). Would anybody in need of any of the above parts and anybody with a Convertible tan back seat and side panels, contact me on 061-437 5776.

LETTER FROM PHILIP WILLSON -SIDCUP, KENT:

As a member of TSSC and the RM8 club at Sidcup bus garage, I would like to fill in some detail of the history of the Routemaster buses mentioned by Roger Bell (Pen to Paper, June Courier).

It is the design of Routemaster that is 30 years old. RMI appeared at the Commercial Motor Show in 1954 and three other prototypes followed (RM2 in '57, RM3 in '58 and RM4 in '57). The first true production bus was RM8 (somebody couldn't count) which was exhibited at the CMS in October 1958 and was then consigned to Chiswick works, where it became the test bed for many of the later modifications.

Regular production then ran until 1968, the last being number 2760. RM8 finally entered service at Sidcup Garage in 1976 and is the oldest bus in service with London Transport - the prototypes have been out of service for some years though all survive.

Routemasters are now being replaced by the more modern Metros and Titans but are likely to be around for a few years yet; the earlier replacement scheme using Daimler Fleetlines was a disaster. In terms of longevity, the RM's have some way to go to beat the earlier RT's: the post-war version appeared in 1947 and some of the earliest ones were the last to go in (I think) 1979.

In conclusion, I certainly agree with Roger's comments and intend to keep plugging away at my old wreck (well almost) of a Spitfire. To show that I'm a glutton for punishment, the RM8 Club is hoping against hope that L.T. will sell the 'old girl' to us, but they seem to consider that, with only eight years active service, she is too young to go.

LETTER FROM W A URWIN -WHEATLEY HILL, CO. DURHAM:

For the last two years I have been the proud owner of a Triumph Herald 1200 Saloon, whose undercart has seen better days. I had decided at last to do a

complete body-off renovation and, on May 12th, I started stripping. I have no garage and, therefore, decided on a back garden work-site, with a possible tent covering. By May 18th the vehicle was stripped to its basics with chassis, engine/gearbox and bonnet in one piece. I removed all rotted outriggers and then suspended operations while chasing up some sheet steel for plating work.

On May 19th it was noted by a neighbour that a 'bird' was showing a lot of interest in the car. On checking it was seen that a nest was being prepared on top of the inner wing next to the engine. Not wanting to move or evict the 'bird', and fearing my wife's reaction if I did, progress was watched. It proved to be a pair of Blackbirds, who completed building on May 21st; laying of eggs started on 24th with the first egg, to be followed on a daily basis by the production of one egg. By Bank Holiday Monday there were 5 eggs and Mrs Blackbird now very rarely leaves the nest.

After checking with a local naturalist, I have been told that the chicks will hatch in approximately 14 days; this will be followed by a further three weeks, during which time the fledglings will have to learn to fly with a possibility of Mrs Blackbird laying another clutch of eggs and the whole process being repeated.

This will necessitate almost 2-3 months hold-up in renovation work. Have any other members had to put up with this, or am I the only 'lucky' one? All joking aside, I do feel lucky and would wish that fellow members could share my good fortune in watching the forthcoming 'event'.

Wasn't she a discerning Blackbird, picking on a Triumph Herald too - what a triumph!

LETTER FROM NIGEL NEEDHAM -

HIGHCLIFFE, DORSET:

I own a Spitfire 1500. About four months ago I fitted a self-adhesive registration number plate to the bonnet and removed the original registration plate from the radiator grill, so that

there would be more air flowing through to the engine.

A couple of weekends later, whilst parking in Bournemouth, a police constable approached and informed me that this was illegal and was being charged. When it came to Court, I was fined £10. When one considers cars like the Ford GT40, certain Ferraris and the Jaguar E-Type, to bring something like this to Court seems rather petty. In fact, what it means is that 99% of the E-Types on the road are in fact illegal!!!! I have since fitted a square registration plate. It would be interesting to hear what other members think.

The women's view of the ideal run-around, as published in a recent women's magazine and spotted by our own Chrissie Evans.



- 1 **Ford Cortina Mk 3 1971-76.** Solid, reliable, can stand neglect.
- 2 **Ford Escorts Mk 1 and 2.** Usually good mechanically, beware of oil covered engines.
- 3 **Morris 1000.** Thousands still going strong, easy to maintain, parts readily available.
- 4 **Triumph Herald 1962-72.** Good mechanics and m.p.g. Watch for rust under bonnet.
- 5 **Hillman Avenger 1970 onwards.** (Also Chrysler/Talbot Avenger). Very good mechanically. Tends to rust round headlights and front grille.
- 6 **Hillman Minx or Hunter/Singer Gazelle 1968-76.** Solid engine, rather poor m.p.g. but a good old slogger.



- All 1968-75
- 1 **Skoda.** Greedy on petrol, rust prone, spares costly.
 - 2 **Flat.** At this age all models prone to extensive rusting underneath.
 - 3 **Renault 4/5/12/16.** Usually good mechanics, but the bodies tend to fall off at this age.
 - 4 **Citroen.** Again rust problems plus problems with ageing hydraulic suspension which can be very pricey to rectify.
 - 5 **MGB.** Any make of sports car to be avoided at this age. Spares pricey. Insurance high.
 - 6 **Austin Healey:** as above.

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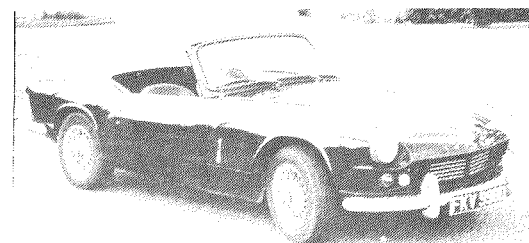
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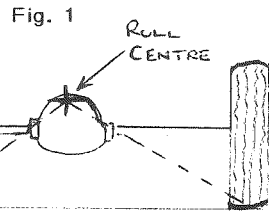
ROLL CENTRES, CAMBER, CHASSIS' & THINGS ...

By Robert Cannell

Robert, a Club member who lives in West Bromwich, is a final year electrical engineering student. He intends to put his money where his mouth is in relation to the following article and is currently building a competition car. He mentions that he has been interested in this 'field' for a few years now and has done extensive research into its various aspects and versions. Good luck with your project Robert.

It is a well-known fact that the Triumph swing-axle cars, when cornered hard, tend to 'jack up' at the rear. What does not seem to be commonly known, is the cause of this 'jacking'. Many people believe that it is somehow directly attributable to the excessive camber change which is present. This is not the case: 'jacking' is the result of a high roll centre (the point about which the vehicle rolls). All independantly suspended cars are subject to this jacking force, regardless of the height of the roll centre (although if it is not ground level, no jacking will actually occur), however, as the height of the roll centre increases, the effect becomes more noticeable.

As shown in Fig. 1 the roll centre on swing axle systems of the type on many of our cars, gives a roll centre above the height of centre of the wheel. Typical roll centres on modern cars are around 5 - 6 inches, less than half the height of the roll centre of the set-up shown.



Competition cars go lower than this with roll centres commonly found between $\frac{1}{2}$ and $1\frac{1}{2}$ inches, and Formula One fronts

often below ground level, inducing slight downward jacking.

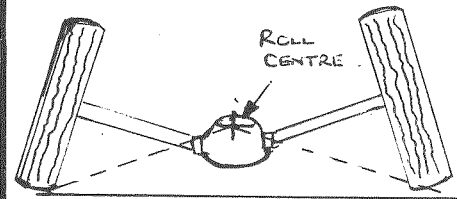
The reason for this downward trend in roll centres is the higher and higher cornering speeds allowed by modern wide soft compound tyres, which in turn causes jacking to become noticeable even with quite low roll centres.

It is interesting to note that the roll centre does not necessarily stay put as the vehicle corners. It can move up and down, and sideways. Obviously, drastic upward movement is to be avoided if at all possible, but suspension designers can take advantage of other movements to help achieve their aims. Anyone attempting to design or modify a suspension should remember that just because the statistic roll centre is in a certain place, there is no guarantee that it will stay there! However, with a double wishbone system, a stationary roll centre, should it be desired, can usually be obtained by altering pickup points and wishbone lengths.

Coming back to Club cars, how can the above information be used to improve matters?

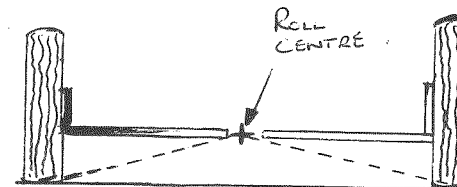
The classic modification to the swing axle cars, is to lower the rear. Most people believe that the improvement here, is due to the negative camber induced, and this is partly true (provided the tyres are similar to original and not very wide, very low profile items). However, the modification also causes a lowering of the roll centre (see Fig. 2). It is now slightly below the level of the centre of the wheels. Indeed, if such a lowering of the roll centre could be achieved, without inducing large amounts of negative camber, the results could be just as good, or even better in some cases (i.e. those where really extreme negative cambers are involved). If anyone should doubt this, take a look at the front suspension of a Hillman Imp. This is a swing-axle set-up, with a low roll centre (see Fig 3). and works well, despite some static positive camber on early models. As can be seen, it uses a

Fig. 2



very low pivot, and a slightly longer swing-axle than on the Triumphs. Such a set-up could not be utilised on the rear without using variable length drive-shafts, thus making it more complicated, in which case the manufacturer might as well, and usually does, use a different system completely.

