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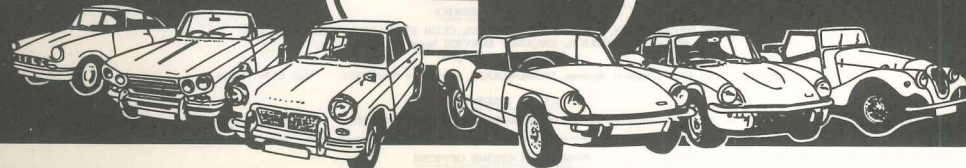
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APRIL 1985



No.58



THE COURIER

THE MONTHLY MAGAZINE OF THE



Worlds Largest Triumph Club

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EDITORIAL

You will find details of the national events and two major launches within the pages of this Courier, so there will be plenty to digest. Firstly, the NEW, EXCLUSIVE TSSC INSURANCE SCHEME; full details with Proposal, Valuation and Legal Expenses forms enclosed. Please keep all these forms in a safe place, even if you are not going to use them immediately. We are only the second Club to launch such an impressive Scheme and John Griffiths will enlighten you further overleaf.

The 1985 Recruitment Scheme is the second major launch this month. Jonty Wild runs this very successful Scheme each year and this year we have tried to make things a little easier with an eight page, pull out section in the centre of this Courier. You will find eight leaflets in this section; just tear the perforation to free the individual leaflets. Jonty provides full details of the rules and prizes later in this issue.

We have a new inside front and rear cover this month, with details of all the new Club Officials who were elected at the AGM in March. Our thanks go to the retiring Officials and a warm welcome to the new faces.

Various people who contact me ask what is required for inclusion in The Courier. My answer is that I like to publish material covering all aspects of the Club, from Concours reports to technical advice, from titbits to cartoons (when space allows!), so please keep the TSSC out in front with your continued support.

Jo and I hope to meet many of you at the forthcoming South of England Meet.

BILL SUNDERLAND
EDITOR

If members have been receiving their Courier later than the 7th of the month over the last two months, would they please let me know, so that we can approach the Post Office with a written pattern of areas of the country in which the post seems to be somewhat delayed. Our magazine distribution seems to vary between some members receiving their Couriers on the 2nd or the 3rd, and some around the 10th - 12th of the month!

Members may be interested to know that I am now issuing membership number 85/10,214. We have, therefore, processed the magic membership number 85/10,000. The owner of this number is Frank Gregory of Manchester.

TRUDI SQUIBBS
MEMBERSHIP SECRETARY

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Cover Photo:- MK11 Vitesse Convertible

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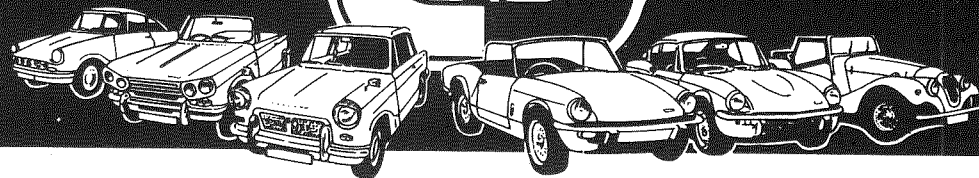
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SPECIAL ANNOUNCEMENT!

Triumph Sports Six Club Insurance Scheme

LAUNCH APRIL 1985

For full details see over....

PRESIDENTS INTRO

This month we are launching a major new service for Club members, namely the T.S.S.C. exclusive Net Premium Agreed Value Insurance Scheme. You will find full details elsewhere in this Magazine, plus a Valuation and Proposal form enclosed.

JUST SOME OF THE MAJOR BENEFITS

- | | | |
|--|---|--|
| 1. Very Competitive Rates | - | The TSSC saves you money YET AGAIN |
| 2. Agreed Value | - | True Agreed Value Insurance which means you will receive the stated value of your car if it is written off or stolen |
| 3. Fully Comprehensive Cover | - | Doesn't your Classic Car deserve this type of cover? With premiums as low as these you can now afford it to! |
| 4. Unlimited Windscreen Cover | | |
| 5. Limited mileage option | | |
| 6. Personalised TSSC service | | |
| 7. Backing of major French Insurance Company | | |

AGREED VALUE

Some of you will be wondering how much your car is worth. To help you complete the Valuation Certificate the rates quoted in the Table below are based on an average price in each of the four categories referred to in the Valuation form.

Values could of course be higher or lower depending on condition, age, mileage, service history, extras, modifications etc.

PLEASE READ ON TO FIND OUT FULL DETAILS OF THIS VERY SPECIAL TSSC SERVICE

JOHN M. GRIFFITHS
PRESIDENT

APPROX GUIDES TO CLUB CAR VALUES

CONCOURS				A1	A2	A3
HERALD	SALOON	1500		750	450	200
	CONVERTIBLE	2000		950	600	300
VITESSE	SALOON	3000		1200	800	300
	CONVERTIBLE	3500		1800	1000	400
SPITFIRE	MKI MKII	2000		800	450	175
	MKIII MKIV	2500		1000	600	225
	1500	5000		1700	1000	495
GT6	MKI	2700		1500	1000	400
	MKII MKIII	4000		2750	1500	800
BOND	4 CYLINDER	1500		850	400	150
	6 CYLINDER	1800		950	600	300
SPECIAL	MARLIN 2LTR	3000		1500	850	550
	SPARTAN 2L	5000		1800	1000	550

COURIER SPECIAL

NEW EXCLUSIVE TSSC INSURANCE SCHEME

Specially designed by and for people who really understand Classic Cars.

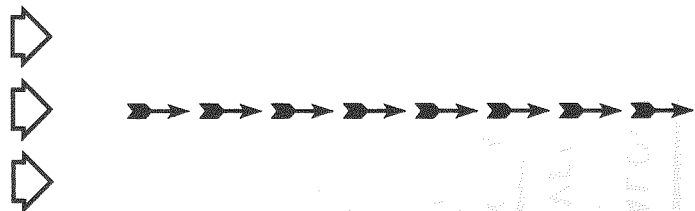
I am proud to launch the new exclusive Triumph Sports Six Club Insurance Scheme, which I believe will not only offer you the best rates going, but also a unique and complete comprehensive Agreed Value package second to none.

SUMMARY OF BENEFITS (See enclosed proposal for full details)

- Fully comprehensive
- Agreed Value (i.e. if your car is written off or stolen you will receive the stated value agreed by the TSSC).
- Personal Accident benefits
- Medical expenses cover
- Rugs, Clothing and Personal Effects cover (additional cover is available for specific items such as stereos, etc).
- Unlimited in amount Windscreen Cover.
- Optional DAS Legal Expenses cover available at a cost of £5.

HISTORY OF THE SCHEME

It has taken almost 12 months to put together this unique Net Premium, Fully Comprehensive, Agreed Value Scheme, but I am well pleased with the results, and as you can see from the rates below it is another first for the TSSC.



ENCLOSURES:

TSSC/FOOTMAN JAMES PROPOSAL FORM
TSSC VALUATION FORM
MEDICAL EXPENSES LEAFLET

MODEL	AREA 1	AREA 2	AREA 3
HERALD 948, 1200, 12/50, 13/60	£66	£76	£97
SPITFIRE 4, MKII, MKIII, MKIV VITESSE 1600	£94	£108	£135
SPITFIRE 1500 GT6 all models VITESSE 2 LITRE	£120	£140	£185

AGE UNDER 25
RATES ON APPLICATION

The above rates are for age 25/29
inclusive

Age 30 to 39 inclusive – Deduct 10%

Age 50 + – Deduct 20%

Limited Mileage –

under 3000 Miles – Deduct 22%

COVER:

**FULLY COMPREHENSIVE
WITH AGREED VALUE**

The Scheme has been set up with the help of Footman James and Co. (Brokers) who many of you will know are already well established in the Classic Car Insurance field. They understand and appreciate the lower risk the TSSC driver represents, as they also have an underlying interest in the classic motor car movement. You, as an owner and enthusiast, will wish to protect your classic car with motor insurance that appreciates its value and your own special requirements. This is exactly what we have negotiated on your behalf; a very special exclusive TSSC scheme. The Company which will underwrite the policies is the Federation General Insurance Company Ltd, which in turn is a subsidiary of Societe Commerciale De Reassurance of France, a company larger than the Royal or Sun Life! You will appreciate that this means your TSSC policy has the backing of one of the major EEC Insurers.

STAGE BY STAGE: QUESTIONS AND ANSWERS

1. DO I QUALIFY?

Almost certainly if you are a current TSSC member, 21 years or over and have held a full current UK driving licence for 12 months.

2. WHO MAY DRIVE?

You, of course, but you may also specify up to 3 additional named drivers if you so wish.

3. WHAT COVER DO I GET?

You obtain all the proven features of fully comprehensive cover. To date you may have disregarded such cover as too expensive, but take a look at the sort of premium on offer, and remember, with this truly Agreed Value policy, even if you run a £500 Herald you will receive full recompense in the unfortunate event that your car is stolen or written off in an accident. Can you afford not to insure the TSSC way?

Please see proposal for full details of the cover provided.

4. HOW HAVE YOU MANAGED TO OBTAIN SUCH COMPETITIVE RATES?

Good question. You belong to a major, progressive Car Club which will have in excess of 6,000 members by the end of this year. The Insurance Co. accept that TSSC owners are special people who prize and cherish their motor car(s). This means that most owners represent a better than average insurance risk, and bearing in mind the potential quantity of new, good business for the Insurance Company, they are in turn able to offer us special low premiums.

5. OTHER BENEFITS

Two car discounts - if you have two or more cars, even if one or more of them is not a Club vehicle, Footman James will offer you special discount rates.

Driving Abroad - automatic cover is provided to comply with the laws relating to compulsory insurance within the EEC and certain other European Countries, but it is recommended that you ask the brokers to extend your policy before travelling so that the full cover applies.

Windscreen Damage - unlimited amount.
Discounts on rates stated available

i.e. Limited mileage - 3000 miles per annum or less - deduct 22 %
Age 30 to 49 - deduct 10%
Age 50+ - deduct 20%

6. WHAT ABOUT MY NO CLAIM DISCOUNT?

The premiums available under the scheme are normally nett to all Club members and proof of No Claims Discount is not normally required. However it is strongly recommended that existing Proof of No Claims Bonus is lodged with Footman James to ensure future availability.

7. WHAT DO I DO NEXT?

To proceed follow the step by step instructions:-

a) Complete the enclosed TSSC proposal and send it direct to:-

Footman James and Co.Ltd
Waterfall Industrial Estate
Waterfall Lane, Cradley Heath,
Warly. West Midlands, B64 6PU.

DO NOT SEND ANY MONEY AT THIS STAGE AS FOOTMAN JAMES WILL CONFIRM WITH YOU THE PREMIUM REQUIRED.

b) Complete the enclosed TSSC Agreed Valuation Form. Forward this with a good photograph (not polaroid) of your car, plus a cheque made payable to the TSSC Ltd for £6 to J.M.Griffiths, 31 Hellings Gardens, Broadclyst, Exeter, EX5 3DX.

PLEASE ENSURE YOU ENCLOSE AN A5 STAMPED ADDRESSED ENVELOPE as your copy of the Valuation will be returned to you as your confirmation of the stated value. The Club in turn will liaise with Footman James and your agreed Value (if confirmed by the TSSC) will be written into the Policy document.

PLEASE ENSURE YOU HAVE ANSWERED ALL THE QUESTIONS.

8. WHAT IS AGREED VALUE?

If you already have an "Agreed Value" policy you will naturally assume that the specific figure stated on the proposal form represents the amount you will obtain from the Insurance Company, if your car is "written off" in an accident or stolen.

The problem arises when a claim is made, as in most cases the appointed insurance assessor has no knowledge of the Classic Car movement, let alone an appreciation of the value we place on our cars. Normally a wrangle takes place and it is often months before the position is resolved, with the Classic Car owner eventually having to accept a compromise figure.

Our scheme is different; it is a no nonsense, true agreed value policy, and subject to your valuation being confirmed by the TSSC, you will obtain the figure stated. Whether your car is worth £300 or £6,000 it's replacement value is truly "agreed" by both parties at the point when the policy comes into operation.

IT MAKES SENSE IF YOU TREASURE YOUR CLUB CAR TO PROTECT IT THE TSSC WAY.

9. CAN I CHANGE MY VALUATION IN 6 MONTHS OR WHENEVER?

Yes: you can alter the valuation to reflect further improvements/restoration done at any time you like.

Simply request a further Valuation form and submit it with a new photograph (not polaroid) plus £3 to the same address (i.e. J.M.Griffiths). A file will be raised for each Club insurance policy sold and we will of course keep a record of the Valuations given. Photographs will be kept on the file for record purposes.

REMEMBER All TSSC cars on the scheme must have an Agreed Valuation set by the Club.

10. WHAT HAPPENS IF I DO HAVE AN ACCIDENT?

Apart from the normal procedure, i.e.

- If anyone even slightly injured get medical check
- Call the Police if anyone hurt or if there is serious damage to vehicles or property.
- Obtain particulars of Police, A.A., R.A.C., attending.
- TAKE NAME AND ADDRESSES OF WITNESSES BEFORE THEY LEAVE.
- Exchange particulars with third party i.e. obtain the name and address of the other driver, plus details of his/her Insurance Company and Broker.
- Note road and weather conditions. Make a sketch, if possible, showing position of vehicles.
- DO NOT ADMIT LIABILITY)First Consult Footman
- ? DO NOT INSTRUCT REPAIRERS)James and Co.

- a) Obtain two estimates for the repair work. Where the damage is under £300 labour, Footman James will accept the lower of the two estimates.
- b) When the estimates are over £300 an Engineer will be appointed within 48 hours. Please obtain an estimate before the Engineer is requested.

11. MY INSURANCE DOES NOT EXPIRE UNTIL LATER THIS YEAR

Don't worry, the TSSC scheme will still be available when your existing insurance does expire. Keep the Proposal and Valuation form safe and submit as instructed a month prior to the expiry date of your present insurance cover.

12. SUMMARY

We all know the wisdom of not taking risks when we drive - you cut corners at your own expense, and the same is true with motor insurance.

Choosing the right Insurance Company, and the one that offers the best overall cover suited to your needs, isn't always easy. For many motorists it is only the level of premium which influences the final choice.

What we have done is to sort the wheat from the chaff for you, and provide a tailor made insurance scheme exclusive to the TSSC which not only offers you the confidence which comes from having the backing of a major Insurance Company, but also offers you the exact features you will need.

To name just four -

- Limited mileage option
- Windscreen cover
- Additional cover available to protect special extras fitted to your car, such as stereos, webbers, etc.

SUPPORT YOUR CLUB TODAY: JOIN THE NEW EXCLUSIVE TSSC AGREED VALUE INSURANCE SCHEME.

J.M.GRIFFITHS
PRESIDENT



TRIUMPH SPORTS SIX CLUB INSURANCE SCHEME

F Footman
James

New! EXCLUSIVE to TSSC MEMBERS

Club cars are rated by Model and Members by Area

MODEL	AREA 1	AREA 2	AREA 3
HERALD 948, 1200, 12/50, 13/60	£66	£76	£97
SPITFIRE 4, MKII, MKIII, MKIV VITESSE 1600	£94	£108	£135
SPITFIRE 1500 GT6 all models VITESSE 2 LITRE	£120	£140	£185

The above rates are for age 25/29 and
age 30 to 39 inclusive — Deduct 10%.