Fig. 3



What of camber angles and camber change? Most people are aware that a small amount of negative camber enhances a tyre's grip, especially with narrow, flexible tyres. Why then, do people seem to be against suspension with relatively large camber changes? Logically, the suspension should arrange to keep the wheels upright under all conditions of body roll. Yet many people, particularly Triumph owners, seem to think that the wheel should remain vertical with respect to the car body. Could this be due to them observing the aforementioned jacking effect with Triumph swing-axes, which also give large camber changes? They then observe that the jacking situation is much improved on the MKII Vitesse rear suspension, which gives reduced camber change - the improvement is due mainly, in fact, to the roll centre being some 6 - 7 inches lower.

While the camber change on Triumph swing axles is too great, it does

not follow that camber change is necessarily a bad thing. I know of at least one fairly successful single seater racing car, whose suspension (double wishbones front and rear) does arrange to keep the wheels vertical, with respect to the road, under all roll conditions. The drawback with such an arrangement is that in squat and dive, the wheels are most certainly not upright, although this can be improved by the use of a small degree of anti-squat or anti-dive geometry. Obviously, in a road car the varying luggage loads etc. would also create this effect.

As a result most car manufacturers arrange for only partial roll camber correction, although the amount does vary from car to car, but there are other factors to be taken account of here as well (e.g. front heavy Ford cars). Likewise, an increasing number of competition cars seem to be going the same way, but they take other measures to keep the wheels upright in roll, e.g. very high roll stiffnesses. However, there is no hard and fast rule, the amount of camber change depending upon application and design criteria.

Another very major factor affecting the handling and roadholding of our cars is the chassis torsional stiffness - or rather, lack of it. Modern car designers, both of competition and road cars, insist upon rigid chassis/unitary shells. A flexible chassis/body, apart from rattling and being generally noisy, allows undamped wheel deflexions, and does not allow the suspension to work as it was designed - decreases the effectiveness of front/rear weight transfer turning amongst other things. It is virtually impossible to obtain the full potential of a good suspension system if the chassis is too flexible - and it makes a poor suspension worse!

The worst culprits in our cars are Herald and Vitesse Convertibles. The amount of flexing is quite alarming, as anyone who has tried to open and close a door, when one wheel is jacked off the floor, will certify. The situation is improved in the Saloon, but is still far from perfect. Interestingly, rivetting a sheet of aluminium into the opening between the rear seat and boot, seems

to improve matters considerably, provided it is rivetted all around with rivets close together. When I did this to my Saloon, the car did not jump about so much when driving over bumps.

I cannot speak for Spitfires and GT6 as I have not driven these very much, but I am told they do, in fact, flex noticeably. Personally I would imagine the GT6 to be not too bad, except for the gap between the front suspension subframes and bulkhead. Struts welded between the corners of the bulkhead and the suspension subframe should improve things on any closed top car (has anyone tried this?).

A good way to improve the Triumph chassis, for those who are competition minded, or not too worried about originality, is to build a spaceframe or sheet metal structure on top of the existing chassis and joining the front and rear suspension mounts. Both TVR and Lotus use such a backbone arrangement. TVR use a rather thick walled (but durable) tubular arrangement, while Lotus use a sheet metal arrangement. As an indication of the results which can be obtained from such a layout, the Lotus Elan chassis (which uses a central box, which is 2 ft long, 6 inches wide and 12 inches deep, with sheet steel forks protruding to the suspension mounts at each end, constructed from 18g and 16g steel) weighs around 75 pounds and boasts a torsional stiffness in the same league as many modern unitary construction cars. This is undoubtedly a major factor in giving the car such excellent roadholding, although by no means the only one. Another way of improving matters is by the addition of a full roll cage, tightly bolted, or welded, perhaps with extra struts going to suspension pickups - especially for competition cars.

If anyone is interested in chassis and suspension design, I can wholeheartedly recommend the following books:

Racing and Sports Car Design - by Costin and Phipps

Automobile Suspensions - Colin Campbell

High Speed Low Cost - Allan Stanniforth (out of print now but a few copies to be found in libraries)

The Race and Rally Car Source Book - Allan Stanniforth (bang up-to-date and very readable)

Also various bits of information in many books on particular marques, and occasionally in magazines.

Finally, I would like to say that I am by no means suggesting that everyone should go out and set about their cars with welders, rivetters, cutters etc. I appreciate that many people wish to keep their cars original - and probably a good thing too, as there are many fine examples, which it would be a shame to alter. This article was meant for general interest and to perhaps shed some light on a few mysteries. I hope it will be food for thought to potential kit-car buyers. Some kit-cars have diabolical chassis' for what are supposed to be 'modern' alternative cars. If they do handle well, they owe it all to their lightness and, generally, good weight distribution, and could be improved considerably by using a decent up-to-date chassis.

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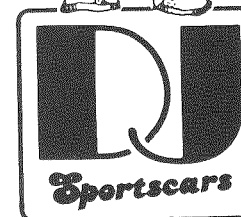
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ANGLIA AREA NEWS - GILES TINKLER REPORTS:

Apologies for there being no report in the June issue, but unfortunately it appears to have been delayed by the recent postal work-to-rule in Cambridge.

By the time you read this, the Birthday Barbecue will be imminent, so if you still have not got your tickets, contact either myself (details on the inside back cover) or Barry Newitt, Cambridge 841407.

All Anglia members please note that the July monthly meeting will be used to set up the event, so help would be appreciated, be at The Coach & Horses before 8pm. Assistance will also be required on the day so please don't be shy at coming forward, every little helps!

For those who have tickets, don't forget that Knebworth Classic Car Spectacular is on the Sunday 8th July and is only a 25 mile trip from the Barbecue site.

CORNWALL AREA NEWS - DAVID BUXTON REPORTS:

Since the Cornwall Area reformed in March, it appears that I have been a little late in getting my reports to the Editor, so this time I'm being prompt (See David, it works if you submit them before the deadline! ED).

We meet on the last Friday of the month at The Farley Hotel in Turo, although we may have to change soon. I will keep you informed.

Two events have been organised for 1984 at present: the first is a visit to Fraggie Rock, the lighthouse used in the TV series on the 8th July. It is run by John Ellis, one of our local members, who has kindly invited us to go and have a look around. Members wishing to attend should meet in the car park at Lemon Tracy (?) in Turo at 2.00pm. The second event is a barbecue, organised by another of our members, Jack Hart and his wife, at his home on 11th August.

I look forward to hearing from any local members who wish to attend either event. Further details, telephone St Austell 0726-883140.

DEVON AREA NEWS - GARETH BEECHING REPORTS:

At the meeting on 27th May, 1984, the matter of the venue of The Dartmouth In was again discussed, and it was decided by a large majority at the meeting, to continue with this venue. Please, therefore, note in your diaries that the Totnes meeting will continue to be held on the last Sunday of each month.

Owing to the pressure of so many other commitments, Cinderella Ash has stepped down as Devon Area Car Show Organiser in favour of one old favourite 'Stanpart' Walters. Stan will be helping Nick Bradbury of the Somerset Area prepare our joint stand at the Yeovil Festival of Transport on August 11th and 12th. If you would like to help on the stand, or want to enter the show, please ring Stan on Plymouth 700555.

Another quarterly issue of the 'Devon Herald' has just been printed, and copies are now available from Mike Atkinson. The next issue will be published early in September, so all material for inclusion should be sent to me before 31st August, 1984 at 15 Lower Farthings, Newton Poppleford.

Dates to remember:

July 1st - Powerham Rally (Vintage & Classic Car Show)
July 8th - Devon Area Concours on Haldon, followed by meeting at The Seven Stars, Kennford (food available)

July 29th - Meeting Dartmouth Inn, Totnes
August 11th/12th - Yeovil Festival of Transport (Somerset/Devon Area Stand)
August 18th/19th - Shire Horse Centre Open Weekend & Car Show
August 26th - Meeting Dartmouth Inn, Totnes

If you have any Area queries, please 'phone Mike Atkinson on Starcross 890214, Gareth Beeching on Colaton Raleigh 68777 or Stan Walters on Plymouth 700555.

EAST BERKS AREA NEWS - ANNE FENTON REPORTS:

This summer's events got under way on 3rd June with a Treasure Hunt, organised by Tim Greenfield. A total of 12 cars took part (where were the rest of you?), including one doubtful qualifier in the form of a Porsche! The rain held off for the entire event, which went without serious incident, probably due solely to Tim, who resisted taking everyone across the ford this year. Our thanks to him, and to everyone who took part.

Some dates for your diaries: starting in July, we will be holding a 'car boot sale' simultaneously with the meetings, to take advantage of the light evenings - a good opportunity to swap spares. **December 15th** is our Area Christmas Disco - more details nearer the time, but make a date not to miss it. Finally, don't forget Auto Sunday, July 1st, at Easthampstead Park, Bracknell.

It would be good to see a few more faces (old and new) at our meetings - let's try for a record turnout at the next one: meetings are held at Uncle Tom's Cabin, Cookham Dean on the second Wednesday of every month. **Next meeting 11th July**, see you there!

ESSEX AREA NEWS - BARRY THURGOOD REPORTS:

Please note that we have changed the meeting day, and future meetings will be on the FIRST SUNDAY of the month, a bit nearer pay day, so you'll have a bit more to spend on Area Spares etc. The change is in order to try and avoid some of the other events that the pub participates in and give us a bit more space.

For this year's picnic, it was suggested that we return to Hatfield Forest. We had a good day there a couple of years ago, so let's give it a try on 12th August. For those who like to find these places on their maps, it's nowhere near Hatfield; the forest is National Trust property and is in north west Essex and, I believe it was once the hunting grounds of the Tudors. Can't be bad, Triumphs and Heritage all on the same day! A word of warning: apart from trees and a solitary building, the forest does not have many "facilities", so you have to "go" before we leave the pub.

Some dates for your diaries:

1st July - The White Bear
7th July - Anglia Area Barbecue
5th August - The White Bear
12th August - Picnic - Hatfield Forest - meet at The Sutton Arms, Hatfield Heath
2nd September - The White Bear

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

Following our June meeting at The Bird In Hand, Henlow, it would appear that your Area is geographically too large and a single meeting place can not cater for all. Figures taken from the register indicate that Offley meetings please the majority from the south of the Area, whilst Henlow had a majority from the North or intermediate area, with welcome new faces. As a result, both meetings will run during July and August. Offley as usual, Henlow on 2nd Tuesday of the month, starting on

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July 10th. We hope this policy will please everybody (impossible!). As a highlight for the July meet, Stuart intends to hold an open evening at the 'Hospital' from 7.30 to 9.00pm, giving members and non-members alike a chance to see what can be done with 'our' cars. As the Hospital is adjacent to The Bird In Hand, behind the Elf Garage on the A600, and has a large car park, this seems an ideal opportunity.

As these new arrangements will, obviously, involve more time for the committee, we are looking to enlarge it so that joint events can be arranged. I already have 2 or 3 names, and will follow these through shortly but any member who has any contact or facility which may benefit the Club, may be considered eligible. Your Club needs you! Remember, you are welcome to bring your friends along to the meetings. They may not be members, but they are not likely to be unless we as a Club are given a chance to 'convert' them. Each new member means another chance to keep one of 'our' cars off the scrap heap!

Friday June 1st saw an excellent turn out at The Angles. Reply with a joint meeting of the local TR Register, organised by Jonty. Naturally, we out-numbered the TR's by 4 to 1, but between the two clubs, we can boast some very nice cars indeed. Thanks to everybody who turned up to make a very good evening and we hope to organise more joint events in the future.

SOUTH HERTS AREA NEWS - JEREMY HURST REPORTS:

Sunday 3rd June: superb sunshine, superb turn out at The Coach for the South Herts 'Heraldry Run'. What could go wrong? Well, my Vitesse answered that question with a hefty THWAK! As the rear spring snapped, it caught in the rotoflex and cracked the rear axle casing. But enough of my personal traumas, by all accounts the rest of the event went without a hitch with a good time had by all. Thanks to Jeff Moore for the organising and to everyone for making the Heraldry Run another success. What next? It's Tony Barton's Night Rally. In 1983 we gave you TOOTHACHE, this year you are getting HEADACHE. THE HERTS EXTENDED AND DIABOLICALLY AMBIGUOUS CAR HANDLING EXERCISE. it consists of a navigation exercise taking the shortest routes around give points. Starting at The Coach at 10pm on 28th July. The course will be a maximum of 300 miles; you'll all be supplied with maps and other necessary equipment out of your entrance fee of £3 per car and driver, and £1 per extra person. Every finisher will be given an award. So come along for what promises to be a good night's drive.

Forthcoming Events:

Herts Annual Barbecue - Saturday 1st September. Coach 8pm.

South Herts Treasure Hunt - Sunday 30th September. Coach 2pm.

And of course our Club nights, last Wednesday of the month at The Coach & Horses, Newgate Street Village. See you there.

GLOUCESTER AREA NEWS - JUSTIN BARWICK REPORTS:

A nice Tuesday evening brought a modest attendance to The King's Head Inn. About 15 from such a large Area is a little disappointing.

The highlight of the evening was certainly a guided tour of the best '1948' Saloon in the Club. Many thanks to Carole Judge for driving down from Hereford, I hope you can make it again sometime.

I'm told Martin Brown can't remember which week the meetings are so he comes every week, hoping we'll be there.

I will, hopefully, have set up a Sunday lunchtime meeting with another Area by the next Area meeting on Tuesday 10th July.

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

Thanks and congratulations to all those who turned up to our Treasure Hunt on 20th May. It was an absolutely awful day - cold and rainy. However, 8 cars turned out and all went very well. The winners were as follows:-

Overall winner - Ben Carrie
 Spitfire winner - Lynn and Steve
 Vitesse winner - Bob and Sue
 Herald winner - Robert and Caroline

Please don't forget to come along to our **disco on 20th July at Bromley Football Club** - admission by ticket only, available from Chris Trice on 01-462 2851. Tight and Bright is the theme so come on, let's have some original ideas. See you there!

Our meetings in July will be on 3rd and 17th at The Grasshopper Inn, Westerham, Surrey.

LEICESTER AREA NEWS - MICK MAIDMENT REPORTS:

Sunday May 6th saw 8 cars turn out for our Spring Treasure Hunt: Tony Mee set the course and, as usual, it was a Tony Special - he gets you thinking you've got it cracked and then bang, you are lost! First place went to Mick Dalphine, second was Sheila and friends and 3rd was Sue and myself, tying with John and Mary.

On the 31st May, our meeting night, we had a 'car boot sale' with a few quid being exchanged. Sunday 3rd June saw our best turnout yet for a Sunday. It was our local Concours: Andy Jones reluctantly entered his coupe which provided some entertainment, though it didn't come last - did it, Royd? First place went to Tim Woodthorpe with his I3/60 Herald. Second was Ron Evert with his recently finished, rebuilt MKIII GT6 and 3rd was Tony Mee's Herald Coupe. Vitesse Mean Machine Stuart's very nice Herald came a close 4th - just a bit more work Stuart and it will be a winner.

Note: John Thorpe is organising our Summer Run this year. July 22nd is the date. We start at 10.30am from the County Hall car park; it will follow a similar format as last year, around 150 miles with a pub lunch and tea rooms in the afternoon. There will be a mid-afternoon stop at a beauty spot or motor museum. See you all next month.

MANCHESTER AREA NEWS - CARL LONGMATE REPORTS:

My thanks to Trudi Squibbs for the names and addresses of Club members that live in the Manchester Area. I would never have guessed that there were so many members with such a variety of cars! I can't remember the last time I saw a GT6 at a Club meeting and I find that we have 38 in our Area. So, how about paying us a visit? We are a friendly lot and we meet at the Midway Hotel, Newbridge Lane, Stockport.

EVENTS:

Thursday 5th July - Ten Pin Bowling (Granada Bowls) 8.30pm

Sunday 15th July - Picnic and Pennine Drive, 10.30am Midway Hotel

Thursday 19th July - meeting, Midway, Stockport 8.30pm

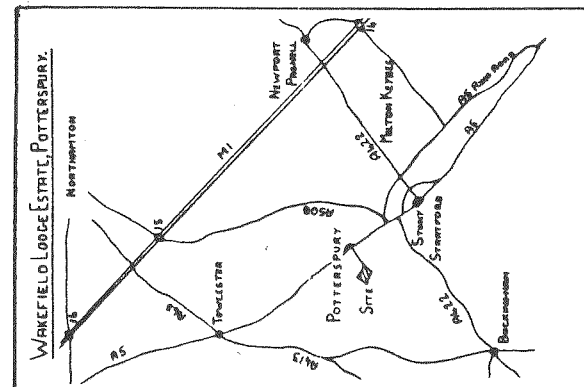
Sunday 22nd July - Concours 'Triumph Owner's Club', Tatton Park, Knutsford 10-11am
 Entry to Concours £1.50, judging 12 - 2pm. Prizes awarded by P Williams, Throughbred & Classic Cars.

MILTON KEYNES AREA NEWS - GEOFF KING REPORTS:

Meetings in the Area are still going strong (new blood always welcome). We have been trying some different pubs in the Area but we are back in The Fountain this month.

Events:

The Potterspurty Foundation Festival of Transport on 7th/8th July. Autojumble, Concours, side shows, craft stalls and many other entertainments. The TSSC has a stand, so come along and see us there.

NORFOLK AREA NEWS - MARK RANDELL REPORTS:

Firstly, I must thank Nick Matheson, who retired recently as Area Organiser and apologise for no reports in The Courier.

Unfortunately, in the past, we have had some difficulty in organising successful events and I feel the majority of us in the Norfolk Area must take the blame for poor turnouts. Hopefully, with the better weather approaching, I can expect to see more members turn up for monthly meetings. So don't forget, **The King's Head, Heathersett, Monday 9th July.**

Forthcoming Events:

Sunday July 15th - ANCC Family Day Out - Swanington Hall

Sunday July 22nd - Beach Barbecue - Waxham (all those interested turn up in July)

Further events to be arranged (if interest shown).

NORTH EAST AREA NEWS - TONY LAMBERT REPORTS:

A Treasure Hunt is in preparation for Sunday 15th July. If you wish to take part, let me know at the next Area meeting. Starting point for the Hunt is the Southbound Birtley Services on the AIM. Starting at 3.00pm.