Age 50+ — Deduct 20%. Age under 25 — Rates on application.

Cover

**COMPREHENSIVE WITH AGREED VALUE
ACCIDENTAL EXCESS £50.
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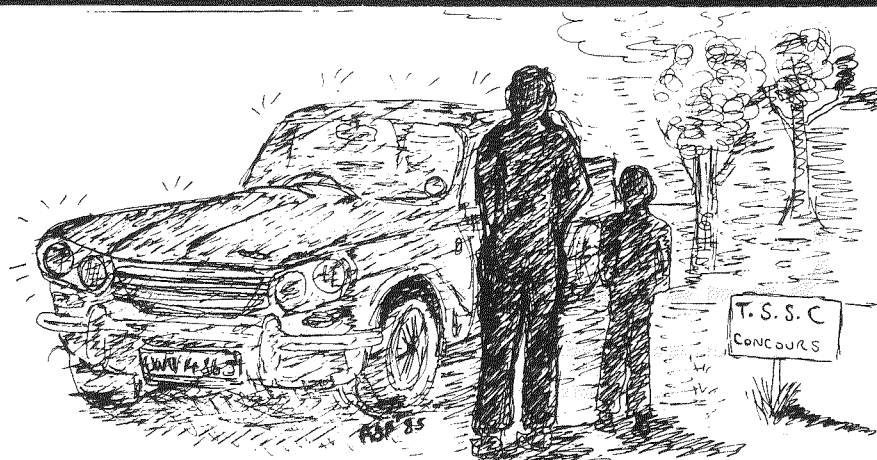
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+ MUCH MORE!!!



"Vitesse? No, I've never seen one of these before, Dad. I suppose
It's one of these new kit-cars based on The Spartan."

NEWS REVEIW

CLUB CARS ON FILM

In the past, one of the most popular events held in the 'Southern Area', and I'm sure this applies to many other Areas, was that of the screening of the series of Triumph Films made in the 1950's, 60's and 70's. For those new members who have not seen them, these were works produced promotional films showing 'our' cars in the design and production stages as well as recording their performances in races and rallies, such as Le Mans and Tour de France. I'm sure anyone who has seen these films will agree that they are fascinating viewing for us enthusiasts.

At one time it was possible to hire these films from The British Leyland Film Library at no cost, other than postage. However, due to cut-backs and economies, and the fact that these old films were getting damaged, this service has apparently been withdrawn. Consequently, it seems, we are now denied the opportunity of seeing them.

Paul Meale of the London Car Club Archives is attempting to persuade companies like B.L. and Ford to provide backing for a scheme to transfer films of this nature to video-tape. I feel that our Club should support this worthwhile project.

On the subject of video, I am at present compiling a video of club cars as seen on television. The idea is to edit any sequences featuring club cars together to produce a complete, if somewhat disjointed, 'film'. So far I have a white MK1 Vitesse Conv. driven by a nun in the Steptoe & Son film shown over Christmas, a red GT6 from the film 'IF' and a lovely MK1 Vitesse Conv. in the Francois Truffaut film "Day for Night", which is seemingly driven over a cliff and crashed. I say seemingly because using the 'freeze frame' button I managed to spot that it was, in fact, a Herald 1200 that went over the cliff!

Tony Farby

John Hill has written to us recently and has requested that we draw your attention to the following vehicles which are currently available: Herald 13/60 convertible - MOT'd and taxed; two Bonds - a MK1 with Spitfire mechanics and a 2-litre convertible; Herald coupe - a worthwhile investment; GT6 MKII with overdrive - car fitted with a MKIII engine. Please ring for further details of these vehicles.

They also have available a MKIV Spitfire brand new bodysell which has been fitted to a rolling chassis.

They still have a quantity of three rail overdrive gearboxes, reconditioned at £150 plus VAT each.

EAST BERKSHIRE AREA BEACH DAY 1985.

Last year I organised East Berks Beach Day, a day of lounging around on the beach for TSSC members. The venue was Climping, 3 miles west of Littlehampton. There are miles of beach and a grassy car-park with a pub a 100 yards up the road. If you want the usual arcade fun you'll have to walk two miles up the beach and you can also get boat rides there. You can launch small boats at Climping. I could probably find out about local windsurfing, water-skiing and the canoe that a friend brought previously may also be available again. The evening was finished with a barbecue - food provided by our area free! This year I hope more will join us, as well as those from Southern area who rescued my cooking!

I'd like to hear from any members, area organisers to find the best day, month and location for this year's Beach Day. Phone calls/letters please to N.Morgan, 56 Finch Road, Earley, Reading, Berks RG6 2JU. Tel: Reading 666291

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.

RECRUITMENT DRIVE' 1985

It is now time to announce this years Recruitment Drive competition and, elsewhere in this magazine, you will find a supply of the new windscreen leaflets.

The first Recruitment Drive took place in 1981 and I'm pleased to say that it's gone from strength to strength, so that it now accounts for a very high proportion of the new members that join each year.

At the time of writing, 2,167 new members have been brought into the TSSC by the various 'drives'. The 1984 drive, however, surpassed all expectations; to date it's brought in 906 new members and, of course, there are more arriving every day.

This method of recruiting is particularly vital as it is the only method which can reach what is possibly the vast majority of drivers of 'our cars' i.e. those that don't read the Motoring Press.

It's also become obvious to me, whilst dealing with the mail generated by these drives, that no leaflet put out is ever a waste of time, even if it doesn't get an immediate response. Some prospective members take months to join, some require a further gentle push, like another windscreen leaflet (or even two!) or something going wrong with their car, or an insurance reminder. Others never get round to joining but then sell their car through us, or as in a surprising number of cases, leave the leaflet somewhere in the car (even under the seat), where it is found by a subsequent owner, who then joins.

Last year I made the point that a great many 'Club' cars are leaving the roads, never to return. The position this year is much the same: most of these cars are owned by non-members. With Club help and advice, many could be saved and provide their owners with many more years of useful service.

The growth of the Triumph Sports Six Club Limited is particularly encouraging. The more members we have, the more secure we can make the future for 'our cars'.

There are still many thousands of 'Club' cars driven by non-members, and most of them haven't even heard of the TSSC and what we can offer. It is still a fact that unless we recruit them and their cars now, over the next few years, we may never be able to.

The moral is simple **GET RECRUITING** - even if you only put out a few leaflets, **they all help.**

Last year I said that I hoped every non-member car would have a windscreen leaflet put on it. This year I would like to think that all non-member cars would have at least one windscreen leaflet put on them. Some drivers join just to stop the 'parking tickets' appearing.

The incentive to go out and recruit is provided by the impressive prizes listed below. So, don't forget to fill in your membership number and the area that you attend (if any) to be eligible.

Once again, the recruitment leaflets have changed: this year we are taking advantage of what would have been the blank side of the form to promote the new TSSC Insurance Scheme (full details elsewhere in this magazine). However, if you have the facilities and wish to photocopy your own leaflets, please do so and just ignore the insurance side of the leaflets.

The rules are simple and basically the same as in previous years, but please read them. First - **THE PRIZES:-**

FIRST PRIZE - £150.00 to the member whose efforts bring in the most new members.

SECOND PRIZE - £100.00 to the member whose efforts bring in the second highest number of new members.

THIRD PRIZE - £50.00 to the member whose efforts bring in the third highest number of new members.

An **AREA PRIZE** of £100 will be awarded to the Area whose members bring in the most new members.

There will also be 10 prizes of £5.00 Halford Gift Vouchers. These will be drawn as a raffle, i.e. every time a member gets a new member, his or her membership number will be entered into the draw. Obviously the more new members obtained, the more chance you have of being drawn.

All these prizes will be awarded at the end of the competition (see rules).

In addition to these prizes, each month, starting in the June Courier, two £5.00 Halford Vouchers will be given away. These will be given to the two members whose membership numbers are drawn from a 'raffle' containing a number for each new member recruited since the previous draw.

COP SHOP

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

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

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

Every precaution must be taken to prevent fire or artificial light being kept so close as being liable to ignite inflammable vapour.

RULES

Any TSSC member can take part (except me). For a leaflet to be eligible for the competition, it must be one of the new design and must have the member's OWN membership number (see front of Membership Card) written in the space provided. However, all old leaflets and leaflets without membership numbers will be gratefully received.

For a leaflet to be eligible for the Area prize it must have the appropriate area written in the space provided (Area Organisers please note).

The competition starts NOW and ends on the last day of August, 1985. With the exception of the monthly draw, which will continue until the next competition.

In the case of dispute, the Council of Management's decision will be final.

IMPORTANT:

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

JONTY WILD
33 Brookmead
Meppershall
Shefford
Beds SG17 5SA

LET'S SEE IF WE CAN EXCEED LAST
YEARS IMPRESSIVE PERFORMANCE!!!!!!

It is also an offence for any person to allow petrol to enter a sewer or any connected drain.

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

If you have a subject, let me know. Watch this space for the seat-belt law.

If you have any queries regarding Road Traffic Law, contact me, **Mike Crewes:**

24 Otterburn Gardens
Isleworth
Middx TW7 5JJ

Prompt replies require S.A.E. Remember, I'm only a 13p stamp away!

MIKE CREWES

COMPETITION NEWS

In last months Courier I wrote about the form that the sport of hillclimbing and sprinting takes. Hopefully, I have whetted your appetites sufficiently so that you would like to come and spectate at one of this years events. I have, therefore, compiled a list of the venues that the Club competes at and this is set out below:-

GOODWOOD Situated just 1½ miles north west of Chichester, Sussex, this former grand prix circuit is now solely used for sprint meetings and private testing sessions. It is by far the longest and fastest track that we visit with average speeds around 80 mph, plus facilities are good with a canteen and bar open throughout the day.

LYDDEN HILL This circuit, just outside Dover in Kent, offers the best spectators vantage points of all the circuits. I have never competed there so cannot comment on what it is like to drive on, but the idea is to stay on the tarmac and not to take to the rally-cross circuit!

OULTON PARK Near Tarporley in Cheshire, this circuit makes a very good sprint course. Being a proper 'road' circuit (like Lydden) rather than an old airfield (like Goodwood) there are a challenging assortment of bends, downhill sweeps and blind rises. Quite a fast circuit for our cars. Good spectator facilities.

NORTH WEALD Adjacent to the M11, north east of Epping, Essex, this is a sprint course you either love or hate. Marked out on the airfield apron by cones, this is a very tight course with third gear only being attained momentarily on the back straight. Spectators are not admitted though each competitor is given a complimentary pass, so get in touch with one of us if you want to go.

LLANDOW Just inland of Llantwit Major, west of Cardiff. This is another airfield course which is quite fast and very bumpy - this is where you find out all

bout suspension camber changes and the like! There is a stand for spectators but facilities otherwise are a bit basic.

GURSTON DOWN Situated one mile west of Broadchalke near Salisbury, Wiltshire. this is the only hillclimb that currently features in the Club Championship. The hill is unique in that the course starts downhill, so however badly your car is running, you arrive at the tricky Karousel complex travelling very fast indeed! A good spectators hill and also very challenging to the competitors.

WISCOMBE PARK Situated between Honiton and Sidmouth in Devon, this is one of my favourite hills. Although not a round of our Championship, the Club is invited to compete at the Mat meeting and I always make a point of going. Set in picturesque parkland, some of the course has dense tree cover and this often leaves the track damp, even on a sunny day. Good facilities.

WILLIAM HASELDINE

The Trent Group of the Triumph TR Register have organised a practice day at The Curborough Sprint Track. We would like to invite TSSC members to join us and try their skill. Great fun is assured. Curborough is just off the A38 near Lichfield (signs will be displayed on the day). The practice day is set for the 7th April and the entry fee will be £12.00. Please note that this is a practice session and consequently no RAC Licence is required nor any modifications to the car, although open cars must be fitted with a roll over bar.

For further details and entry forms please contact:

Steve Millward,
5 Newstead Road North,
Ilkeston,
Derbyshire.

Tel. (0602) 326092

Marshall's also welcome.

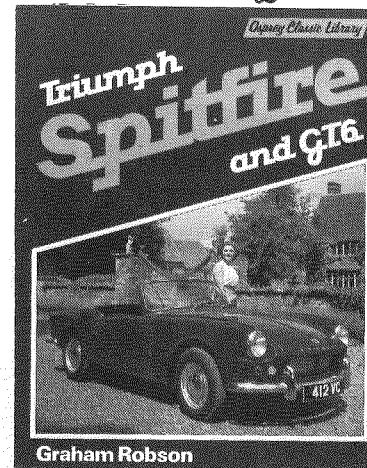
TECHNICAL BOOKS

VITESSE & GT6 2 LITRE WORKSHOP MANUAL
£17.95 + £2.00 P&P

GT6 MK3 HANDBOOK
£4.00 + 50P P&P



SUPERB READING £10.95



HERALD CAR CARE SERVICING CARDS 99p

BRAND NEW ORIGINAL PUBLICATIONS

BL Reference No.	Model	Publication	Price
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
545006	Vitesse MK1	Handbook	£4.00
545070	Vitesse MK11	Handbook	£4.00
512947	Vitesse MK1 & 11	Workshop Manual	£17.95
511242	Spitfire MK1	Handbook	£4.00
512915	Spitfire MK11	Handbook	£4.00
516282	Spitfire MK11	Parts Catalogue	£12.00
545220	Spitfire MK1V	Handbook	£4.00
RTC 9221	Spitfire 1500	Handbook	£4.00
RTC 9110	Spitfire 1500	Parts Catalogue 74-77	£12.00
RTC 9110B	Spitfire 1500	Parts Catalogue 77-80	£12.00
9819CA	Spitfire 1500	Parts Catalogue 80-82	£12.00
RTC 9230B	Spitfire 1500	Workshop Manual	£16.00
512944	GT6 MK1	Handbook, 2nd edn.	£4.00
545057	GT6 MK11	Handbook	£4.00
545186	GT6 MK11	Handbook	£4.00
515754	GT6 MK1 & 11	Parts Catalogue	£12.00
520949/AL	GT6 MK11	Parts Catalogue	£12.00
512947	GT6 MK1, 11 & 111	Workshop Manual	£17.95

POST & PACKING: HANDBOOKS AND SUPPLEMENTS 50p
WORKSHOP & PARTS CATALOGUES £2.00

BROOKLANDS BOOKS

Triumph Vitesse & Herald 1959 - 1971	£5.95
Triumph GT6 1966 - 1974	£5.95
Triumph Spitfire 1962 - 1980	£5.95
Spitfire Collection No. 1 1962 - 1982	£4.95
Road & Track Triumph Sports Cars 1958 - 1967	£5.95
Road & Track Triumph Sports Cars 1967 - 1974	£5.95
Road & Track Triumph Sports Cars 1974 - 1982	£5.95

All the above post and packing free!

ALL ROAD AND TRACK BOOKS CONTAIN ARTICLES ON OUR CARS.

FOREIGN PUBLICATIONS

545189 (USA)	Spitfire 1500	Handbook	£5.00
545193 (Sweden)	Spitfire MK11	Handbook	£5.00
545248 (Germany)	Vitesse & GT6	Workshop Manual	£16.00
545191 (Germany)	Spitfire MK1V	Handbook	£5.00
545188 (Germany)	GT6 MK11	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
545292 (Denmark)	Spitfire MK1V & 1500	Workshop Manual	£16.00

POST & PACKING: HANDBOOKS £1.30 MANUALS £0.50

* FOREIGN PUBLICATIONS SUPPLIED IN LANGUAGE SPECIFIED

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From a minor scratch to complete restorations.