NORTH MIDLANDS AREA NEWS - DON HALLIDAY REPORTS:

The North Midlands Area Treasure Hunt will take place on Sunday August 12th: we start at 3 - 3.30pm from the Town Centre car park in Stone, Staffs. Finish at a

'local' with bar food available. Entry £2 per car. For details please contact me at 9 Haywood Grange, Little Haywood, telephone Little Haywood 881566. Entries are limited to 12 cars only.

SALISBURY AREA NEWS - PETER ELLIS REPORTS:

Our first meet at The Three Crowns Whaddon, was a great success, with two new faces and a good turnout of cars.

The TR Owners Club have very kindly invited us to their local Concours at The Elm Tree Inn, Ringwood on July 15th. It starts at 11.30am. The Concours is for Spitfires and GT6's for which I have 15 entry forms (so first come, first served) but all other members will be welcome to attend.

SOUTHERN AREA NEWS - TONY FARBY REPORTS:

Our Autojumble on the 27th May went fairly well, considering the monsoon that the English summer provided for us! Some members were obviously put off by the weather, so thanks to all those who made the effort. The 'Name the Part' competition, organised by Simon Daubeney, had everyone scratching their heads but it was eventually won by Roger Collins, with Geoff Bell and Geoff Sargent in second and third places respectively. Our thanks to the Bowtell's for providing the venue for this event.

The annual Treasure Hunt is approaching and a provisional date for this event has been set for 19th August - more details to follow. Our meeting at The Ship & Bell on 5th June attracted an excellent turnout of around 20 people.

P.S. Congratulations are due to Roger and Barbara Collins on their recent marriage.

THAMES AREA NEWS - MIKE CREWES REPORTS:

Well folks, another month past and we are well into the roof down, umbrella up, season. Happenings last month included the National Concours, where Mark Griffiths and Nick Lord and did better than expected in the Concours. Deservedly so - two fine specimens. Nick, however, didn't do so well in the Reliability Tests: a blocked radiator and electrical gremlins put paid to his quick run up and back. Glad it is sorted now, Nick.

Then we had our Treasure Hunt: a nice evening with about 15 entries, most of which had their roofs down. A tricky course, with 82 possible marks. 74 came top and deserved winners in Chris Childs and his driver (sorry, I'm useless with names). Guess who came last? Leon Guyot with Caroline as his driver. They took a wrong turn and ended up heading for Southampton. Still, most people enjoyed it and no one bought me a pint! I thought there were more grovellers out there!

What a fine day we had at Twickenham Carnival. We fielded two Spitfires, Nick Lord and Simon and Pam. They formed part of the Classic Car convoy that followed the Carnival. It was a pity we didn't have an Amphicar, considering the weather - it would have done well. Organised by the Austin Owners Club, where money rates higher than sense, which was proved when they actually had their roofs down, as did a couple of frogmen in an ancient Talbot Sunbeam.

By the time you have read this the Autogymkahana will have passed and the Barbecue at the Heritage Museum will be upon us (August 2nd, Thursday). Don't forget, a full calendar of Area Events appeared in the March Courier. See you at Blazing Rock, alias Firestone.

TRENT AREA NEWS - MIKE COSTIGAN REPORTS:

Last month's meeting saw a convoy of three Spitfires, three Vitesses, two Heralds and one 'French Lemon' make a short tour of the Nottinghamshire by-ways, before spending the rest of the evening in a little country pub, which Alan had found for

us. During the evening we all celebrated the 17th birthday of John and Mary's Vitessse with a piece of special Wedgewood Blue birthday cake! So as not to bore you, I shall not mention a certain member who had to go without his usual barbecued sausage and make do with a cheeseburger instead.

What can I think of to follow that this month? Why not turn up on **July 5th at The Robin Hood, Newark** to see if I have thought of anything.

NORTH WALES AREA REPORT - PATRICK FALEUR REPORTS:

As we meet on the second Tuesday of the month, I hope you all spotted last month's 'deliberate' mistake. The date should have been June 12th, not 16th (a Saturday).

During July the dates are 10th and the 24th (second and fourth Tuesdays). The first meeting on the 10th will be at The Golden Lion, Rossett (on the Wrexham to Chester Road). This will be our new, regular venue. **Please note:** the venue of the second meeting will be decided at the first meeting. Complicated isn't it! See you there.

WESSEX AREA NEWS - JEREMY WOODWARD REPORTS:

It's nice to see our Area very much alive and kicking, with two events under our belts in the last month, i.e. our Treasure Hunt (were there any survivors?) and our stand at Motorcade '84 at Fordingbridge. Incidentally, yours truly here has got fed up with being cooked in his black Herald Coupe and has finally got the ol' Vit' Convertible going. It only took me 18 months!

Now then, where are we going in July, I hear you ask; to the Wessex T.R. Invitation Concours, no less. This event is to be held on Sunday 15th July at The Elm Tree Inn at Ringwood, 11.30am onwards. Definitely recommended as there will be lots going on. I have the entry forms and all the details. Meeting times and places as usual - see you soon.

WEST MIDLANDS AREA NEWS - DAWN STORTON REPORTS:

I hope you all enjoyed the concours at MOTEC way back in May! We still have Area Events to come throughout the summer, including the Two-Day Horsepower Trials, to be held at The Sportsman on the weekend of 14/15 July (see What's On Next? for full details). Should be a good do - pray for good weather.

The Committee are calling a Special General Meeting at The Belfry on Sunday (lunchtime) 8th July, for the purpose of electing two new Committee members. If you feel you have the Commitment and good ideas to help not only the Area but the National Events Organising Committee as well, then put yourself forward for election on the day. It's hard work but can be extremely satisfying at the end of the day.

Many thanks to John and Vi Cox, who worked very hard for the Committee and are now standing down as our Chairman and Secretary. Bill Hewer now takes over as our Chairman, and Janis Spicer as Secretary.

Dates for the diaries:

Sunday 8th July - Belfry

14/15 July - Two-Day Event, Sportsman

Thursday 26th July - Sportsman

A quick P.S. Bob Notely from the Worcester Area has invited us to their Club Night on Tuesday July 31st, at The Coach & Horses, Harvington, nr. Evesham, where there will be cars from other clubs on view. Should be an interesting evening.

NORTH YORKS AREA NEWS - SALLY HURD REPORTS:

A great time was had by all this month, another really good turnout. What would we do without all you Hull members - please don't form your own Area! There was

a record six new members: two Andrews from Collingham and Driffield; two Phillips from Hull and Boston Spa; Doug from York and Barry from Tadcaster. Entry forms were quickly taken up for the Concours. Steve Boyne won't walk away with the Banger Prize this year - we might though!

Don't forget to contact Steve about the Dales Run on July 15th and get those concours entry forms in. See you at **The Bay Horse on July 4th.**

SOUTH YORKSHIRE AREA NEWS - CHRIS STABLER REPORTS:

Just a brief note this month because we don't meet until the 14th. However, gazing into my crystal ball, I predict a bumper turnout. We all enjoyed MOTEK but, although I found the venue to be superior, the whole event seemed somewhat fragmented. Am I on my own in this? Hope to see you all on 23rd/24th June at the Rotherman Tattoo. Is the lovely Janet still in one piece or has she lost any more of her fixtures and fittings? Watch this space!

Please note: EMDEECEE NETWORK - approx 20 branches in S. and W. Yorkshire are offering discount on all lines upon production of a membership card. Amount variable but I have had up to 20%.

From West Midlands Area Promotions:

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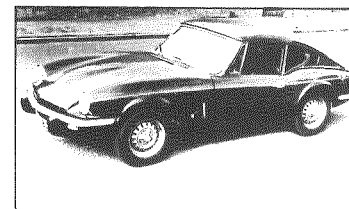
Read this comprehensive series of sportscar comparison features in 'Practical Classics'.

Cars covered in the May issue include: TR2/3/4, Spitfire/GT6, Lotus/

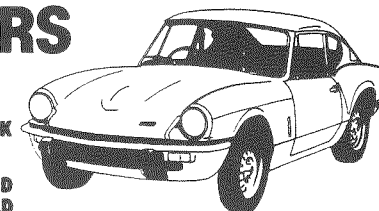
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Advertisements must be WRITTEN, not 'phoned, and MUST reach me by the 15th of each month to appear in the following month's issue.

BILL SUNDERLAND - EDITOR

CAR MART

55

Spitfire 1500, 1980: O/D; h/top; radio; full servicerecord; superb cond.; 23,000 miles; one owner; 12 months MOT + tax. Offers around £3,000. Contact: S Moore, tel: Cambridge 833127 - non-member.

Spitfire 1500, 1980: 'V' reg; Red; O/D. Fully rustproofed; radio/cassette; MOT; tax; 37,000 miles; Kenlowe; tonneau. £2,900. Contact: P Thampson, tel: Oxford 774645 (office) or Wantage 65007 (home) - 81/2684.

Vitesse MKII 2L Saloon: '69; Red; immaculate and in original cond. 69,000 miles. Factory sunroof; stereo; tax and MOT. A real eyecatcher for £1,300 o.n.o. Second at S.E.M. '83. Contact: Simon Osborne, tel: Camberley 64329 - 824351.

Vitesse MKII, '70: Cond. quite good for year. Taxed Sept, MOT Oct. Open to offers. Please contact A Calvey, tel: (Brislington) 0272-719276 -non-member.

Vitesse MKI '67: Light Blue; v. tidy blue interior; good engine; MOT 'till Nov '84; 5 new tyres but needs gearbox and tidying bodywork. Will hold if deposit given. Offers? Contact: Martin, tel: Malmesbury 3251 (evenings) non-member.

GT6 MKI: wide wheels; White; awaiting repair after N/S front collision. Restored '82; documentation and maintenance - invoices available; replacements parts inc. bonnet, rad., front suspension parts. A worthy project; commitments force sale. £400. Contact: Trevor, tel: Redhill 69557 (eves) - 81/2830.

Vitesse MKII Saloon 2L: 'G' reg; taxed; MOT'd Oct. '84; Maroon/Tan interior. Only 59,000 miles; lady's car to work - now retired. £550 o.v.n.o. Advise early contact: Mrs Felce, tel: (Basingstoke) 0256-23842 - non-member.

Herald Conv. 1200: v.g.c.; White/Black interior; wood s/wheel; walnut dash; spotlights; personal reg; taxed and MOT'd. Includes as many spares as you can carry. Must be seen. Contact: A Fowles, tel: (Loughton) 01-508 4436. Only £400. 82/3690.

Bond Equipe 13/60: 'C' reg. Complete at this moment, thinking of breaking as floor pans need replacing. Offers for complete car or spares. Contact: Stan, tel: Biggin Hill 72656 - non-member.

13/60 Convertible: Blue with Black interior. Always garaged, hence no rust, dents, or filler. Original food, tonneau, tool kit, Handbook. Genuine 65,000 miles only. Chartered engineer owner past 12 years. Contact: A H Denniss, tel: 0543-480101 (day) or 0827-57318 - non-member.

Vitesse 2L MKI Conv '68: reasonable cond.; electronic ignition; electric fan; hand painted body. Spares inc. 2.5 PI engine, new carpets (not fitted), various carbs inc. 175CD, wiring harness, Workshop Manual. £350 cash. Contact: Peter, tel: (SE3) 01-691 2045 will not split. 2097.

Spitfire MKI, '62: restored to concours cond. Rebuilt engine, new clutch, carpets, seats, interior trim, stripped and repainted in B.R. Green. Long MOT, 10 mths tax. Too many new parts to mention. £950. Contact: S Cox, tel: Maidenhead 29085 anytime - 84/7197.

Herald 1200 Saloon: good chassis. MOT'd Dec. £70. 13/60 Convertible: abandoned restoration. Lots of parts inc. engine - offers? Contact: R Johns, tel: (Northampton) 0604-719482 - 83/5766.

'77 Spitfire 1500: £600 professional bodywork restoration last summer; stored over winter. Fully rustproofed; 7,000 miles per year. Extras inc stereo, driving lamps, alarm etc. £1,695 o.n.o. Contact: Allan, tel: Newcastle 672924 - 82/4751.

Bond Equipe 1147 GT4S, 1967: complete for spares or repair. Contact: M Larnar, tel:(Evesham) 0386-832352 - N/A

2 Vitesse Saloons: MKI - runner, very original; ideal for restoration. MK2 - runner with MOT; offers over £300 the pair. Vit bonnet, fair cond., £20. Other spares. Would consider P/E for tidy 13/60 Herald. Will split. Contact: Y Bunnett, tel: (Somerset) 0749-2799 - 82/4594.

Vitesse MKII Convertible: H reg; 3 owners; full history; hard and soft tops; sport wheels; full tonneau cover; servo; 12 months MOT; excellent Damson coachwork/black trim. £1,250. Contact: Jim, tel: (Enfield) 01 363 3949 - 84/7334.

1963 Herald I2/50: reg. 3017KR; Conifer Green; 2 owners only from new; 52,000 genuine miles; full service history; immaculate and original cond. throughout; new exhaust, tyres(2), battery, clutch (hydraulic). Full years MOT. £625 o.n.o. Contact: Doug Gillespie, tel: (Kent) 089282-2576 - non-member.

Herald I200 Conv. '68: damaged rear n/s, windscreen surround, hood. Recon. engine 8,000 miles. New carb, s/rack, brake shoes/cylinders, two Radials. Tonneaus. Was v.g.c. Swap Spitfire 1500 (1979) H/top (Tahiti Blue) or offers. Contact: Julian Kell, tel: (Kent) 01-467 5452 - 80/1650.

1969 Herald I200 Saloon: sunshine roof; 49,000 miles only. Body and engine in excellent cond. 11 months MOT, 6 months tax. Exceptional car which has been lovingly looked after. £895 o.n.o. Contact: J Ellis, tel: (Guildford) 0483-60888 - 83/6575.

Spitfire MKIV: totally rebuilt. New body, chassis, diff and clutch. O/D, 5½Js with 175/70s, Cobra seats, SAH exhaust. Recent engine and gearbox overhaul. Waxoyled and Hammerited throughout. £2,200. Contact: Steve Jackson, tel: (Ashby) 0530-415326 - 83/5976.

Spitfire 1500 '79: Vermillion; s/h tops; O/D; stereo/radio cassette. Taxed and MOT'd. Extras. £2,400 o.n.o. Contact: L Lee, tel: 01-651 1967 after 3.30pm and weekends - N/A

GT6 MKIII 1973: yellow custom sprayed; 53,000 miles; d-seamed; cloth seats; sunroof; headrests; Cobra Slot wheels; Peco exhaust; tints; tow bar; spoiler; spotlights and foglights. Too much to list. Long tax and MOT. Tax man forces sale. £1,625 o.n.o. Contact: Stuart Pratt, tel: Ipswich 712969 - 83/6014.

Vitesse MKII Saloon, 1970: O/D; MOT 'till April '85. Very sound, much money and time spent. Waxoyled. £495 o.n.o. Contact: John, tel: (Birmingham) 021-454 4278 after 5pm and weekends - 83/6357.

Rebuilt Red Triumph Spitfire MKII: soft top/hard top; tonneau; spare glass fibre top, engine, exhaust and bits and pieces. £2,250. Must be seen to be appreciated. Contact: Ron Jones, tel: 0633-681011 (day) or 0633-280489 (eves) - non-member.

An exceptional opportunity to acquire a 1966 Herald I2/50: genuine 14,000 miles. Car in mint condition. Inspection highly recommended. Offers invited. Contact: D W Glover, tel: (Stevenage) 0438-814864 - non/member.

Vitesse MKII with O/D: mechanics good, chassis good. Wipers, horn, flashers, trunnions need attention for MOT. Too good to break. Many spares inc. doors, carbs, steering rack, Workshop Manual. £225 o.n.o. Contact: John Allen, tel: (Macclesfield) 0625-612291 (eves) - non-member.

Spitfire MKIII: crank reground; O/D; brake servo; body rebuilt and Waxoyled; soft and hard tops; taxed; MOT'd. £695 o.n.o. Spitfire MKII for renovation £100 o.n.o. Contact: Norman Locke, tel: (Clwyd) 0352-57006 - 83/5523.

Bond Equipe GT Convertible: J reg. One careful owner since 1972. Dark Blue; smart, reliable; excellent hood; new carpets; MOT 'til June 1985. £825. Value increasing. Contact: P T Revnell, tel: (Croydon) 01-668 3921 - non-member.

Triumph Herald I3/60 Convertible '68: one owners; 43,500 miles; white. £200. Contact: D Lea, tel: (Leamington Spa) 029577-652 - non-member.

Herald I200: only 57,000 genuine miles. Considering breaking; all parts still in car which can be seen running; engine £30, g/box £15; diff £20; ½ shafts; prop-shaft; front suspension; carpets; heater; dash; steering wheel and column etc., etc. All parts cheap to clear. Come and make me an offer. Contact: Ken Atkinson, tel: (Manchester) 061-437 5776 - 82/3663.

Vitesse MKII, 1969: 5 months tax; MOT 4 months; Valencia Blue; runs well. £300 o.n.o. Contact: Sean, tel: (Isle of Wight) 0983-525003 - 84/7564.

Vitesse 2-litre 1963: excellent cond., low mileage. Recent MOT and tax. Collector's item. £835 o.n.o. contact: C J V Harris, tel: Salisbury 334745 (daytime) - non-member.

1965 Bond Equipe GT4S for sale: original I200 Spitfire engine. all floor and chassis work done. Just needs a few finishing touches like paintwork. £285 o.n.o. Contact: Maynard, tel: (Wirral) 327-1618 - non-member.

GT6 MKIII 1974 M: Carmine Red; 82,000 miles; excellent restored cond. No rust; mechanics completely overhauled; re-sprayed. Vinyl sunroof; cloth seats; Spax adjustables; Cibies; new exhaust; Waxoyled. MOT and tax. £1,400. Possible P/Ex Vitesse. Contact: R Cottle, tel: Burton-on-Trent 211735 - 81/02079.

Triumph Spitfire MKII, 1963: good cond. MOT 'till September 1984. Spare parts: two soft tops, one hard top. Offers? Contact: M J Cole, tel: (Ashington) 0670-853462 - non-member.

MKII GT6 1970: Black; good cond.; Kenlowe; SAH exhaust; sunshine roof; alloys; MOT October; taxed November. £950. Contact: Bruce, tel: Nailsworth 4522 (Glous) - 83/6049.