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01-748 8359

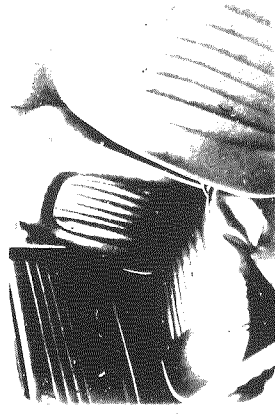


Spitfire

Carpet Sets (Top Quality)	£ 45.00
Front Carpets	£ 6.00
Hoods P.V.C.	£ 59.50
Hoods Double Duck Canvas	£ 85.00
Tonneaus P.V.C.	£ 29.50
Tonneaus Double Duck Canvas	£ 39.50

GT6

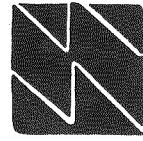
Interior Door Panels	Pair £ 30.00
Arm Rests/Centre Console	£ 15.90
Carpet Sets - Black	£ 60.00



TR4 Interior
completely
restored by
our experts.

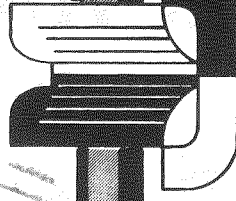
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SPECIALISTS IN CARPET AND INTERIOR
TRIM FITTING.

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British Sports Car Centre

299 - 309 Goldhawk Rd. London W12 8EZ **TRIUMPH**



Spitfire

Mk.4 Bonnets	£249.00
Mk.4 Bonnet Centre Sections	£ 59.00
Mk.1-3 Front Wings	£ 49.50
Mk.1-3 Rear Wings	£ 37.50
Mk.1-3 Rear Inner Wings	£ 37.50
Mk.4 Rear Wings	£ 57.50
Mk.4 Rear Inner Wings	£ 38.00
Mk.4 Floor Pan Repairs	£ 9.50
Mk.4 Front Wings	£ 37.25
Mk.4 N/S Chrome Outer Door Handles	£ 10.00
Mk.4 Inner Door Handles	£ 9.50
Bullet Mirrors	£ 12.90
Windscreen Frames	£ 39.50
Windscreens - Clear & Tinted	£ 39.50
Calipers	Pair £ 32.50
Door Seals & Felts	£ 10.00
Weather Strips	£ 5.80
Head Rests	£ 12.50
'Triumph' Rubber Mats	Pair £ 5.90
Mk.4 1300 Exhaust System	£ 29.50
Mk.4 A/C Delco Distributors	£ 39.50
Mk.4 Spoilers	Original £ 15.40
Mk.4 Plastic Underiders	£ 12.80
Mk.4 Grilles	£ 12.40

GT6

Mk.1-3 Bonnet Panels	IN STOCK.
Mk.1 Front Wings	£ 49.50
Rear Door Seals	£ 10.00
Tail Gates New	£ 69.50
Front Valance Steel	£ 58.00
Front Valance F/Glass	£ 17.50
Mk.1-3 Speedo's & Rev. Counters	Pair £ 29.50
Mk.3 Overriders	£ 12.80
F/Glass ¼ Valance	£ 17.50
Steel ¼ Valance	£ 29.50
Mk.3 N/S Doors NEW	£ 69.00
Outer Chrome Door Handles L/H	£ 10.00
Inner Door Handles	£ 9.50
F/Glass Gearbox Tunnel Cover	£ 17.50
Alloy Rocker Cover - All Models	£ 39.50
Crank Shafts	£ 49.50
Mk.3 Steel Wheels 5½" x 13	£ 19.50
Mk.3 Petrol Filler Caps	£ 12.50
Mk.2 Rear Box	£ 25.00
3 Piece Exhaust System - Unipart	£ 52.00
Boot Floor	£ 39.50
Mk.1,2 Rear Wings	£ 37.50
Outer Sills	£ 12.80
Inner Sills	£ 10.00
A/C Delco Distributors	£ 39.50

SPITFIRE

Chrome Wheel Trims (Set of 4)	£ 25.00
Fibreglass Hardtops (Free Fitting)	£149.50
Wire Wheels - Exchange	£ 25.00
Hide & Copper Hammers	£ 8.50
Spinners	£ 9.90
Spined Hub Adaptors	£ 27.50
Mk.3 4 Hood & Frame P.V.C. Original	£150.00

GT6

Mk.3 Front & Rear Bumpers - Exchange	£ 39.50
Mk.3 Rear Bumper (USA Spec) Exch	£ 25.00
Mk.3 Roof Panel	£ 79.50
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Windscreens - Laminated Clear or Tinted	£ 39.50
Mk.3 Rear Wings In Stock.	

Herald Vitesse

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Front Valances	R/H Rear ¼ Valances
Outer Sills	Bonnet Catches
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WHATS ON IN
1985!!

FULL 1985 CALENDAR

APRIL

Sat 23 - Goodwood Circuit Open Day (TSSC) - Peter Farmer, 06285 26310

Sat.20-Sun.21 - SEM (South of England Meet) (TSSC) Chessington Zoo-Mike Crewes 01 586 1870

MAY

Sat.4-Mon.6 -National Classic Show-(NEO) Tony and Janice Spicer, 021 353 9961

Sat.18 - National Concours (TSSC)(NEO) Motec-Telford, as above.

Sat.25-Mon.27 - Motor 100, Silverstone. Ian McKeggie 0858 63934

JUNE

Sat.15-Sun.16 Steam Engine, Fair organ, Vintage and Veteran Rally. Parham Estate, Nr Pulborough, West Sussex.- Tulio Di Francescomarino 0293 30473

Sun.16 - Bromley Pageant of Motoring - Bromley - Richard Francis 0689 36288

Sat.22-Sun.23 - Best of British Vehicle Spectacular, Thamesmead, London - Mike Crewes 01 568 1870

Sat.29-Sun.30 - South Wales National Event(TSSC)-Caldicot Castle, S.Wales 0291 421 264

JULY

Sun.14 - Uxbridge Auto Sunday, Hillingdon Show Ground - Mike Crewes 01 568 1870

Sat.20-Sun.21 - TSSC Birthday BBQ 1985 (TSSC) - Shelford, Cambs 0223 210166

AUGUST

Sun.4 - Leicester National Event (TSSC)-Stanford Hall, Lutterworth, Leics. M Thorpe 42 Buckminster Road, Leics LE3

Sat.10-Sun.11 - Yeovil Festival of Transport, Barwick Park, Yeovil,Somerset - Nick Bradbury 0278 662698

SEPTEMBER

Sun.1- 4th North Yorkshire Concours & Moors Run(TSSC)- Blacksmiths Arms Hotel, Harloist End, Rosedale Abbey, Nr Pickering,N.Yorks-Steve Boyne 0904 39420

NOVEMBER

Fri.1-Sun.3 - Classic Car Show- Brighton Metropole Hotel- Paul Harris 0245 323681

The following events are those which the TSSC have been invited to, but, as yet, we have no official participation. If any Area or member would like to consider taking on one of these, please contact me preferably in writing as soon as possible JONTY WILD - address inside front cover)

APRIL

Sat.13-Sun.14 -Collectors Car Spectacular - Stafford

MAY

Sat.25-Mon.27 - 2nd International Triumph Weekend, Samois Sur Seine, France

JUNE

Sat.22-Sun.23 - Newark Alternative & Kit Car show- Newark

Sun.30 - Newbury Motor Pageant, Newbury Race course.

JULY

Sun.7 - Powderham Rally, Powderham Castle, Nr.Exeter

Sun.7 - Humberside Air Fair

Thurs.11-Sun.14 - 1985 Guardian South of England Motor Show-Goodwood Circuit

AUGUST-SEPTEMBER

Sat.31-Sun.1 - 3rd International Spitfire Weekend, Arcen, Hollan

THAMES AREA PRESENTS

S.E.M. '85

South of England Meet 1985 will be held at Chessington Zoo, Surrey (as last year) on Saturday 20th April & Sunday 21st April 1985

EVENTS WILL INCLUDE:

Zoo
Concours D'elegance
Competitions
Auto-jumble
Radio Controlled Marshalling
Trade Stands
Auto Gymkhana
Camping
Disco/Buffer

We have again negotiated a reduced Zoo admission with its fun fair, Dinosaur Park Cinema among the many attractions.

A Saturday night Disco/Buffer in a local pub will run 'til late

Camping by prior booking at : First night £4.50 or £7.50 inc. 2 Zoo tickets
Subsequent nights £2 per night
(sorry, the Zoo set the price)

Trade and Auto-jumble stands by advanced booking.

Gates Open 9am to 6pm Saturday
9am to 2pm Sunday

Admission by programme at the gate £3.00 per car.

Bookings and further information with S.A.E. from Mike Crewes, 24 Otterburn Gdns. Isleworth, Middx. TW7 5JJ

This is the South of Englands biggest event, better than ever before. Come along and join the fun, you'll regret it if you don't.

The National Classic Motor Show

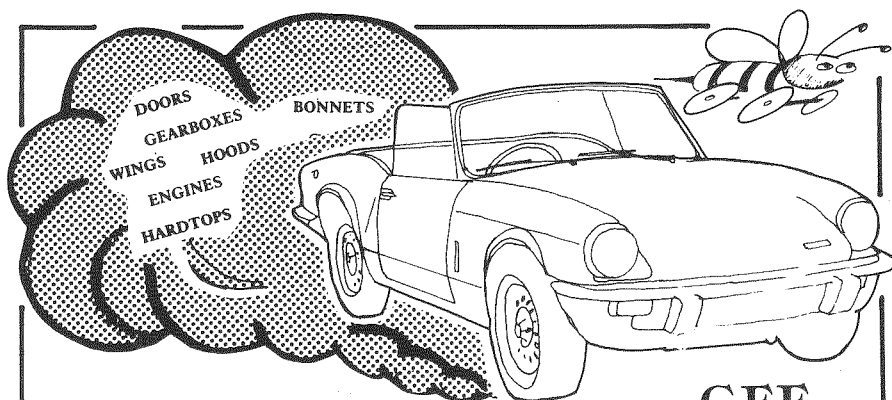
MAY 4-6

The finest collection of classic cars ever displayed in the UK can be seen in Birmingham over the first May Bank Holiday, during the second National Classic Motor Show.

Sponsored by Thoroughbred & Classic Cars magazine, the event will include a glittering line-up of more than 600 cars, displayed by almost 100 enthusiast car clubs, including ourselves.

There will be something of an anniversary atmosphere at the exhibition with the Aston Martin Owners Club celebrating its Golden Jubilee with a stunning display, including the third scale replica of James Bond's DB5, which was presented by the manufacturers to Her Majesty the Queen in 1966 for the young Prince Andrew. This will be the second time only that this unique car has been on public display.

As last year, we had a Club stand with a high standard of cars, which will be a good preview to the Concours - a fortnight later. You will find us on Stand No. 354. Public admission is £4 for adults and £1.50 for children - there is a £1.00 reduction on production of the voucher included in the May issue of Thoroughbred & Classic Car magazine. If you wish to make a block booking for 20 people or more, there will be a reduction to £2.00 for adults and £1.00 for children. Send an S.A.E. to me, Janis Spicer, Laburnham Cottage, 336 Clarence Road, Sutton Coldfield, W. Mids. for a form to apply direct to the Show Organisers. Car parking will cost £1.00 per day - hope to see you there!



Specialists in Triumph and all traditional British sports cars. Spitfires and GT6's always available for sale and restoration, at very realistic prices. New and Used spares, including accessories and hard tops.

Tel: Leighton Buzzard, 210241/378078

**GEE
BEE
SPORTS
CARS**

DESIGN BY J I FROY LUTON 892102

ANNUAL CONCOURS 18TH MAY 1985

The T.S.S.C.'s number one biggest and best International Event is now being planned. As last year it will be held at M.O.T.E.C. High Ercall, Shropshire.

All the usual attractions will be there, plus many more. For the family we will have an all day snack bar, Hog Roast and Bar, Market Stalls, Side Shows and other entertainments including a Model Steam Railway and Horse Riding. Trade stands have been invited for those numerous bargains and Auto-mek will tune your car for maximum efficiency.

CONCOURS

The same format as in previous years. Five Classes - Working Original, Working Modified, Modified, Original and Elite.

Entries will be taken on the day only between 10.00am & 12.00 mid-day. Judging will start at 11.00am prompt. Entry fee £2.00 per car including commemorative plaque.

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

CAMPING

Camping will be available from Friday 17th - Sunday 19th at £2.50p per tent, showers and toilet facilities included.

SATURDAY NIGHT DISCO/BUFFET

Now will be the time to let your hair down. Disco will start at 8.00pm approx. with a Bar till 1.00am. Hot food of Beef Curry or Chicken Provencale will be included for a charge of £4.00 per ticket in advance.

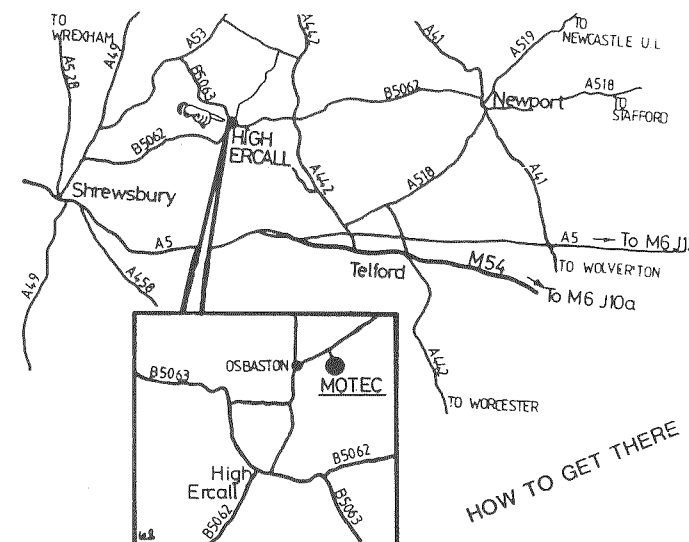
VOLUNTEERS WANTED Please!

Anyone wishing to help organise any of the days events, or if your area wants to put on a side show, Auto Test, Inter Area Race, Quiz etc., or if you fancy yourself as a Concours Judge. Please contact us as soon as possible:-

ALL Enquires to:-

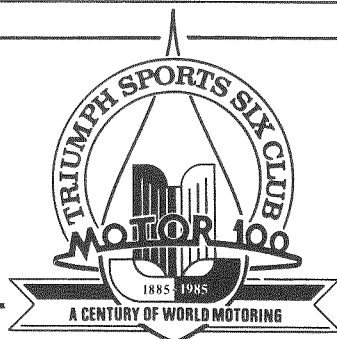
Janis & Tony Spicer
336 Clarence Road,
Four Oaks,
Sutton Coldfield,
West Midlands

P.S. If you want reply's
please send S.A.E's



HOW TO GET THERE

Motor 100



A Century
of World Motoring

SPRING BANK HOLIDAY 1985

May 25/26/27

Silverstone Grand Prix Circuit
Nr. Towcester, Northamptonshire.

The World's Largest Motor Show Ever!