Herald I3/60 1970: White; low mileage; body needs attention. Used as a run-about while restoring GT6. New exhaust. £225 o.n.o. Contact: John Parker, tel: Luton 54689 - 82/4929.

GT6 MKIII 1973: O/D; S/cassette. Rebuilt 1983; resprayed BR Green; Hammerited; Waxoyled. New: r/wings, sills, servo, carbs, carpets, adjustable shockers, alternator, s/motor, clutch, inertia s/belts plus many other parts. £1,200 spent. Only two owners. Baby forces sale. £1500 o.n.o. Contact: John Parker, tel: Luton 54689 - 82/4929.

Vitesse MKI Convertible: O/D; complete but part dismantled mechanics and body v.g.c.; chassis rough. Ideal restoration or spares. Also 2nd I600 engine, hood/frame; set new outriggers and many

other parts. Sensible offers. Contact: John Miller, tel: (Worcs) 0905-355835 - 82/4338.

Vitesse MKII 1970 Saloon: recon. engine and diff (approx. 30,000 miles); new riggers all round. Body v.g.c.; original Wedgewood blue. Alloy wheels; O/D; tax and MOT Sept '84. Good example all round. £650 o.n.o. Contact: John Miller, tel: (Worcs) 0905-355835 - 82/4338.

Herald S 1963: no seat belts! MOT; new gearbox and recon. head. Runs happily; beautiful body. Only 37,000 miles. One owner. £200. Contact: David Davies, tel: Orpington 24660 - N/A.

Vitesse MKII 1970: Damson; sunroof. One owner last 7 years. Very little rust; paintwork dull. Also I3/60 Herald Estate 1970: White; low mileage. One owner last 5 years. Well above average. Contact: Dave Jones, tel: (Edgeware) 01-952 0815.

Herald I3/60 Saloon: suitable for spares or repair. Many excellent parts; doors, interior, diff, engine etc. Good tyres. No MOT or tax. Make me an offer. Contact: Andy, tel: Newbury 49605 after 6pm - 82/4858.

Vitesse MKII Convertible 1971: 'K' reg; Red; O/D; MOT September. £480. Also Vitesse MKII Saloon 1970: 'J' reg; White with red stripe; sunroof; O/D; taxed and MOT'd; 5½" wheels with 175/70 tyres. £350. Contact: Ken Heaton, tel: 021-353 5956 - 81/3349.

GT6 MKII 1970: 12 months MOT, no tax. Needs doors but rest of body good. Noisy O/D box; O/D good; engine rebuilt last year. Space needed. £325 o.n.o. Contact: John, tel: (Bicester) 0869-245148 - 78/00638.

GT6 MKII 1970: 12 months MOT, no tax; cloth seats with head rests. Excellent mechanics. Fibreglass bonnet. Body tatty but sound. Baby forces sale. £400 o.n.o. Contact: John, tel: 0869-245148 - 78/00638.

Triumph Herald Estate I3/60 for sale. Used daily. Cond. average for year. XNR 996J. 70,000 miles. Offers to genuine enthusiast. Contact: M J Gardner, tel: Wymondham 400 - non-member.

PARTS MART

Vitesse MKII Convertible: 15,000 miles since fully rebuilt engine; new block, pistons, valves, pumps, clutch. Recon head, carbs, distributor etc. South g/box and diff. All new outriggers and side rails. Sound body but flat paint and rusty doors. New tyres. Price to include good spare doors, part dismantled MKI Saloon with good g/box and diff, original engine from MKII. £495 o.n.o. Further details contact: C D Thomas, tel: (Burnham) 06286-5059 - non-member.

Vitesse 2L MKI Conv.: O/D. Must be sold in bits or whole. New g/box, weller steel wheels, rear spring, tonneau. Tax and MOT (but hurry up). Mechanically great. Body not so great. Offers? Contact: Paul, tel: Romford 68256 - 84/7458.

GT6 MKII: W/W, O/D g/box; excellent engine; very tidy. £400. Triumph Spitfire MKII: new rear wings, sills and front right wing. Chassis cleaned and painted with Hamerite. Just wants respray. £350. Contact: Eddie, tel: Crewkerne 72661 - 83/5314.

Vitesse MKI Conv. 1967: Two owners; chassis excellent; body, engine, hood good. New carpets £650. Contact: Peter, tel: (Winslow, Bucks) 029671-2809 - 84/7088.

Vitesse MKII J reg 2L Conv.: Sienna Brown; MOT 'till March; new rear spring and battery; excellent cond. £800 o.n.o. Contact: John Drinkwater (S. Yorks) 0909-562712 - N/A.

GT6 MKIII 1972: Damson; sunroof; very reliable. Also most parts from another MKIII. Everything except shell. Bonnet, rear door, chassis. No rust. Recon. diff; engine fair. Two very good reclining seats. 1½ cars £1,400 o.n.o. Contact: Rod, tel: (Bridgwater) 0278-732451 or 0278-424234.

1963 Vitesse MKI 1600 Saloon: reg'd 7166WF; Phantom Grey with white stripe; full sunroof; genuine 71,000 miles from new. In very good order throughout. any trial. Tax Jan '85, MOT Sept. £895 o.n.o. Contact: Jon Bell, tel: Hull 854964.

GT6 MKII O/D: BRG, resprayed recently. Whole car immaculately restored with new gearbox, diff, Wolfrace wheels,

shocks, suspension, interior and much more. Rebuild tuned engine with triple Webers. Big valve head. Janspeed exhaust. £1,500. Contact: John, tel: Hertford 553783 - non-member.

Herald 'K': last of a great line. Just passed 100,000 (one owner) and still going like a bird. Valencia Blue; new hood - otherwise original. Faithful as a dog; you can't help loving it. £700 or offers. Contact: F S G Pearson, tel: (Notts) Worksop 473847 - non-member.

Vitesse Convertible 1600: new clutch, battery, exhaust, outriggers, doors etc. White with black hood. Body and mechanics good. Contact: Adrian, tel: Theydon Bois 2438 - 83/6058.

Bond/Moss/Malvern kit-car soft top 2 + 2 sports car. Built 1983: 1200 Spitfire engine, all mechanicals rebuilt; wire wheels; chassis Waxoyled and Hammerited. Good mpg; MOT; Red/black. Family addition forces sale. £2,995 o.n.o. Contact: Peter Shearer, tel: (SW18) 01-947 4918 - 84/7427.

Spitfire MKIII: excellent cond.; wire wheels with new tyres. Original specification. Selling to accommodate family. Offers in the region of £1,000 for this prime example. Contact: V Hill, tel: Dereham 821042 - non-member.

1963 Triumph Vitesse 6: in good condition and running order. Only two owners. 48565 miles on the clock first time round. Forced to sell through illness and disability. £750 o.n.o. Contact: R Bexley, tel: Bognor Regis 828475 - non-member.

CARS - WANTED

Vitesse MKII Convertible with O/D if possible. Either scruffy or immaculate, car with blown engine etc. considered. Can travel. Fair price for right car. Also Wanted: factory Workshop Manual for Vitesse. Contact: Andrew, tel: (Middlesborough) 0642-825277 - 79/00843.

Vitesse/Herald Convertible wanted. Needing attention. Contact: Jim, tel: (Enfield) 01-363 3949 - 84/7334.

LHD GT6 MKIII in v.g.c. with O/D. Contact: Ken Bearder, tel: (West Germany) 01049 281 24469 (eves) - 84/7956.

GT6 MKIII bodysell: new sills, solid floor, roof etc. Good cond. £75. Tailgate, bumpers, wheels etc. Contact: N Waight, tel: Reigate 49364 - 78/335.

12/50 motor: 5,000 miles since total recon. Excellent cond. £50 o.n.o. Vit 1600 motor, £15. Plus many other Vit and Her spares. Any offer takes. Must go! Contact: Carl, tel: (Stroud) 04536-4082 - 81/2967.

TR5 full engine: 2500cc, 150 BHP, pump and filter, £120. Bond MKII bonnet: good cond and some spares. Contact: Ben Verwer, tel: Swanley 66827.

Spit MKIV soft top (with frame), £25. Contact: Rob, tel: (Cardiff) 0222-692950 - 84/7845.

Vitesse 2L S2 engine in good cond., £50. Bare head, £15. Twin 150 CD, £10. Twin 2" SU, £10. Timing gears Vitesse, £5. Contact: Bruce, tel: (Stourport) 02993-5983 - 83/6692.

Spitfire MKIII works steel hardtop, £50 or offer. Contact: T Latter, tel: Farnborough 0689-57084 - 84/7824.

13/60 Conv. parts - some fully restored: engine side panels; rad; 3 wheels; white sunvisor and mirror; 4 hubcaps; g/box; clutch; diff; rear hubs and axle shafts; starter motor; dynamo; wiper motor; front and rear light fittings; many trim items. Courier back issues to April 1981. Contact: Steve, tel: (Maidstone) 0622-814292 - 81/02076.

Spitfire MKIV and 1500 - many parts for sale inc. brand new 1500 crank, flywheel and water pump, body, front springs, a-roll bar, twin 1½ SU's and manifold, 3.89 diff (used but OK), 4 wires (splines damaged) - plus more. Contact: Philip Willson, tel: (Sidcup) 01-3020059 - 84/-7137.

2L MKI engine: fully balanced, fully modified big valve head, triple 40 CDE Webers on manifolds, 6 branch exhaust, new rocker gear, complete except for cam. £150 o.n.o. Contact: Mr J Hadlow, tel: (S. Norwood) 01-654 0853 (eves) - 82/5126.

1200 Herald bonnet (good as new), £100; 1200 Herald bonnet, useable, £25; 1200 Herald boot lid, £5; Vit MK2 engine block £20; Herald 13/60 decoke set £10 (new); Herald 13/60 boot lid Vit MK2 £5; Herald 1200 rad, £12; Vit MK2 dash (no clocks) £5; Vit MK1 dash (no clocks) £5; Vit or Her 13/60 fuel tank £5; Vit or Her drivers door £10; Vit 1600/Her 4.11 diff £10; Vit MK2 O/D badge (new) £5. Contact: Bob Rowland, tel: 01-561 0671 - 81/01937.

Herald 13/60 rad, v.g.c., £10; gearbox, perfect, £20; box of spares i.e. good dynamo, starter, dist, coil, regulator etc., £15. 22 assorted car magazines, £5. Contact: Bruce, tel: (Chiswick) 01-995 5202 - 3345.

Spitfire Spares: 1500 chassis, £50; 1300 g/box, hardtop, seats, sheels, carbs, doors, screens, steering, rad., rev counter speedo, bootlid, bumpers, grill, heater, dynamo, starter, suspension, diff, springs, props, manifolds; MKI/II/III hardtop. Contact: R Bell, tel: Leighton Buzzard 210241 - 84/7198.

Set of 5 wire wheels with adaptors etc. Good 155 x 13 radials, £65. Contact: Michael Rose, tel: (Norfolk) 0362-858326 - 82/4921.

Vit MKII roof, £10; bootlid free to collector; gearbox with O/D unit, suitable for rebuilding, £15; block £5; 2 front seats, £5; doors £5. Contact: P H Phillips, tel: Winchester 68308 - 80/1440.

Spitfire 1500 hood and frame - **brand new, never been used.** £100. Contact: Michael Hart, tel: Burton-on-Trent 761644 - N/A.

Herts Area Bargains: Herald 12/50 engine complete except exhaust manifold, £30; Vit MKII engine without ancillaries, head camshaft etc. offers? Viewing N. W. London. Contact: Nick, tel: 01-205 0502 (eves and w/ends) - 78/00465.

MKI/II/III Spitfire blocks, £15; water pump £5; front suspension £10; a side crank £5; g/box £20; diff £20; chassis £10. Other parts: GT6 front suspension £20; Bond Equipe body; bonnet £15;

Sebring roof £50. Contact: Norman Locke, tel: (Clwyd) 0352-57006 - 83/-5523.

Spitfire MKIV parts - good prices: good cond. frame and front suspension units; bonnet; g/box; clutch and brake master cyl.; both doors; steering rack; 4 nearly new tyres on good rims 155 and 175 section. Plus many other bits. Contact: Chris Brown, tel: Swindon 762778-83/6504.

Herald I200: engine £25; g/box £20; bootlid £10; rear valances £15; complete dash £10; chassis £15; hubs; diff; spring also available. Vitesse: front bulkhead £5; steel front valance £25. Contact: Jon Tubman, tel: Plymouth 880464 - 84/7602.

Herald I200 complete front end: 80% of parts new, including inner and outer wings. Offers? Contact: D Walker, tel: Doncaster 845533 - 84/7343.

Parts from broken Vitesse. Contact: Sean, tel: (Newport) 0983-525003 - 84/7564.

Inner rear wheel arch new, £45; bonnet complete, £65 o.n.o.; engine and g/box complete, offers? Many other items available, all for MKII GT6. Contact: Bruce, tel: (Glouc) Nailsworth 4522 - 83/6049.

GT6 MKIII steeringcolumn (lockable), switches etc, £30; mounting wood rim steering wheel as new, £20; 3.89 diff, £40 (4 stud casing); SAH dual exhaust system used 3 weeks only, £35; Rotoflex rear suspension inc. spring, £40; various new and recon. fuel injection spares. Contact: Steve, tel: (Tottenham) 01-801 4577 - 82/3806.

Steel hardtop for Spitfire MKII. Excellent cond. £50 o.n.o. Contact: H G Kuehling, tel: (Cardiff) 0222-752484 - 83/6457.

Vitesse bonnet fitted; two new wings, sound but requires finishing, £30; two rear trim panels and front seats MKI Vit, red; two front door panels, Vit, red. Contact: A Cameron, tel: 0980-46221 ext 2351 - 84/7152.

Herald I2/50 parts: sunroof, little tatty but OK; radiator (narrow type); water pump; prop shaft (strap drive); all window glass; S.S. side trims; grille etc.

Dashboard; steering rack. All parts cheap. Offers? Contact: Chris Taylor, tel: (Wetherby) 0937-842769 - 83/5500.

Vitesse MKII manifolds/Strombergs £25 o.n.o.; Spitfire MKIV exhaust manifold £20 o.n.o.; Spitfire MKIII hardtop £40 o.n.o.; All used but useable. Contact: Ken Norris, tel: Cambridge 811339 - 84/7521.

Brand new BL differential. Breaking GT6 MKIII and Vitesse MKI Conv. and MKII Saloon. New GT6 MKIII rear o/s wing. Fuel injected 2L engine, block only 10,000 from new; gas flowed head, TR6 camshaft 6-branch exhaust. Offers? Contact: Dave Jones, tel: (Edgeware) 01-952 0815.

Herald Spit I200 rad, £8; I3/60 rad, £6; 3 GT6 oval hole wheels £3 each; set Rostyle hubcaps £8; boot rack £5; new hood with frame MKII Spit £20. Lots more. Contact: Mike, tel: (Herts) Weston 505 - 82/4207.

GT6 MKI bumper (front), slightly bent, £1; rear window non-heated, £3; standard exhaust manifold £1; Spitfire MKIII excellent hood frame with tatty hood £10; stage II (?) twin SU's and 4-branch freeflow exhaust for 6-port head, £30; 4 standard steel wheels and tyres for Herald/Spit, £10; Triumph 2000 MKI excellent g/box and O/D, £40. Contact: Peter, tel: (Bushey Heath) 01-950 6077 - 81/ 2606.

Spitfire MKIII GT hardtop: fair cond. £60 o.n.o. Contact: Mr G Bower, tel: Medway 724053 - non-member.

GT6 MKII secondhand bonnet. Good condition (rust free). £125 o.n.o. Contact: Trevor Hart, tel: Measham 70124 - 83/6348.

Breaking 1972 Spitfire excellent chassis - offers? Suspension; stage 2 head; rebuilt engine - Duplex chain high pressure oil pump; soft top cover. Most mechanical parts. Mountney wheel and boss. No body panels. Send S.A.E. for list. Contact: Bruce, tel: Dartford 27336 - 81/2789.

Triumph I3/60 immaculate bonnet - no rust, £115 o.n.o. Tonneau cover, excellent condition £12. New exhaust pipe £6. New BL O/S quarter valance £7. Pair sills new but not BL £6. I200 Owners

Repair Handbook edition 1 and 2, £4 each. Also Vitesse MKI 2L spares/repair offers. Wanted new grille panel for I3/60 and Vitesse bonnets. Contact: Geoff Lebbon, tel: 021-358 7448 - 82/4081.

PARTS - WANTED

Two front seats in good condition from a 2-litre Vitesse or a late Herald. Colour red. Contact: Bev Warren, tel: (Herts) 0763-61978 (daytime) - 79/00854.

Herald; I3/60; Vitesse; Convertible rear end wanted in reasonable condition. Contact: P Wood, tel: 0226-47278 (Yorks or surrounding area) after 6pm - 84/-8012.

Hood frame or white hood with frame in good cond. wanted for Spitfire 1500. Contact: Mr S Misztak, tel: (Essex) Great Dunmow 3976 - 83/6647.

Boot lid for MKIII Spitfire. Must be new and British Leyland manufactured. Urgently wanted. Contact: John Roberts, tel: (Manchester) 061-834 5986 - 84/7154

Hood and frame with ancillary parts required for Spitfire MKIII. Contact: Jim Haskell, tel: (Sittingbourne) 0795-27010 - 84/7885.

Hard top or fibre wanted for I3/60. Good price paid. Contact: John, tel: (Birmingham) 021-778 2807 - 84/7780.

GT6 body wanted: either MKII or early MKIII in good cond. with or without chassis. Contact: M Ducker, tel: (Croydon) 01-660 9619 anytime - 80/-01300.

Front seat in tan - 66 - for Vitesse. Must be in v.g.c. Contact: Roger Travis, tel: (Brighouse) 0484-713504 (work) or 0484-713691 (home) - 82/4281.

Convertible hood and reasonable bonnet for Herald I3/60. Also dust guards around engine for Vitesse - the cheaper the better as finance very limited. Contact: Simon, tel: Burghfield Common 2745 after 6pm or Reading 585211 ext. 2651 days - 83/5544.

Convertible rear seat and rear interior side panels; I3/60 front valance; rear centre valance; O/S BL door skin; I3/60 radiator; tonneau. Contact: Ken Atkinson, tel: (Manchester) 061-437 5776 - 82/3663.