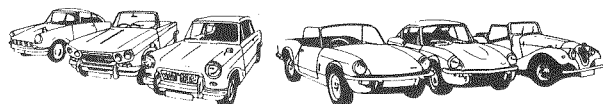
Events Include:

- T.S.S.C. Club Display. With usual Parts Regalia stands etc.
- 8,000 to 10,000 Exhibits including:
- International Motor Club Theme Displays
- International Motor Manufacturers and Allied Trades
- Parades and Demonstrations by the following:—
- Grand Prix Cars, Rally Cars, Land Speed Record Cars, Buses, Lorries, Motorbikes and Military Vehicles.
- In fact anything with Wheels and an Engine!!!

Gates open 09.00 hrs to 18.00 hrs Daily.

Once in a Lifetime Spectacular!

Don't Miss It!



FOR FULL CAMPING & BOOKING DETAILS SEE MARCH COURIER

11.00 A.M.

ANGLIA AREA

11.30 P.M.

☆ PRESENT ☆

20TH JULY 1985

8TH INTERNATIONAL BIRTHDAY BARBECUE

NEW VENUE: SHELFORD RUGBY CLUB
PAVILION & GROUNDS



CAMBRIDGE RD. GT. SHELFORD. CAMBRIDGE.

A FULL DAY'S ENTERTAINMENT:-

DRIVING TESTS - 11.30 - 1.00 & 2.30 - 5.30, PRIZES TO BE WON.

BAR OPEN ALL DAY, LUNCH TIME SNACKS 12.00 - 2.00

SPARES FOR SALE - TRADE AND CLUB MEMBERS

CLUB REGALIA - RADIO CONTROLLED CARS - 'DISTANCE' & 'BEST CAR' AWARDS
LUCKY NUMBER & GRAND RAFFLE

6.00 - 6.30 FULL CHEF'S BARBECUE: CHICKEN, SAUSAGE, SALAD, BREAD ROLL,
ICE CREAM & GATEAU. (INCLUDED WITH ENTRY PRICE).

GLASSES OF WINE AT 50p EACH

7.00 - 7.30 PRIZE GIVING. 7.30 - 11.30 DANCE THE EVENING AWAY
TO CAMBRIDGE'S MOST POPULAR BAND:-

"SILVER LINING"

MUSIC FOR ALL TASTES, SPECIAL '60s' HOUR

WITH PRIZES FOR BEST DRESSED 'TEDDY BOY' AND SHORTIST 'MINI' SKIRT.

9.30 GRAND RAFFLE DRAW, FOLLOWED BY MUSIC UNTIL 11.30.

ENTRANCE + B.B.Q.: ADULTS £4.50. CHILDREN £2.50.

Admittance strictly only by ticket bought in advance. Camping on site - super toilet facilities: £2.50 per pitch. Order all tickets now - send S.A.E. and cheque (payable to T.S.S.C.) to:- BARRY NEWITT, 89 Shelford Road, Trumpington, Cambridge. CB2 2NB.

Tel: (0223) 210166

MAKE IT A DATE FOR '85

YEOVIL FESTIVAL OF TRANSPORT

10TH/11TH AUGUST 1985

As most local members will know, this has become an annual event over the last few years. It is a 'national' event as regards the entrants, side shows, car clubs and others who participate in it. To say it is a local event peculiar to the yokels of Zummerzet, Darzet, Devon, Wiltshire or Avon is a bit of a misnomer. Not only are there various car-orientated attractions, there are numerous side shows as well. A mini fair ground, tractor pulling, steam engines, large and small and the usual "refreshment" areas, to name but a few, as well as a few places to leave the younger members of the family! (while Dad goes ferreting around the autojumble stalls or disappears amongst all the cars on show in the 'display' area.) As our current area organiser knows if you get fed up or bored, it's only a short trip down to the south coast, if you fancy a swim!

Since last year's event, the show organisers (Yeovil Car Club) have made a few minor changes with regard to motor club stands. This year it has been decided to award a trophy to the best car club stand in their "Motor Club Corner", so I will be contacting a few of our members with regard to the possibility of borrowing their cars for use on the Club stand - unless they wish to show off their cars in any of the normal 'car classes' (there's always the possibility of gaining a trophy/award if your car is entered in one of these!).

From various comments made to me about our Stand at last year's show, I gather it was reasonably well done. So, this year, as there appears to be a little more incentive to improve the Club Stand, perhaps we may be able to carry off that trophy for the Best Club Stand?

During the weekend of last year's show, a barbeque was held in the camping area on the Saturday night. A fairly successful event, in itself, if somewhat confused regarding the apparent lack of organisation! Too many cooks? Or, in some notable cases, too much alcoholic beverage?? Perhaps this year we can organise a better barbeque, on site, with a little less confusion as to who's doing what, when or where? Last year there was about six months lack of communication between a certain member in the Yeovil area, who shall remain nameless, and other Club members who had an interest in the organisation of that weekend's activities.

Therefore, to those concerned, please contact me with regard to the possibility of activities for the evening of the 10th August, this year; or anyone else who might like to organise a barbeque cum alcoholic refreshment for the evening in question.

Details of 'how to get there' will be published in the July issue of The Courier.

Nick Bradbury



DOUNE CLASSIC WEEKEND

24TH/25TH AUGUST 1985

DOUNE MOTOR MUSEUM - PERTSHIRE

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

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

EVENTS:

Autojumble
Convoy Runs
Gymkana events
Disco
Dounes Hillclimb visit
Club Concours
Inter - Club Elite Concours
Drive out to the Trossachs on Saturday afternoon

There will be trophies/prizes for the Club Concours and Inter - Club Concours and also for the Gymkana events.

ACCOMMODATION:

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

The site will open Friday 23rd August and close Monday 26th August. All TSSC members, entrants and visitors etc., are encouraged and welcome. For further details and information please contact 0334 54796. Please complete and return the form to me by 25th July, 1985.

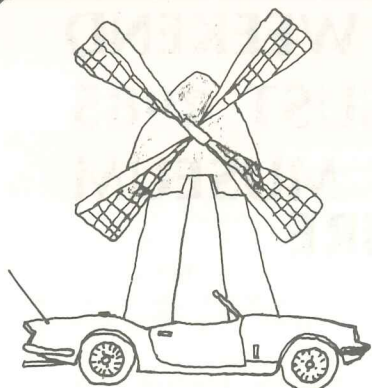
ENTRY FORM

Name:..... Car/s.....
Address.....
.....
..... Tel. No.....

I wish to attend the Dounes Classic Weekend. I enclose Cheque/PO for £3.00 to cover all fees for trophies, expenses etc. made payable to TSSC Treasurer (SOUTH EAST SCOTLAND AREA) and crossed, together with Entry Forms to reach me by 25th July, 1985.

Isabel Wheater, Treasurer for TSSC (East Scotland Area)

1 The Bungalows,
Culps, Cupar,
Fife, KY7 7TF Tel: 0334 54796



**30TH AUGUST
-
1ST SEPTEMBER**

3RD INTERNATIONAL SPITFIRE WEEKEND

Following last months article,
here is your chance to secure
your holiday accommodation at
KLEIN VINK, ARCEN HOLLAND

You are invited to take up
residence between 3pm and
11pm on Friday 30th AUGUST
until 10am on Monday 1st
SEPTEMBER 1985.

(BLOCK CAPITALS PLEASE)

NAME _____

ADDRESS _____

Code _____

TEL: _____ Mem. No. _____ Car Reg. _____

Please detail on a separate piece of paper, the names, addresses and car
details etc. of all the members of your party. (If applicable).

SIX BERTH CHALETS

No of Persons _____ @ £3.50 (Event entrance fee) _____ £ . p

No of beds _____ @ £11.00 per bed/weekend. _____

CAMPING

No of Persons _____ @ £3.50 (Event entrance fee) _____

No of Tent Places _____ No of nights _____ @ £3.00 _____

No of Campers _____ No of nights _____ @ £1.50 _____

PLEASE MAKE CHEQUES/P.O. PAYABLE TO: _____ Total £ _____

T.S.S.C - HOLLAND AND POST TO:

MR PHILIP ZARB
115, NORTHdene ROAD,
WEST KNIGHTON,
LEICESTER. LE2 6JJ

Telephone (0533) 883289 for
further details and send S.A.E.
for confirmation of booking,
or phone after 1st June 1985.

CLOSING DATE FOR RECEIPT OF PAYMENTS:- 20th MAY 1985



**TRIUMPH SPORTS SIX CLUB
INSURANCE SCHEME** Footman
James

New! EXCLUSIVE to TSSC MEMBERS

Club cars are rated by Model and Members by Area

MODEL	AREA 1	AREA 2	AREA 3
HERALD 948, 1200, 12/50, 13/60	£66	£76	£97
SPITFIRE 4, MKII, MKIII, MKIV VITESSE 1600	£94	£108	£135
SPITFIRE 1500 GT6 all models VITESSE 2 LITRE	£120	£140	£185

DISCOUNT FOR AGE & LIMITED MILEAGE

COVER:

FULLY COMPREHENSIVE WITH AGREED VALUE

FULL DETAILS WITH MEMBERSHIP



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INTERNATIONAL REGISTER* R.A.C. AFFILIATION*A HELPFUL & FRIENDLY SERVICE*

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J. C. Wild, 33 Brookmead, Meppershall, Shefford, Beds. SG17 5SA (England)

NAME: ADDRESS:

YOUR CAR:

Membership No: Area: (official use only)

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TRIUMPH SPORTS SIX CLUB LTD RegNo.1527651



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HERALD REGISTER

REGISTER REVIEW -

1. Comparison of Register Changes

1983/1984

(TABLE 1)

The year until the end of December 1984 was a good growth year for the Herald Register; with a 19% increase in cars on the Register, compared with 13% in 1983. The most noticeable growth areas were 12/50 Heralds (+ 133%) and 948's in general (+ 76%) and saloons in particular (+ 80%). It was also good to see an increase in recruitment of 1200 Estates, we only had 2 new ones in 1983, this increased to 14 recruits in 1984.



NUMERICAL INCREASE IN HERALDS ON REGISTER IN 1983 AND (1984)

	CONV.	SALOON*	ESTATE	COUPE	VAN	'S'	TOTAL
948	2(3)	10(18)	-	2(14)	-	5(2)	21(37)
1200	67(51)	76(85)	2(14)	11(4)	4(2)	-	160(156)
12/50	-	21(49)	-	-	-	-	21(49)
13/60	155(203)	92(92)	36(40)	-	-	-	283(335)
TOTAL	224(257)	199(244)	38/54	13(18)	4(2)	5(2)	485(577)

*948 and 948 'S' combined = 15 (20)

For 1982/1983 figures see Courier 45, March 1984.

2. The Oldest Heralds

I have heard from Mr. Angus Hart, whose 948 Herald Saloon (commission number G11) was mentioned in the October 1984 Courier. The car is still in roadworthy condition and needs "tidying and new valances". Mr. Hart purchased the car in 1981 from the original owner's niece. The car, VJF 230, was originally a display piece in the "Car Park Garage", Lee Street, Leicester until it was sold to the original owner, Mrs. Foote. The car is still completely original and has done approximately 40,000 miles. The engine number is G8E.

Mr. Hart also has an early 948 Coupe Y798 (engine Y866E) which is undergoing a complete rebuild (using original panels).

There is an earlier Coupe, Y128, (engine Y201E) in existence. This is owned by Paul Matthews and was first registered on the 27th May, 1959. I hope to see it at a few shows this year after its rebuild.

LOOKING BACK 1958



PHOTO: RICHARD BENSTEAD-SMITH (NEWSPRESS)

In October 1958 two Herald prototypes, a Saloon WRW 404 and Coupe, VRW 389, set out across Africa on crossplies! The cars were accompanied by an Atlas Van, a Standard Pennant (an up-market Standard 10) and a Standard 10 Companion Estate car. The expedition (Bob Wilson, Sid Griffin, Ray Henderson, Roy Smith, Tim Taylor, Henry Darkins, Johnny Coquillon and the leader, John Lloyd) lived to tell the tale. This is an abridged account of Lloyd's tales from The Standard Car Review of 1959.

"From Cape Town to Johannesburg we used the excellent National Highway running north to the Rhodesian border. With the cars hidden out in the bush, a

few of us entered Johannesburg on our seemingly never ending quest for visas. News of our arrival had obviously got around and when we all subsequently met for lunch at the Carlton Hotel, we found the Press and radio boys already there. Soon we were over the border and on to the notorious Rhodesian strip roads. Driving the strips we found to be exciting and somewhat dangerous. Now twin strips of tarmacadam, badly laid down but nevertheless 18 inches wide, would seem quite an easy road to negotiate but with anything up to a three inch drop either side into mud or soft sand and with the track twisting and turning up and down, driving at fast speed over hundreds of miles calls for rigid concentration.

In the really intense darkness of a tropical night the attention of one of the drivers was momentarily distracted by a movement in the bush alongside the track, the front wheels of the car left the strips and the vehicle overturned, rolling over and over down a steep embankment to come to rest upside down against a tree. This car was the last in the convoy and it was some little time before its presence was missed. We turned, with deep concern in our thoughts for what we might find, but luck was with us because no one was seriously hurt.

How astounded and pleased we were to find the damage to be superficial and confined to the car body only.

Into Northern Rhodesia and the Copper-belt. Here the roads were of the dirt corrugated type with and intense concentration of dust. As we drove along in the sweltering heat our thoughts turned to the prospects of a glass of iced beer at the end of the road. It was like dangling a carrot before a donkey and the team needed no persuasion to keep motoring.

Soon Rhodesia was left behind and we entered the jungle proper in the Belgian Congo. Now we were really on our own. We passed through Elizabethville and on to the cart track roads of the Southern Congo.

Acting on local advice, we left the main track and headed for a little place called Pweto. We were to find out how wrong the 'locals' can be. We literally staggered over a track closely resembling a dried up river bed. These, we were later to find, were not to be our worst roads by any means, but to us at that time, it was inconceivable that conditions would ever be worse.

On, into the jungle once more, up almost unclimbable mountains until finally we made Kapona and there, on top of the world, found a Geomines Rest Home, staffed by two beautiful white women and their husbands. We stopped for lunch and it was with regret that we once more descended into the steaming jungle driving through the night and into Albertville by 8am for a badly needed shower and breakfast.

Once more into the jungle, up over the mountain range, known as the backbone of Africa, and soon into Bukavu. We dropped down from Bukavu to Lake

Tanganyika and headed through the range of volcanoes to Rutshuru. Between Goma and Rutshuru we passed through desolate countryside and by appearance alone the natives in this area do more to inspire fear than any others we met. As we pushed on through the dark we passed the erupting volcanoes until Rutshuru was reached with some relief.

Northward into the darkening monsoon skies, over the Albert National park plains and into the Mountains of the Moon. For five hours we climbed, twisting and turning on our way north and how pleased and excited we were when we met a Land Rover with a U.K. registration number plate. We halted and spent a pleasant half-hour discussing Africa with a group of Westminster Hospital Students.

Down into Beni and on through the Pygmy country to Nia Nia. After long spells of driving, sleep comes easy at the wheel and it is extremely dangerous on these tracks. Soon we were changing drivers every hour and, with the dawn, Stanleyville was reached and we crawled into our sleeping bags.

We were now in the centre of the monsoon belt. On many occasions traction ceased, and up to our knees in mud, we strove to overcome the forces of nature. Soon we were through to Buta and in torrential rain two of the cars took a wrong turning and the remainder of the team spent the next four hours wondering where the devil the rest of the boys had gone.

Temperatures soared towards 110°F and we were negotiating tracks which a week previously had been under water. Now the fun really started and on many occasions the vehicles were forced to leave the track and push off at a tangent into the jungle in an attempt to by-pass washed away sections of the track.

Charging through virgin jungle with light motor vehicles is not to be seriously recommended. In our case it was our only path northwards and we were not unduly surprised when such brutal treatment as driving a car into a concealed tree trunk produced some trouble.

Through Fort Archamault and after negotiating probably the worst 400-mile stretch of road in Africa, we arrived in the town of Fort Lamy. The following day we entered Nigeria and after a short

stop at a very typical, well run, British Government rest house at Maidguri, we pushed on into Kano. Here we met Dick Benstead-Smith of 'The Motor' and his co-driver David Pratt (David had been with Dr Fuchs during the Antarctic Expedition). They, with their Vanguard III Estate car, were to accompany us across the desert.

The Sahara! How that word plays on the imagination! For the traveller the desert begins at Gao in the south and ends at Colomb-Bechar in the north and between them a track, beacons only in parts 1,300 miles long. At dawn on November 28th the convoy moved northward from Kano into French Occidental Africa. Camping out became part of our life and with Christmas so close we wasted no time, passing through Niamey and on to Gao like the veritable 'clappers'.

In the appalling heat we made our final preparations for the sand. Safety covenants were signed with the Compagnie Generale Trans-Saharienne, the Shepherd of the Desert traveller, and in pre-dawn darkness we left Gao. Three hundred yards down the main street the track petered out and 400 yards down the main street we were lost, and to add to our worries, one vehicle was already well and truly stuck in the sand. We did, however, move on towards Tessalit, the final watering point before the Tanezrouft.

Water now became a problem and soon strict rationing began, although using lip ointments and with nostrils protected by petroleum jelly, our lips grew hard and tongues began to split. We stopped at the Oasis of Tessalit and drank and wasted water with such abandon that the memories we took with us into the barren Tanezrouft did not ease our peace of mind when later we really did need it.

For four days we attempted to evade sand dunes and drifts and for a total of 53 times we were unsuccessful. In the middle of the Tanezrouft we had our only visitor - an Air France air liner dropped out of the blue and circled low over us.

On to Bidon V; a hut occupied by two French Army lads right in the middle of nowhere whose only contact with life is by radio and the very occasional desert traveller. Water was not obtainable here but imagine our surprise when we were allowed to purchase a can of iced beer

per man. Iced beer, even at 9 o'clock in the morning, is a particularly pleasant drink in such circumstances.

On across the sand, past the occasional wrecks of vehicles of more unfortunate desert travellers, through the Oasis of Reggan and into Adrar. We were told of a military convoy which we were compelled to join to proceed to Colomb-Bechar. This was compulsory due to the trouble between the French and the Arab rebels in Algeria at that time. With mixed feelings we tagged along behind but charging over the heavily corrugated desert tracks at night is not conducive to trouble-free travel and trouble in the end befell us. At midnight we pulled off the track and with our limited resources once more got down to putting things right.

With Hamaguir still 230 miles ahead we pushed on to make the second of the weekly convoys. In our position at the head of the convoy we felt secure and it was with dismay that we woke to a roaring of engines to find the convoy had started off.

I will never forget the pandemonium as the team were so rudely awakened and soon we were tearing along at truly fantastic speeds for the type of roads we were negotiating. We finally caught the convoy and passed one after the other to gain our place at the head.

Luck was not with us long, however, as one of our number fell out. We all stopped in probably the most dangerous rebel area in Algeria and were a little nonplussed when the convoy, together with the military escort, went merrily on their way.

Darkness was approaching and for the sake of a more even chance of survival, one vehicle was despatched to a nearby fort for assistance. We were fortunate and our repairs were carried out with the vehicles ringed with machine-guns and rifles.

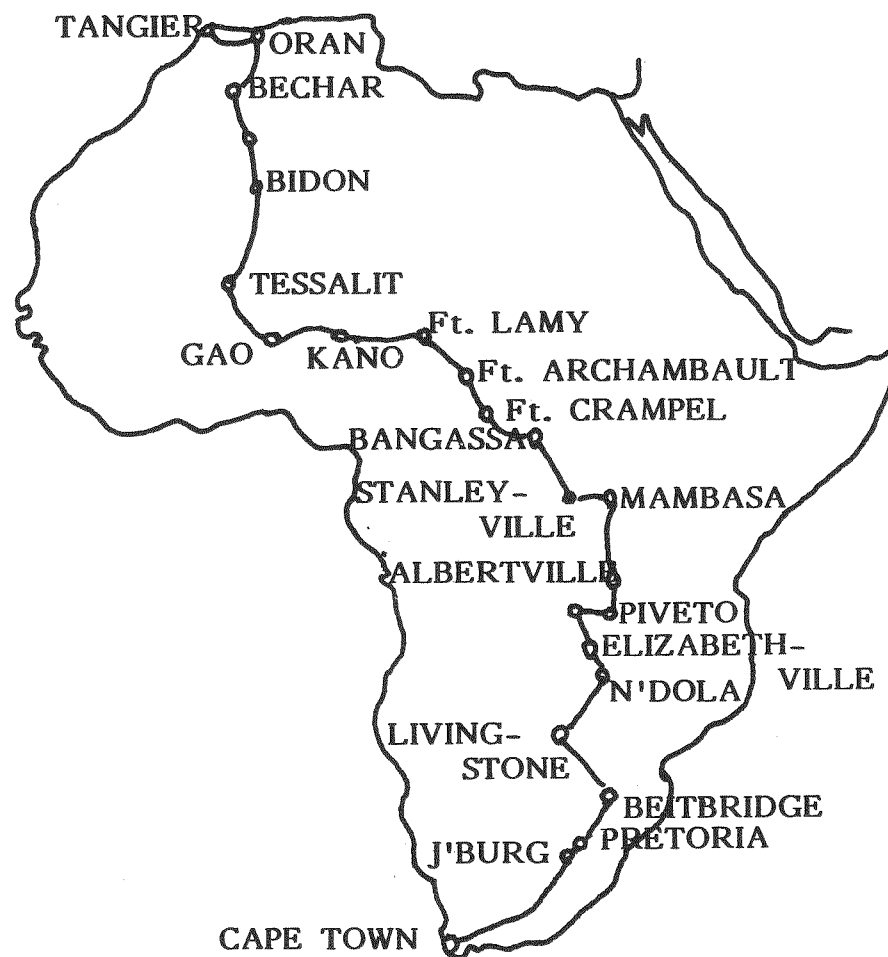
Northwards from the heavily armed garrison town of Colomb-Bechar, by-passing mined roads through Saida and over the heavily guarded roads into Oran.

Over the border and into Morocco. We moved into Fez and spent our first night in a hotel since leaving Kano. Our final destination was now too near, and impatiently we left as first light approach

ed. Into Tangier and under darkened skies, in torrential rain we stopped. We had made it!

Any so to the end of the story, but what of the two Heralds? One cannot but feel infinite pride that vehicles, as then unannounced to the public, could sustain the incessant pounding created by the African highways and come through with flying colours. It is enough to say that

with Africa behind us these cars fully laden returned by road to England from Gibraltar through Spain and France in 46 hours continuous driving."



CAPE TOWN to TANGIER -

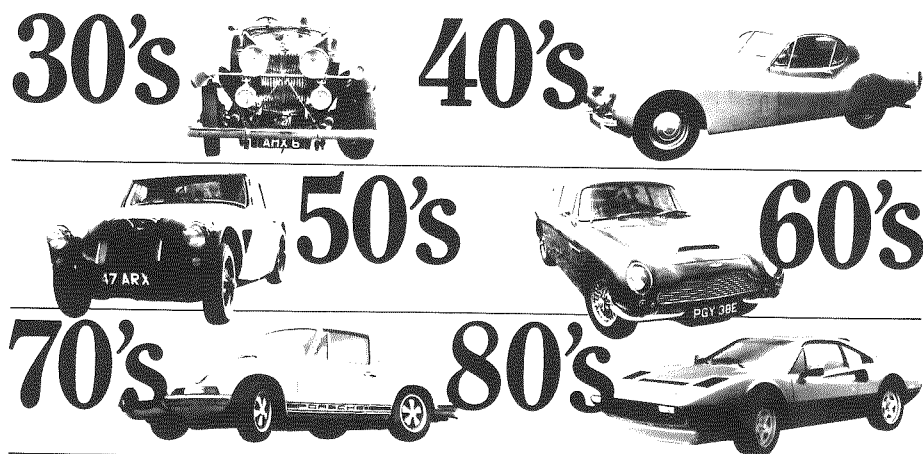
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MODEL BY MODEL THE TRIUMPH SPITFIRE

The Triumph Spitfire. A short history covering the main differences between models. (Take this along with you when buying a car).

- Spitfire 4: Oct 1962 chassis No FC 1 -
Jan 1963 " FC 1525 -
Jan 1964 " FC 22665 - FC 44656
Engine: 1147cc.63 bhp at 5750 rpm.6 port cylinder head. Positive earth.
45773 built.
- Spitfire MkII: Jan 1965 chassis No FC 50001 -
Jan 1966 " FC71766 - FC 88904
Engine same as 4 except, revised camshaft, water cooled inlet manifold, 4 branch exhaust manifold.
67 bhp at 6000 rpm. Interior: better seats, carpets instead of rubber mats in 4, all bare metal covered with leathercloth.
37409 built.
- Spitfire MkIII: Jan 1967 chassis No FD 1 -
Jan 1969 " FD 39376 -
Engine: 1296cc (block bored out to 73.7mm) eight port head with 11 studs. 75 bhp at 6000 rpm.
Bigger disc calipers, folding hood, wooden facia. Negative earth.
Oct 1969 chassis No. FD 75000 - FD 92803
Sport steering wheel, detachable rear window panel. 4.5 inch wheels, different badging.
65320 built.
- Spitfire MkIV: Nov 1970 chassis No FH 3 -
Engine, same as MkIII. 1972. Better cylinder head gasket (217757). Syncro on 1st gear. Rear suspension improved. Final drive changed from 4.11:1 to 3.81:1. Body changes, new dashboard, heater and alternator.
Feb 1973 chassis FH 50001 -
2 inch wider track (therefore different half shafts) reclining seats, smaller steering wheel and wooden dashboard.
1974 model chassis No. 60001 - FH 64995. Front spoiler fitted. 70021 built.
- Spitfire 1500: Dec 1974 chassis No FH 75001 -
Engine: 1493cc. 11/2 inch SU carbs (all others 1 1/4 inch). New gearbox, bigger clutch. Final drive 3.63:1
1977 chassis No FH 100001 -
New seats and trim. Repositioned steering lock. TR7 type switch gear on steering column.
Aug. 1978 onwards:
5 inch wheels.
95828 built
Total cars built 242918, 77.28% sold overseas.

David Herriman

CLUB SPARES - SPECIAL

Julie and I thought we'd place a final advert. in The Courier to give you a chance to purchase Club Spares from us. But PLEASE, no orders after 30th April.

Sump Gasket	to fit Herald/Spitfire	£2.00 + 50p P&P
	to fit Vitesse/GT6	£3.25 + 50p P&P
Manifold Gasket	to fit Herald 948, 1200, 12/50, Spit MK1/11	£1.20 + 50p P&P
Head Gasket	to fit Herald 13/60, Spit 3/4	£1.50 + 50p P&P
	to fit GT6 MK111 from KE10001E ('72 - '74)	£4.60 + 50p P&P
Complete Head Set	to fit Herald 1200, 12/50	£2.00 + £1.00 P&P
Speedo Cable	to fit Herald 1200, 12/50, 13/60, Spit 1/11/111/1V, all Vit, GT6 manual	£3.45 + £1.00 P&P
	to fit all Vit, GT6 O/D	£3.45 + £1.00 P&P
Fuel Pump Repair Kit	to fit Herald 948, Courier from GA13654, 1200, 12/50, 13/60, Spit 1/11/111/1V '62 - '73	£2.25 + 50p P&P
Rr. Brake Adjusters	to fit all Club cars	£5.50 side + £1.00 P&P
Clutch Slave Seal Kits	to fit Herald drum '59 - '70, disc '63 - Jan '67	£1.00 each + 50p P&P
	to fit Spit 111/1V, 1500, all Vitesse, all GT6	£1.50 each + 50p P&P
Handbrake Gaiters (in grey or black)	to fit all Her, Vit, Spit	£6.50 + £1.50 P&P
Steering Column Lock	to fit all Club cars	£18.50 + £1.50 P&P
Door Skins	to fit Herald/Vitesse (one)	£16.00 each + £9.50 P&P
	(two)	£16.00 each + £10.00 P&P
Timing Chain	to fit all Club cars	£3.45 + 75p P&P
Rear Halfshaft inc. UJ	to fit Vit 1600, 2L MK1 (one)	£15.00 each + £2.50 P&P
	(two)	£15.00 each + £3.00 P&P
Carb Repair Kits	to fit Spit 1/11/111/1V '62 - '74	£5.25 each + 50p P&P
	Spit 1500 SU carbs	£5.25 each + 50p P&P
	Spit 1500 Strombergs	£6.00 each + 50p P&P
	GT6 MK111 '70 - '74	£6.30 each + 50p P&P
	Her 13/60, Vit 1600, 2L MK1	£5.50 each + 50p P&P
Note: one kit repairs one carb.		
Chrome Letters	T.R.1.	50p each 1 - 4 letters 50p P&P
		5+ letters £1.00 P&P
B.L. Logo Badge	to fit late Spit and GT6 front wings	(one) £1.60 each + 50p P&P
		(two) £1.60 each + 75p P&P
'MK2' Badge	Vitesse front wings	(one) £1.10 each + 50p P&P
		(two) £1.10 each + 75p P&P

GT6+ Badge	GT6	£4.25 + 50p P&P
Triumph 'Shield' Badge	as fitted to early Heralds etc.	£1.20 + 50p P&P
'Spit 1500' Badge	to fit bonnet or rear wing (please state)	£1.30 each + 50p P&P
Tool Kit Bag		30p each + stamped (13p/17p) envelope
Original B.L. Spanner	7/16" 1/2"	70p each + 50p P&P
Fnt. Engine Mounts	to fit Herald 1200, 12/50, 13/60, Spit 1/11/111/1V, 1500 (one)	£2.50 each + 75p P&P
	(two)	£2.50 each + £1.00 P&P
Gearbox Mounts	to fit all non-O/D Club cars (one)	£2.00 each + 50p P&P
	(two)	£2.00 each + 75p P&P
Throttle Cables	to fit Herald 1200, 12/50, 13/60, Spit 1V, 1500	£2.25 each + 50p P&P
Steering Rack Gaiter Sets	to fit all Club cars	£5.00 each + £1.00 P&P
Primary Handbrake Gaiter	to fit all Club cars	£1.75 each + 50p P&P
Rear Brake Cable	to fit Herald 1200, 12/50, 13/60, Spit 1/11/111	£2.00 each + 50p P&P
Disc Pads	to fit GT61/11/111 to comm KE12389, Vit 2L MK1/11	£4.60 set + £1.50 P&P
	to fit Her 12/50, 13/60, '67 - '71, Spit 111/1V, 1500	£4.60 set + £1.50 P&P
Brake Shoes	to fit GT6 MK1/11/111 to KE12389, Vitesse 1600, 2L	£6.90 set + £1.90 P&P
	to fit all Her rear, all Spitfires	£5.75 set + £1.90 P&P
	to fit GT6 MK111 from KE12390	£5.75 set + £1.90 P&P
Front & Rear Flexible Brake Hoses	to fit all cars except: GT6 MK1/11/111 '66-'72, Vit 2L MK11 Rr.	(one) £3.75 each + 75p P&P
		(two) £3.75 each + £1.00 P&P
Rear Light Lens	to fit early Heralds (one)	£3.45 each + £1.00 P&P
	(two)	£3.45 each + £1.50 P&P

All the above is available only in a limited quantity, so please order early. We shall also be attending the South of England Meet on both days with a selection of the above and a number of oddments. Please do not send in any panel orders without 'phoning first, a stock is now very limited.