Rear seat back and rear trim panels in Red for Vitesse Conv. Contact: andy Cameron, tel: 0980-46221 ext 2351 - 84/7152.



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.

Cheques or Postal Orders should be made payable to the Manchester Area TSSC and forwarded to Andrew Head, 107, Longhurst Lane, Mellor, Stockport, Cheshire, for prompt attention.

CLUB SPARES

Firstly, an apology for the lack of my presence when some of you 'phoned in your orders last month. This was due to me finding temporary contract with my old firm, which will last for approximately another two months. So, over this period, I will accept evening 'phone calls up to 9.00pm and weekend calls from 9.30am to 9.00pm. Thanks!

And so to this month's special offers:

* Front engine mountings to fit all Club cars £2.50 each + £1.00 P&P (one)
£1.50 (pair)

Rear engine mountings to fit all non-O/D Club cars £2.00 each + 50p P&P (one)
75p (pair)

* Fuel pump to fit Spit I300/I500 '73-'74. 10 only at £5.00 each + £1 P&P

* Fuel pump to fit GT6 MKII from KC/KD 500IE, GT6 MKII, Vitesse 2L MK II.
10 only at £5.00 each + £1.00 P&P

Rear wheel cylinders to fit vitesse 2L MKI/II, GT6 MKI to KC 7278 '66 - '68,
Herald I200 from GA I503I, Herald I2/50, I3/60, Spitfire MKII/III to GD 89095
£5.75 each + 75p P&P (one, £1.00 P&P (pair)

Rear wheel cylinders to fit GT6 MKIII from KE 2000I £4.60 each + 75p P&P (one)
£1.00 (pair)

Rear wheel cylinders late GT6 MKIII self-adjusters only special unrepeatable price
£2.50 each + 75p P&P (one)
£1.00 (pair)

Front overrider to fit Herald 948, I200, I2/50 £4.00 each + £1.00 P&P (one)
£1.50 (pair)

Headlamp surround to fit Herald I3/60 N/S only £3.00 each + £1.00 P&P

I3/60 front bonnet panel two only £10.00 each + carriage - ring for
details

* These items are cheaper than previous advertisements, due to us taking advantage
of special sales, and will not be available at this price once stocks are exhausted.

Item of Interest:

The Club has located and bought one of the four original Spitfire 4 prototypes (chassis no. FC3, engine no. FCIHE) in order to save it from extinction. Although it's in an extremely poor condition; an offer to buy and restore the car has already been received by a recent Club member from Coventry, where the car has spent all of it's life.

A more detailed account of the car its life will be prepared by the prospective owners later, for publication in The Courier.

Due to lack of time and money, I'm selling: Original Vitesse Estate MKII 2L: reg. no. CGY 460H. Good overall condition; sunroof; O/D; stereo radio/cassette; alarm system and some spares. Many new parts fitted. Offers around £1,100.

JEFF BAKER

AREA DIRECTORY 1984

AREA	AREA ORGANISER(S)	TEL. NO.	VENUE	MEETING DAY
01 ANGLIA	Giles Tinkler	0223-210166	The Coach & Horses	1st Thursday
02 AVON	Chris Owen	0272-856991	The Wheatheaf/The Talbot	1st Mon./3rd Wed.
03 COTSWOLD	David Buxton	0726-883140	The Farley Hotel	Last Friday
04 CORNWALL	Susan Ind	0285-61837	The White Horse Inn	3rd Tuesday
06 CUMBRIA/LAKE DISTRICT	Malcolm Butler	0300-830017	The Old Queen's Head	1st Wednesday
05 DERBY JUNCTION 29	K. Singleton/ K. Green	0246-568763/39207	The Elm Tree	1st Wednesd
06 DEVON	Mike Atkinson	0626-890214	7 Stars/Dartmouth Inn	1st Sun./Last Sun.
07 EAST BERKS	John Reed	0628-33365	Uncle Tom's Cabin	2nd Wednesday
08 ESSEX	Barry Thurgood	0279-812675	The White Bear	1st Sun. lunchtime
11 HANTS & SURREY	Ken Rodmell	073 56-71178	The Royal Oak	2nd Wednesday
12 HERTS NORTH & SOUTH BEDS	Bev Warren	0763-61978	The Red Lion/Bird In Hand	2nd Wednesday
13 HERTS SOUTH	Jeremy Hurst	0442-215024	Coach & Horses	1st Mon/2nd Tues
10 GLOUCESTER	Justin Barwick	0989-64845	The King's Head	Last Wednesday
45 IPSWICH	Bill Yates	0473-830437	The Rushmere Falcon	2nd Tuesday
14 KENT	Martin Radford	0322-21036	Cock House Inn/Princes Hotel	2nd Wednesday
15 KENT WEST	Richard Francis	0699-36288	The Grasshopper Inn	1st & 3rd Tuesday
16 LEICESTER	Mick Maldment	0533-386626	The Bath Hotel	Last Thurs/1st Sun
17 MANCHESTER	Carl Longmate	061-320 9880	The Midway Hotel	3rd Thursday
18 MILTON KEYNES	Geoff King	0908-315025	The Fountain	3rd Wednesday
48 NEWBURY/READING/BASINGSTOKE	Norman Smith	07356-4629	The Badgers Wood	2nd Monday
19 NORFOLK	Mark Rendell	0603-502486	The Stag's Head	3rd Wednesday
47 NORTHANTS	Ian & Val McKeggie	0858-63934	The Ravensworth Arms	1st Monday
20 NORTH EAST	Tony Lambert	0632-562577	Glenava Hotel	1st Sat. 2pm
23 NORTHERN IRELAND	Rob Millar	096-03-64690	Old Hall Tavern/Rising Sun	1st & 3rd Tuesday
21 NORTH LONDON	Stephen Willis	0707-51769	The Three Crowns	3rd Thursday
22 NORTH MIDLANDS	Don Halliday	0889-881566	The Redgate Lodge	2nd Wednesday
24 NOTTINGHAM	Geoff Fletcher	0602 726147	The Grapes	2nd Monday
25 OXFORD	John Cudmore	099 389 555	The Fox & Hounds	3rd Wednesday
27 RUGBY	Andy Jones	0203-452541	The Three Crowns	2nd Monday
28 SALISBURY	Peter Ellis	0794-40189	Hawes Inn	3rd Wednesday
30 SCOTLAND EAST	I. Wheeler/A. Cooper	0334-54796	Sherbrooke Hotel	1st Monday
29 SCOTLAND WEST	Nigel Waddell	041-427 4340	The Creech Castle Hotel	1st Sat. 2pm
32 SOMERSET CENTRAL	N. Bradbury/R. Warren	0278-662698	Good Intent/Ship & Bell Hot.	1st & 3rd Tuesday
33 SOUTHERN	Tony Farby	0329-232605	The Farmers	3rd Thursday
34 SUSSEX	Colin Harrison	0444-413607	The Firestone	2nd Wednesday
35 THAMES	Leon Guyot/Mike Crewes	01-9477659/5681870	The Robin Hood Hotel	1st Thursd
36 TRENT	Mika Costigan	0636-814050	The Fox & Grapes	2nd Wednesday
37 WALES NORTH	Patrick Faleur	082 42 4186	Caesar's Arms	1st Thursd
38 WALES SOUTH	Tim Davies	0556-863426	The Skittlers	2nd Tues
39 WESSEX	Jeremy Woodward	0202-602651	Various	1st Wednesd
40 WEST MIDLANDS	Tony & Janice Spicer	021-353 9961	The Coach & Horses	1st Thurs/2nd Sun
41 WORCESTER	Trevor Brotherton	0386-6547	The Bay Horse	Last Tuesday
42 NORTH YORKS	Stephen Boyne	0904-39420	The Lumley Arms	1st Wednesday
43 SOUTH YORKS	Chris Stabler	0302-743579	The White Bear	2nd Thursday
44 WEST YORKS	Nigel Weedon	0484-662196	The 5 Bells	1st Tuesday
49 WEST SUSSEX	T. D. Francescomarino	0298-30473		Last Thursday
			TRUMPINGTON, CAMBS.	
			WINTERBOURNE/KEYNSHAM	
			FRAMPTON MANSELL	
			KESWICK	
			HEATH VILLAGE	
			KENFORD/TOTNES	
			COOKHAM DEAN	
			STANFORD RIVERS	
			PIRBRIGHT, SURREY	
			OFFELY/HENLOW	
			NEWGATE STREET	
			BIRDWOOD	
			DETLING/DARTFORD	
			WESTERHAM	
			SHEARSBY, LEICS.	
			NEWBRIDGE	
			LOUGHTON	
			BAUGHURST	
			HETHERSETT	
			MAIDWELL	
			LAMESLEY	
			HEWTON ABBEY	
			CHINGFORD/WHEATSTONE	
			STONE	
			CASTLE DONINGTON	
			YARNTON	
			CLAY COTON	
			WHADDON	
			SOUTH QUEENSFERRY	
			BATHPOOL, TAUNTON	
			HORDEAN	
			SCAYNES HILL	
			BRENTFORD	
			NEWARK	
			HAWARDEN	
			CREGIAU	
			BROADSTONE	
			HARVINGTON, NR: EVESHAM	
			MURTON, NR: YORK	
			MALTBY	
			NORWOOD GREEN	
			PULBROUGH	