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GT6 REGISTER



Just by way of introducing myself to my fellow masochists (GT6 owners), I thought I would ramble on for a bit. I haven't received the 'bump' that goes with the job yet, so for the present all you will get are the prejudiced opinions of one who has been blighted with the scourge of a GT6.

My name is Barry Thurgood, I have been a Club member since 1977 and during that time have owned a MKII Vitesse, MKIII Spitfire and two MKIII GT6s. My current GT is 1974 registered and is tuned to approximately stage 2, apart from a sunroof the bodywork is standard and original.

CARBURETTORS

In view of recent letters regarding installation of non-standard carburettors, my own experiences may be some advantage to those foolish people who attempt this exercise.

My GT6 has a tweaked engine but was fitted with standard carbs, which were a restriction on high-speed breathing. I had always liked the design of the SU carburettor, well at least the choke mechanism is easy to understand, so a pair of SU HS6 carbs were acquired. I believe these to be of Dolomite/TR7 origins. Adaptor plates were made up from 10mm thick aluminium and the rest of the linkage etc. from brass and assorted aluminium pieces. I can supply a copy of the drawing used for manufacture on receipt of an SAE.

On starting the engine and adjusting mixtures etc., I obtained the smoothest tickover I had ever experienced; a road test revealed brilliant acceleration to about 2500 RPM, however, the engine steadfastly refused to pull any more revs.

I checked things like the cam timing (I had installed a fast road cam), ignition timing (Vitesse MKII distributor installed), fuel supply (OK at tickover and high RPM), but my down-fall came in trying to check fuel supply at high RPM with the engine under load, as the only way to put the engine under load was to drive the car! I resorted to a rolling road tune-up and the fault came to light: fuel starvation. This was discovered by squirting petrol into the carb. air intakes while the throttles were open and watching the power meter.

The fault turned out to be in the cap to the float chamber of the front carb. The drillings that make up the fuel path from delivery pipe to needle valve did not quite meet; all petrol to the front carb. was having to pass through a hole about 1/32 of an inch diameter. Removal of this obstruction and a bit of mixture adjustment restored full power.

The moral of this tale must be because a part is brand new, it is not necessarily perfect - in future I will check all new components!

Incidentally, the needles used were BAE.

BARRY THURGOOD

PEN TO PAPER

LETTER FROM BRUCE ATKINSON - STOURPORT:

Just a few thoughts about the March edition of The Courier. Charles Sutherland's article on sprinting in Scotland says it all about the sport, just improving your own time is reward enough for all the long, cold hours spent preparing a car.

In the technical section on 'Tuning The Series II 2-Litre Engine'; from experience and advice from Autosprint, I have drawn the following conclusions:-

The standard cylinder head leaves very little room for improvement as does the standard camshaft, although a change to a TR6 profile may improve the top end slightly.

The electric fan is undisputedly one of the easiest modifications to make and pound per BHP at the rear wheels is good value, allowing the engine to rev more freely at the top end.

A pair of 175 Strombergs or the SU equivalent will allow the engine to breathe better at the top end, especially if a more open exhaust system is used. I have made up a system quite cheaply using a straight pipe from the down pipe off the manifold, connected to a box and tail pipe, as fitted to the Vauxhall V/X4/90. This is a resonator box with a chrome tail pipe. The system, whilst being of the straight through type, does not give any great increase in noise. I should point out that the pipes will require some heat as they will need to be bent to follow a slightly different line.

Whilst these modifications are not the ultimate in tuning, they do enhance the inbuilt power qualities of this engine and make the car perfectly tractable on the road, without any great increase in fuel consumption. For out-and-out performance though, a read through the catalogues of the firms specialising in 'our cars' is well worthwhile.

I will confess that the subject of tuning this engine will always be a moot point.

Finally, after reading the Worcester Area News, although there is much talk about tuning, members from the Area who would like to attend and tell us about concours and other aspects of the competitive side of the Club's activities would be most welcome and listened to. I should also like to mention that John Kipping attends regularly and seems happy to bring parts which members have ordered, saving travelling or postage costs - very handy.

LETTER FROM I W STANLEY - FALKLAND:

Whilst serving 8,000 miles from home on a small island the size of Wales, with only 20 or so miles of tarmac to this remote corner of the world, I spotted a Herald 1200 Saloon, which shows how they last even on mainly dirt and rubble roads - where 9 in 10 vehicles are Land Rovers.

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FIVE MILES FROM M40 J5

I think readers would be interested to know how I solved the problem of my 1977 Spitfire 1500 misfire when it was hot.

I started by changing all the components of the ignition system: spark plugs, plug leads, contacts, condenser, distributor cap, rotor arm and coil, checking the distributor carefully. This had no effect, so I moved on to the fuel system. The petrol pump had already been replaced shortly after I bought the car in October 1982. I overhauled both the carbs but the misfire persisted. It's very embarrassing being over-taken at the traffic lights by mopeds! Anyway, I thought the petrol might be getting too hot before it reached the carbs, so petrol pipes were re-routed around the front of the engine and an electric petrol pump fitted. You guessed it - no luck.

At the end of 1983, I knocked the big-ends out whilst trying to overtake an XR3i doing 100 mph. When I rebuilt the engine I used BP Visco Nova which, after three re-grinds and a new crank, I discovered that the oil was too thin for the job and I had wrecked the engine in about 100 miles. The theory of this oil was later confirmed by three other people who had also wrecked their engines with Visco Novo (or NF7).

In March 1984 I purchased a Vitesse MKII engine and installed it into the Spit, using the Spit. carbs (up-rated) and ignition system. Hey Presto! No misfire.

Installing the engine was fun and games. The basic engine was fitted with a balanced crank and flywheel, high-lift cam, and a slightly modified cylinder head. This lump was then mated to the Spit. 1500 gearbox. This gearbox is not quite as strong as the two-litre one, but it has better ratios for acceleration. Due to the engine needing to be moved back two inches or so to clear the chassis cross-member, I decided to move it back even further so as not to need a bonnet bulge. I modified the engine mounts, bulkhead and chassis to suit and had four and a half inches cut off the propshaft.

The car still looks like a 1500 but goes considerably better. As passengers are thrown back in their seats as it accelerates in first and second gears, their usual words are BL---Y HELL or HOLY SH---!

BRIAN SEARLE

With reference to J. Hill of Redditch and the hood frame seal for side windows on the Herald & Vitesse Convertible. Their advice to members that this item was formerly unavailable from any source is totally incorrect.

Triumph Hospital placed an order with the original manufacturers early in 1984 and have been supplying members for the past several months @ £6.60 per car including P & P and VAT. Less than half the price advertised by JH. Their solution for members seems to be rather an expensive one!

Supplies have also been available from John Kipping in Coventry since last year.

Stuart Warren, Triumph Hospital
John Kipping

On page 15 of the Feb '85 edition of Performance Car Magazine (the page is called Eavesdroppings, the heading of the item is 'Asides') by Allen Rolfe.

"Reliant's Scimitar SS1 is a pretty little car with a Japanese touch to it - literally. For Michelotti of Turin did the design - and Michelotti's chief designer is Japanese-born Tateo Uchida, 41.

"I have worked with BL and with Triumph, so I speak English with a Midlands accent, 'he says, 'and, of course, I work with Reliant too, also Midlands-based.

"My father was a general director of Hino. I studied engineering. Then one summer vacation I met Giovanni Michelotti. "You like to design?" he asked me. "Come to us for the summer."

"I did and I've stayed 20 years. Now I have a small stake in the company - a 10 per cent share."

Giovanni Michelotti was responsible for the initial sketches for SS1, but then he died. 'It was an honour for me to finish it,' recalls Tateo.

Giovanni's son, 32 year old Edgardo, is president of the studios, with Tateo Uchida Gen. Director as well as chief designer.

Leon F. Guyot.

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Engine Capacity cc Value £	Occupation 2	
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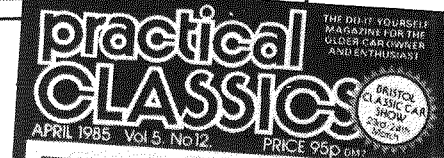


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Enter the super 3-part Spring Competition in **Practical Classics** May, June, July issues. (due out 11th April, 9th May, 13th June)



NATIONWIDE

ANGLIA AREA NEWS - GILES TINKLER REPORTS:

Our March meeting saw another packed club room with some new faces. By the time you receive this, the Area Disco will have taken place and, hopefully, raised a few pounds for forthcoming events in the Area. Many thanks to everyone who contributed food.

The next monthly meeting will be on **Thursday 4th April** followed by a map-reading quiz on 18th April, ably organised by Barry Newitt.

I also look forward to an excellent turnout for the joint event with the Peterborough Area on Sunday April 21st. Don't forget to bring your training shoes as we hope to organise some inter-Area sporting activities of which I am confident the Anglia Area will dominate, as per usual.

AVON AREA NEWS - SUE LIPPIATT REPORTS:

Another good turnout at Filton last month. Hopefully we will have as many at our slide show on April 1st. Not much to say this month except to give you advance notice of two events in May and June. firstly in May we have a local Steam and Vintage Fair, taking place in Gloucester, at Staverton Airport and will be showing at least one car. It's a lovely family day out (weather permitting) so come along to enjoy yourself and start leafleting the car park!

Next we would like to invite the South Wales Area and the Somerset Area to a skittles match next month, but in the meantime, let's hope everyone can keep that date open. Eyes down for future events:-

April 1st - Travellers Rest, Filton - Film Show.

May 6th - Travellers Rest, Filton.

April 17th - The Talbot, Keynsham.

May 15th - The Talbot, Keynsham.

CLEVELAND AREA NEWS - ANDREW PEEL REPORTS:

Our second meeting, saw 24 Triumph nuts attending. This was slightly down on last month but was still pretty good for beginners. With a spares service already started, we hope to organise some events before too long, though due to our recent formation news regarding these events, they will only appear in this column for the foreseeable future. **Next meeting 1st Wednesday, 3rd April at The Ladle** (opposite Stewarts Park), Marton, Cleveland. Any enquiries, contact either Jim Jobson, tel: (0642) 469380 or me (0642) 825272.

CUMBRIA AREA NEWS - MALCOLM BUTLER REPORTS:

Firstly, my apologies to local members as there has no local Area News for the last three months. This is due to the fact that the meetings fall too close to the deadline date and lack of spare time, due to work commitments. This report is being written before March's meeting, so it will be in time for April's Courier, therefore, there is not much to tell. Last months meeting saw Eddie Evans, Dave Roberts and myself having an informal booze-up in another pub in Keswick. **Aprils meeting will take place on Wednesday 10th April** and I would like to see as many members attending as possible to discuss changing of our meeting day.

DEVON AREA NEWS - GARETH BEECHING REPORTS:

The change in meeting place to The Ley Arms at Kenn has proved very popular, with over 30 people coming to the first meeting there. The Landlord is friendly and the food good. At the meeting on 10th March we met several new members - some of us had come over 250 miles from the AGM to be there! Please note these dates for your diary:-

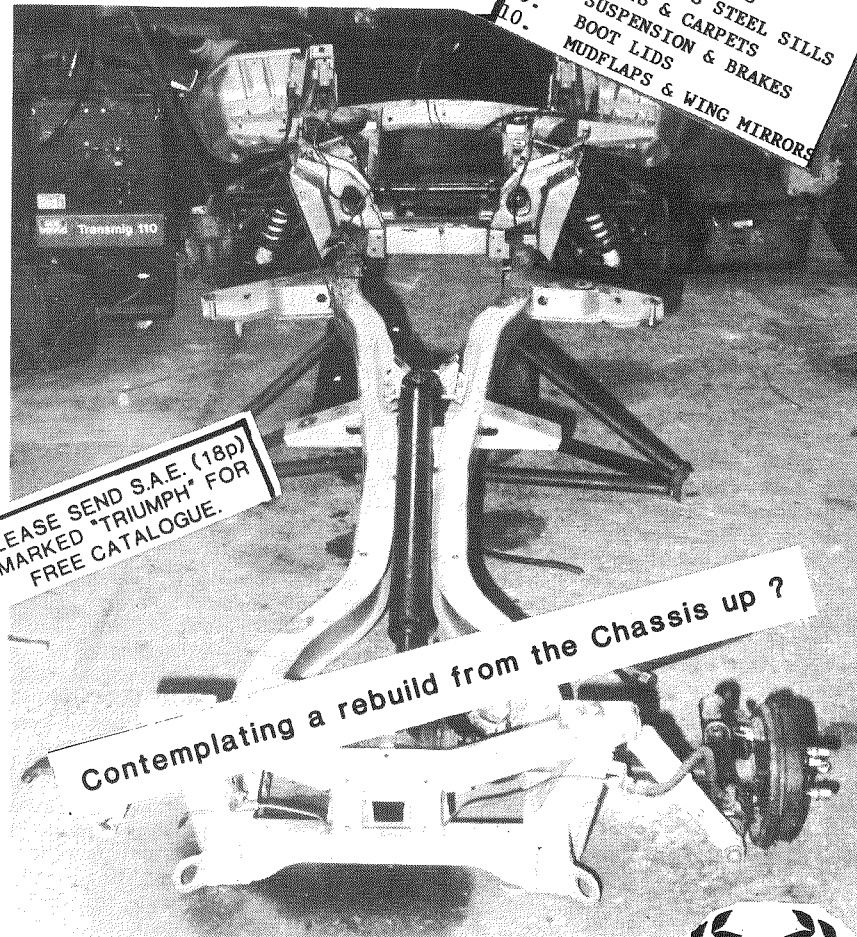
Sunday 14th April - (daytime) Cricket St. Thomas Hillclimb and (evening) meeting at The Ley Arms, Kenn.

Sunday 21st April - Skittles Match at London & Manchester Social Club, Clyst St. Mary vs Stag Owners Club - 8pm start.

Sunday 28th April - meeting at The Dartmouth Inn, Totnes.

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Further details of these meetings can be obtained from Mike Atkinson (A.O.) on Starcross 890214 or Gareth Beeching (A. Sec.) on Colaton Raleigh 68777.

DORSET AREA NEWS - ANDY TOPP REPORTS:

After we changed the meeting time to the last Wednesday of the month, we seem to have lost a few of our members. So I am very sorry to all those who must have thought the Area had disbanded!

During the summer we will hope to have a full programme of events re. 'Bonnetts Up' competition, a trip up to Gruston Down to watch Eddy Wilkins and his dad hill climbing. Also there could be a possible Treasure Hunt. Next meetings 24th April and 29th May.

ESSEX AREA NEWS - PAUL HARRIS REPORTS:

The turnout for the March meeting wasn't quite as good as the previous month, but the weather was quite poor. I hope you all noted the events we have coming up. Depending on how quickly you receive this Courier, means that some information may be out-of-date. The darts match is still scheduled for 9th April. Please come along - it promises to be another white-wash. This time we should be able to use the new club room behind the pub. Other motor clubs have put a lot of effort into making it habitable and it saves us having to do our 'sardine impression' in the bar.

Our first newsletter should be available at our April meet. We plan to visit some race meetings this season. If you have any preferences, make them known to me soon. With some of the smaller events it may be possible to get reduced entrance fees.

There are a lot of you that haven't attended a meeting in a long time. Please come and support your Area. I look forward to meeting more of you in the coming months.

HANTS & SURREY AREA NEWS GERALD NORMAN REPORTS:

Sadly, I have been prevented from attending meetings since my election to the post of A.O. - I am trying to rectify this. I am glad to say, however, that I have been kept in touch with the 'grass roots' even though I have been absent. If you don't know by now, we have in regular attendance such noteables as Chris Longhurst

(Herald Register Secretary), Mike Long (Committee Member and ex-GT6 Register Secretary), Dave Bayliss (formerly Area Liaison Officer), the redoubtable Kevin Ginger (Competition Secretary and TSSC Champion) plus a handful of ex-Area Organisers. So to all local members near Camberley do come along and don't be shy - if you want to ask anybody about any aspect of your car, or your Club. We have a room kindly provided free of charge and meetings are always well attended. We were all sad to see Ken bow out last year as Area Organiser, he took on a mammoth task with determination and thoroughness; I speak for us all I hope, when I say his presentation of 'The Announcements' will be missed. I hope to see you soon Ken. I hope to form an ad hoc committee to spread the work-load, which the local Area seems to generate: if anyone has any constructive ideas, please come forward. Hopefully we can organise a talk or film show to provide some variety to the meetings - if any of you knows anybody interesting who is prepared to come and perform, do let me know.

N. HERTS/S. BEDS AREA NEWS - STEVE BEDFORD REPORTS:

Again another good turnout with about 30 people present and some more new members at our Whitwell meeting. Welcome to you all, including Kathy who joined on the night. I hope that you all enjoyed the photo quiz, which was won by another new member, Peter Goodman. He tied with Steve Antolik from our committee, who was exceedingly gentlemanly about the prize. There was also a tie with our two lady winners, Dorothy Balme and Kathy, our new member. I hope that you both enjoyed the chocolates.

Unfortunately as promised in last month's Courier, our film show on the Commercial Car Run to Brighton has had to be put back one month. This will now be on 16th April at Henlow. The talk on canals and waterways stays the same for the meeting at Whitwell on 3rd April, but I would ask you to be early for this, as our speaker has a fair distance to travel. As there are guest speakers giving both these talks, please support the events by coming to both meetings if you can. My thanks to Mike Timms and Bob Greenaway for offering to give up their time for these events.

Best wishes to Stuart and Jane Warren on

their forthcoming addition to the family. I hope all goes well and look forward to seeing you soon at our meetings.

SOUTH HERTS AREA NEWS - PAT MCCARRON REPORTS:

At the last Club meeting we had an Armchair Rally, won by Jeff and Chris Moore and two of our new members. Many thanks to Peter and Jeremy for organising a superb night.

We also went to two Thames Area film nights showing Standard Triumph archive films. Many thanks to the Thames Area for inviting us.

April meeting will be on 24th: we have a visual I.D. quiz and a special introduction night. Hope to see some new faces

LEICESTER AREA NEWS - TONY MEE REPORTS:

By now you should have received a letter and diary sheet in the post. As you will see, we have a full programme for the summer, climaxing with Leicester's third National Rally, sponsored by Finlux T.V.

Anyone interested in the trip to AVA GO KARTS please let me know as soon as possible, as the numbers are strictly limited.

You will see on the diary sheet that a treasure hunt is planned for 12th May. This will start after the Sunday meet at The Gate Hangs Well, Syston, at approx. 2pm. There is no need to book, just turn up on the day. It will cover approx. 25 miles and finish with a cream tea.

Try to put your diary sheet in a prominent position so as not to miss any of the events. See you at the next meeting. Please remember that the **Thursday evening meet is still at The Shearsby Bath, Shearsby, Leicester.**

NORTHANTS AREA NEWS - IAN MCKEGGIE REPORTS:

Not much to say this month. MOTOR 100 plans are going well. For those who have not been to a meeting yet, don't forget that we meet on the third Wednesday of the month at The Stag's Head, Maidwell. See you there!

NOTTS AREA NEWS - CLIVE ROULSTON REPORTS:

On 13th February we had a hectic meeting with over 25 people turning out in the snow (four of these being new members). I don't know how we do it! Our skittles

night held on 16th February was well supported by Area members and the Leicester Stag Owners Club. There were a total of 52 people attending despite the poor weather - 10 deg! The match consisted of 3 legs. The first of these went to the Stags by a large margin. The second leg went to the TSSC by an equally large margin. But the last leg was nip and tuck all the way with the TSSC just coming out on top. An excellent meal was provided half-way through the match. When the skittles was over the prize giving took place and we also held a raffle with a total of 15 prizes. Overall it was an excellent night.

Coming up will be the convoy to MOTEC and, hopefully, a barbecue in July.

PETERBOROUGH AREA NEWS - SHARON ESPIN REPORTS:

The last meeting again only indicated a reasonable response by the members generally. They are a faithful few making all the effort. However, we welcomed two new members, Janet and Steve, who judged the Photograph Competition for us. We are hoping to attend many events throughout the summer and if anyone has any suggestions for anything they would like to organise, please let us know.

After some discussion it was decided to hold the **next monthly meeting on 15th April at The Plough, Deeping St. Nicholas** where the Landlord made us so welcome last time. Hopefully this may tempt some of our members from Stamford, Bourne, Boston and Wisbech. Forthcoming events:-

20th April - convoy to S.E.M. leaving Botolph Arms at 9.00 PROMPT.

May - darts match with M.G.O.C. (date to be arranged)

18th May - convoy to MOTEC, Telford.

RIBBLE AREA NEWS - BILL COULSHED REPORTS:

A great turnout for the February meeting with a couple of new members - nice to see business picking up! By the time you read this, some of us will have been to the National Specialist and Sporting Cars Show at Bellevue, Manchester, either as exhibitors or spectators. We've been invited to show some cars at The Pendle and District Rover Association Rally. This is to be held at Towneley Hall, Burnley on Sunday, 2nd June, 1985 and there will be some interesting cars there, including the Rover-BRM Gas Turbine Le Mans car

The entry fee is £2 per car, but it should be worth it. I've got application forms if you want one.

After a 'phone call from one of our local members who works nights and can't get to the meetings, I'm trying to organise Sunday lunchtime meetings for this summer at least. The suggested venue is the Bridge Inn in Walton-Le-Dale, on the A6 heading south of Preston. The beer's nice, so is the food and children are welcome too. The 4th Sunday of the month will probably be best, perhaps starting in April. Ring me if you've any thoughts on the matter - but after 6.30pm please!

RUGBY AREA NEWS -

ANDY JONES REPORTS:

The February meeting was abandoned due to snow, but the March meeting was well attended and we set the date for the North Wales weekend. This is to be a combined Rugby/Oxford Area event. We will be staying in a hotel at Beddgelert, cost around £35 for the weekend. We will be leaving on Friday evening, 12th April and returning on the Sunday, 14th April. We will be visiting slate mines, railways and generally looking at the fantastic scenery.

The next meeting will be on 8th April at The Fox & Hounds (this Easter Monday).

SCOTLAND AREA NEWS -

JOHN MALCOLM REPORTS:

Apologies for the lack of News in January and February. Many new members have been making appearances at meetings during the cold winter months. A spares list has been compiled and is available from me at Club meetings. Please add your unwanted parts to it. I thought I didn't have any for sale after having cleared out my garage 2 years ago, but half an hour sorting things out made two pages of parts, so have a good search yourselves.

A calendar of Scottish events has still to be compiled but for anyone interested in competing in sprint racing or watching, there will hopefully be Club cars speeding round 'Kames' at Muiskirk in Ayrshire from 5th May. Anybody in the slighted bit interested in the above can obtain further information by picking up a leaflet at the Club meeting, or sending an S.A.E. to John Malcolm, 4 Barbieston Courtyard, Dalrymple, Ayr KA6 6EA, as soon as

possible. Four cars are required before we can even think of entering, so we are looking for a quick response from members that may be interested. We will only be competing against the clock and Club cars are divided into 4 and 6-cylinder classes. All one needs is a 'Herald 1200' in good MOT condition and an R.A.C. Competition Licence, plus a crash helmet. Obviously, a GT6 will be faster, so a handicapsystem will give the opportunity for the 'Herald' to win! An outlay of around £30 - £40 should easily see you on the track on 5th May (including the price of a new crash helmet). Thereafter costs are quartered for further races during the season. Make a decision, give it a try, write to me now or attend the Club meetings every second Wednesday to obtain a leaflet explaining every detail for you to start racing.

CENTRAL SOMERSET AREA NEWS -

ROD WARREN REPORTS:

I am very pleased with the number of members turning up at the meetings now, the Area is certainly beginning to pick up and with the Summer months coming, I hope that even more members will come out of hibernation! The attendances have been in double figures for most of the meetings during 1984 and also for the few meetings so far for 1985.

Our 'feely bag' competition is proving to be a fairly good fund-raiser and Area monies are gradually building up. Most people seem to thoroughly enjoy having a grope! It has been suggested that the funds raised should be used to purchase a small trophy for the treasure hunt competition, which will be held in three stages throughout the summer. The first round will be held on SUNDAY 21ST APRIL at 2.30pm. It is hoped that the hunt will begin at The Manor Hotel, Pawlett, Bridgwater. For members travelling by motorway, to find the hotel leave the motorway at junction 23 and head for Burnham-on-Sea and Bristol. The Manor Hotel is about one mile from the motorway junction on the left-hand side just past the Jet Service Station. Food is available at the bar if required. Please try to attend and support your local Area and I am sure a good time will be had by all (it won't be so long this year!). A lot of work needs to be put into organising a treasure hunt so please show your appreciation and attend - bring your friends.

SOUTHERN AREA NEWS -

TONY FARBY REPORTS:

The letter which I prepared for distribution to the members who do not turn up to meetings has shown some results. I hope to arrange another delivery soon, so why not save me the bother by coming to our meetings.

Our meeting at The Good Intent on 5th February was very well attended, and we were pleased to welcome several new members. There's no doubt that the star of the car park was an immaculate Burlington Arrow.

Future Events: April - (date to be fixed) slide evening. Bring your own slides, cars or anything of general interest.

THAMES AREA NEWS -

MIKE CREWES REPORTS:

Let's hope it's fine again for SEM '85. Nobody had their roof down for our annual photo call on 17th February (there's usually some nut!). Not a bad turnout with about 15 cars convoying to Richmond Park.

Nice to see some old faces back again. A liquid lunch followed, then we wended our way home again.

Another film night came and went on 28th February. We are running out of Triumph films now. If you have any you are prepared to lend, give me a call. A smaller turnout than usual, but a very enjoyable evening none the less. The Australian James Hardie 1000 (1984) seemed to go down well. Perhaps the B.B.C. could learn a few things from Channel 7.

Forthcoming Events: 11th April - Meeting at The Firestone.

20/21st April - SEM '85, Chessington. Stewards required (your chance to get involved).

25th April - Meeting at The Firestone.

For those of you finding The Firestone difficult to get to, it's on the West Cross Centre, Great West Road, Brentford (the site of the old Firestone tyre factory). Coming from Hounslow along the Great West Road, it's the second left after Gillette Corner. From Chiswick, it's opposite Queensways new building, next to W.H. Smith do-it-all. If you still can't find it, give me a ring.

TRENT AREA NEWS -

MIKE COSTIGAN REPORTS:

Our Spring treasure hunt will take place on Sunday, April 28th, first car away to

10am from The Robin Hood car park. Entries will be accepted on the morning, so please arrive early. Visitors from other Areas will be most welcome - the hotel is easy to find, situated on the junction of the Fosse Way and the old A1 in the centre of Newark. No special navigating aids will be required, except an alert brain!

Our monthly meetings continue on the first Thursday of the month - everyone welcome!

SOUTH WALES AREA NEWS -

BOB PUGH REPORTS:

Monthly meetings continue at The Caesars Arms nr. Cregiau and now the better weather has arrived, we hope to see more of our members from the East and West of our Area. Events are being planned for locations all over the Area to ensure everyone has a chance to attend.

Many thanks to John Reese for producing the first edition of our own Area magazine, issued free at the February meeting.

Our next skittles match is against Club Lotus at The Blue birds Club, Ninan Park Road, Cardiff on April 17th. It is also planned to have a Sunday afternoon Barbecue at Morgam Park in late May - more details next Courier.

WEST MIDLANDS AREA NEWS -

JANIS SPICER REPORTS:

Sorry about the mix-up in the meeting place, due to building alterations at The Chalet - I fear there will be more to come so watch this space for details.

Congratulations to Pete and Wendy on their new arrival, David. That's one way to keep Area members up! Anyone wanting to help at the NEC stand in May, please ring Janis on 021-353 9961.

Next meeting - 10th April in The Spike bar, the Belfry Hotel. Details of the meeting for 28th April will be given out at the meeting on the 10th.

WESSEX AREA NEWS -

JEREMY WOODWARD REPORTS:

Now the weather is getting better, no more sub-zero temperatures and nice, light evenings, it is time for all you hibernating Triumph owners to emerge and come to our meetings. Attendances are pretty good which is encouraging. I think the Wessex Area has been quite lucky with the different Triumphs that appear at our meetings. I mean, every Area has

Vitesses and Spitfires, but how many see and have seen our 948 Heralds, GT6, convertibles, Bonds (saloon and convertible), PI Spitfires and others? We now have the ultimate Herald with us - a 1960 948 TC Herald Coupe, complete with every extra available when new and in super condition - reg. no. WH 46. Watch out for it!

WOLVERHAMPTON AREA NEWS - KIM NEVILLE REPORTS:

Attendance for the March meeting was well in the 40s, and again included a few new faces, which we hope will soon become familiar. It was congratulations to Bill and Linda who have decided to 'tie the knot', proving that there are advantages to being in the Club (TSSC that is!). Ann and Roger are currently preparing the treasure hunt, which will take place from the Merry Hill pub on Sunday April 21st. Hopefully, by then everyone will have recovered from the beer and skittles night.

Scott did an admirable job on the quiz and now it's Steve's turn to provide us with some fitting puzzlers for the next meeting, at The Merry Hill on Sunday April 14th. Please note that we shall not meet on Bank Holiday Monday.

WORCESTER AREA NEWS - E McKAY REPORTS:

A good evening with two new members, who seem very enthusiastic. We were glad to hear that John Kipping has now moved into his shop. Two of us went to the Triumph Spares in Alcester; they have got a much larger stock of spares than

before. Several of us are hoping to enter some races this season - we discussed racing in general and also how many of us were going to MOTEC.

NORTH YORKS AREA NEWS - SALLY HURD REPORTS:

Another hectic meeting with lots of things discussed; events planned; dates confirmed. We welcomed John Guiver from Tockwith and the TR Club members again. The Cleveland TR Club has invited us to join them on a 'Day out on the Moors'. The 'magical mystery tour' starts at 11.30am, Sunday May 12th, from Helmsley Market. Another event not organised by us is the South Durham Sports Car Club's rally at Beamish Castle on 21st April; anyone interested contact Alan Brown on Bishop Auckland 661273. There will be a display of Triumph Literature at the April meeting which will include Parts Catalogues.

See you at the next meeting on Wednesday 3rd April.

SOUTH YORKSHIRE AREA NEWS - JOHN WOLLARD REPORTS:

Thanks to everyone who turned up at The Lumley Arms on the 4th Thursday at such short notice and in such rotten weather. We are trying to organise a Sunday meet in Sheffield - any ideas? But in the meantime, don't forget Black's Motor Museum at Keighley on April 24th. We have a few spare tickets for this free evening out to this interesting collection of motor vehicles - for further details contact me on (0427) 84405.

G T TRANSMISSIONS

ORDERS TO JOHN KIPPING COVENTRY

KIT 1	Spitfire MK1V - reconditioned gearbox and overdrive (D-Type) Gearstick, propshaft etc. Can be used without extra charge for Herald four-synchro and Spitfire 1,11,111	£235
KIT 2	Spitfire 1500 - with J-Type overdrive reconditioned gearbox and overdrive	£320
KIT 3	Vitesse/GT6 MK1,11,111 (please state) reconditioned gearbox and brand new D-Type overdrive usually supplied with gearstick switch	£275
KIT 3a	As above but with reconditioned overdrive	£250
KIT 4	Stage 1 race with brand new J-Type overdrive	£350
KIT 4a	As above but with reconditioned overdrive	£320
KIT 5	Stage 11 race with brand new GKN J-Type rally unit usual refinements (as used by Hillclimb Champion)	£525

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BILL SUNDERLAND - EDITOR

CAR MART

Triumph Spitfire MKIV 1972: recent MOT. New Hood, Clutch, Brakes. Bodywork sound underneath. Reliable runner needs loving attention to restore fully. Husband forces reluctant sale. £495 o.n.o. Contact: Jean, tel: Newhaven (0273) 512097 - 84/9162.

Triumph Vitesse MKI convertible: car undergone complete restoration; signal red/red interior. Beautiful car. Needs new hood to finish. £1,500 o.n.o. Triple weber manifolds, £30. Contact: Phil, tel: Oxford 726337 - day or Reading 472950 - eves. - N/A.

Vitesse genuine opportunity to acquire a collectable specimen, with many useful spares. In superb condition, with show winning potential offered to good home at cost of new parts fitted, with new MOT. £650. Contact: B.A.Fahey, tel. Buckingham (0208)816970. - non-member

Herald 12/50 1967 Conifer Green with red interior, excellent original condition throughout. Tow-hitch, bonnet locks, sunroof, long tax and MOT, new clutch and brakes. Regularly serviced and waxoyled £400.o.n.o. Contact: A.Threlfall, tel.Somerset 78729 - 82/4807.

Bond Equipe 2 litre H Reg. O/drive. Solid car requires love and attention. Long test. Offers around £350. Will break if enough interest or will swop W.H.Y. with 6 cyl. or 8 cyl. Contact: M.Liptrott, tel.Barnsley 744370 - 84/9590

Alfa Romeo Alfasud Sprint 1300 'S' Reg. White, exceptional condition, mechanically perfect, bodily near perfect. Service history £1100.o.n.o. or swap for GT6 MKII O/drive. Contact: K.Jones, tel.Hook 2585 - 83/6422

Spitfire MKIV 1972 white, hard and soft tops, new front rear wings and sills in 1983. Push button radio, MOT Oct. Tax end June £850. o.n.o. Contact: B.G. Roberts, tel. Seaton (0297) 23552 - 81/3055

GT6 MKIII 1973 dark green, cloths, tints, servo, radio cassette. Six months tax, eight months MOT £995. o.n.o. Contact: J.Hurdle, tel. Cosham 381809. - 84/7422

Triumph GT6 MKIII red. superb condition. good test. Winter stored. New exhaust. new spax shocks and back spring. Reliable engine. overdrive. good tyres. waxoyled £1450.00 o.n.o. Contact: C. Beckwith. tel. Northallerton 3345. 84/8227

GT6 MKI 45,000 miles. Forest Green. good overall condition. factory webasto sunroof. wire wheels. overdrive. engine sweet - noisy third gear. New rear spax carbs recently reconditioned. just a couple of weekends work to put this car into excellent condition. £650. o.n.o. Contact: Steve Lambourne. tel. Chalfont St. Giles 2395. - 84/7228

Triumph GT6 MK3 1972 MOT and Tax - offers around £950. Contact: Mrs. K. Boyd, tel. Monmouth 5131. Non-member

GT6 MKIII, 1971: red, o/d, full professional body rebuild 1984, new panels, interior retrimmed - photos available. Excellent mechanics, steering, brakes, suspension overhauled. MOT and Tax. Waxoyled, radio/cassette. Second car use. Full details on request. Contact S. Nathan, tel. Basil-don (0268) 555138. - 84/8210

GT6 MKIII 1972 damson, o/drive, alloy wheels, reconditioned 3.69 diff. fitted 12 months ago. Waxoyled, good condition, taxed, MOT Oct. £1195.00 o.n.o. Contact: Rick Gibbard, tel. Holbeach (0406) 380223. - 83/6826

Triumph Herald Convertible 1967. White, black hood with tonneau - fair condition, £350. o.n.o. Contact: S.North, tel. Upper Warlingham 4283. non-member

Triumph Herald Convertible 1360 J Registration, MOT August, selling owing to illness. Nearly new tyres, hood, carpet, new battery. Engine running well - offers please. Contact: F. Cavanagh, tel. Havant (0705) 473327. non-member

SWOP GT6 MKIII M Reg. Green, tints, cloth seats, o/d, brake servo. Good condition with great bonnet. MOT to May '85 for Spitfire in good condition with hard and soft tops. Contact: Jeff Hawkins, tel. 041-631-2595. - 82/4091

Vintage 1960 Herald 948cc saloon, royal blue, excellent condition. Taxed, MOT. Collectors car, mileage 40,000. Rad/Cass. Reg. SAP 235 £1100. Contact: Andrea Locking, tel. Sunbury-on-Thames 87494. Non-member.

Herald 13/60 convertible: ideal candidate for restoration. Very little rust, even fewer holes! All parts available. Also Spartan body complete. House move forces sale. £225 for both or £150 o.n.o. for Herald. Contact: S J Hoyle, tel: Leeds (0532) 641607 - 82/4405.

Vitesse MKII 1969: one owner; 30,000 miles. Reluctant offer by elderly motorist of an old favourite. Meticulously maintained in every way. Owner having to admit to no longer needing a second vehicle. Original and Service invoices and all test certs. available. Negligible mileage since last MOT in Oct. '85 but new cert. offered to purchaser. £1,500 o.n.o. Tel: Belper 3244 - 9.00 - 5.30 or Belper 6210 - non-member.

Bond Equipe MKII 2L: only 60,000 miles; 9 month MOT; Bahama yellow; O/D; heated rear window; sun roof; radio. Chassis rebuilt. Excellent cond. Tyres almost new. One owner. New clutch. Carefully maintained. £1,600. Contact: Mr S Boutle, tel: Betchworth 2243 - 84/7244.

Rebuilt Herald 1200 convertible: red with black hood; v. smart. Tax and MOT Nov. '85. £1,500 o.n.o. Not expensive as price includes stereo radio/cassette worth £100 and shed full of spares (e.g. engine, gearbox, rad). Contact: S Hardy, tel: Castle-Combe 782785 - 84/8349.

Spitfire MKIII, 1970: damson, taxed and MOT'd July. V.g. all round cond. 7,000 miles since major overhaul of engine, gearbox, overdrive, brakes and steering. Good tyres plus many extras. Bargain at £550. Contact: Peter, tel: Cheltenham 580278 after 6pm - 84/8000.

Triumph Herald 13/60 saloon: 1971; full MOT; v.g.c. for year. Beautiful runner. Excellent chassis. Full history - sound investment. Bargain £295. Contact: Jim, tel: Peterlee (0783) 868737 - 81/1910.

Convertible 2L MKI Vitesse, 1967: rebuilt 1982. White bodywork, blue interior; MOT March 1986. Shown at T&CC Show Knebworth 1983. Car is Working Concours condition - must be seen. £1,600 o.n.o. Contact: Royston Hoggarth, tel: Whitchurch (025682) 3818 - 83/5808.

1975 Triumph Spitfire 1500: 65,000 miles; good condition. Bodywork needs slight attention. £600 for quick sale. Contact: Mr I W Warner, tel: Warrington 825048 - 84/9254.

RARE GT6: late MKII saved from a rusty grave. Needs good home. J reg.; Damson; O/D; sunshine roof. Absolutely complete down to badges. Would make a very rewarding restoration project. Offers around £250. For further details contact M J Dolphin, tel: Measham (0530) 71326 - 80/01105.

Spitfire IV: MOT'd with dismantled spare car. £450. For details contact Mr Robinson, tel: Hull 641140 - N/A.

Unfinished project - MK4 Spitfire: with GT6 engine and gerabox (O/D); two new doors and wings; good chassis; all wiring working. Four good tyres and many other spares. Also 1200 Spitfire engine and gearbox. Contact: Ralph, tel: (027934) 2192 - N/A.

Herald 12/50, 1964: taxed and MOT'd end June '85. Outstanding cond., genuine 57,000 miles. New fabric roof, battery, carb., starter, full auxiliary instruments. First owner 17 years. Full service history. Must go to good home. Used daily. £550 o.n.o. Contact: Ron, tel: (0233) 24737 - 82/4712.

Vitesse MKII, 1971 saloon: resprayed metallic brown, tan trim. New outriggers, clutch, rear spring, shocks, rotollexes, bearings, exhaust, recon gearbox, 3.27 diff copper brake pipes. Alternator. All bills and history. Taxed and tested. Superb example. Regretful sale £1,200 o.n.o. Contact: Dave Mansell, tel: S. Glam. (04465) 3131 ext. 3247 (work) - 82/4421.

1969 Vitesse: 84,000; green. Unused since 1975 because of ill health. Rustproofed and kept in garage. Good cond. excepting door panels. Now unable to refurbish and would like space. Any offers? Contact: Albert Lardeur, tel: Caterham 49762 - non-member.

Vitesse 1600 saloon: white/black stripe, red interior; genuine 55,000 miles; new tyres, exhaust; 12 months MOT; excellent runner. £500 o.n.o. Contact: Phil, tel: Chorley (02572) 76531 - 82/4921.

GT6 MKII, 1969: 66,000 miles; 2500cc tfrtrided, polished, balanced bottom end; competition spec transmission; O/D. New 175/70 HR Semperits; all bushes, bearings new. Al condition; thousands spend; MOT and Tax. Bargain £2,700. Contact: Ken Barker, tel: (045 387) 3410 - 83/5337.

Pristine 1982 Spitfire 1500: Inca Gold; hard top; r/proofed; rust-free extras inc. tonneau, W/R/M steering wheel, L/rack, radio, bonnet locks. Taxed to June; years MOT. Around £3,495. Contact: Robert, tel: Egham 33760 - 82/4264.

GT6 MKII, 1970: Maroon; good mechanics; rebuild rolling chassis 3 years ago; elect. ignition; SAH exhaust; 12 months MOT. £850 p/ex Spit MKII/Herald conv. needing attention. Contact: Tim, tel: Worcester (0905) 611161 (office) or (0922) 416648 (nr. Walsall) w/ends - 83/6733.

GT6 MKIII O/D, 1972: British Racing Green; rebuild gearbox and diff; v.g. body; copper brake pipes; SAH exhaust; rear spax adjustables; 5½J Dunlop wheels with 175-70 tyres; electronic ignition; Halogens; new carpets and trim; 6 months tax. Contact: R purbrick, tel: Brentford (01) 560 3710 (leave message - shift worker) - non-member.

GT6 MKIII, 1973: red; MOT'd Feb '86; O/D; wire wheels; sunroof; stereo radio/-cassette; v.g.c. £1,400 o.n.o. Contact: Raymond, tel: dumfries (0387) 62515 - 83/5566.

Spitfire MKII for sale: need some restoration; many extras inc. original hardtop; MOT until November; no tax; reg. DFP 414E. Offers around £250. Contact: Daniel Prince, tel: Loughborough (0509) 236329 - non-member.

GT6 MKII, 1969: sound chassis; good engine; new rubber couplings; O/D noisy gearbox; some bodywork needed; additional gauges; bucket seats. P/exc. Vitesse MKII possible or sell for £250. Contact: D Watts, tel: Bristol (0272) 273316 - 84/7560.

Spitfire 1500: June '81, W reg.; Vermillion (bright red); factory hard and soft tops; O/D; full trim pack; undersealed; elec. fan; new exhaust; 2 new tyres; 25,000 miles. Must sell - need a back seat for baby chair! £3,350 o.n.o. Contact: Andy Higgins, tel: Bately 443134 - N/A.

Herald 1200 saloon: signal red; less than 200 from last; lots of new parts; needs 4 outriggers for MOT hence best offer above £100. Contact: Martin, tel: (021 443) 4873 - 80/1891.

Triumph Herald 1200, 1964: good condition for year; 59,000 miles; new exhaust; new carbs and brakes. V. reliable, good runner. Reg. 596 GBD. Contact: Brian

Waters, tel: Luton (0582) 25366 - home or (0582) 26504 - work - 82/3760.

GT6 MKII, 1970: signal red, immaculate condition; garaged, second car. Well maintained, low mileage for year. Comprehensive service history, previous MOT certs. Radiomobile. Burglar alarm. £995. Contact: Ian Sawyer, tel: Chandlers Ford (Hants) 69749 - 82/3770.

GT6 MKIII: K reg (1971); Saffron; 100,000 miles; MOT Jan. '86; recent clutch; new discs, ¼ valances, sidelights and spoiler. Stereo, fogs, 'Sparkrite' ignition. Mechanics and chassis sound. Bodywork looks good but filler in arches and drivers door. £675 - negotiable. Contact: Nick, tel: Richmond (01) 948 0546 - non-member.

Bond Equipe coupe 2L MKII: one owner; 97,826 miles; 3.63 axle; first class condition. Photo available. One year MOT. Contact: C G Brown, tel: Winterbourne (0454) 776074 - 83/6258.

1974 Spitfire 1500cc: black; H/S tops; 4 months MOT. Good runner used daily. Body needs slight work. £350. Contact: Steve Bird, tel: (0922) 413431 - 83/7036.

Triumph Herald: G reg; yellow; only 54,000 miles. Excellent engine - reliable starter and goes well. Chassis solid, slight rust on door panels. Needs loving home following this forced sale! Contact: S Cox, tel: Whipsnade (0582) 872650 after 5pm - N/A.

Spitfire MKIII 1968: for restoration, new clutch, SAH exhaust; GT6 style hard top; high back seats. £100. Contact: David Royle, tel: Cheltenham 45977 (work) or Winchcombe 603934 (home) - non-member.

Vitesse 2L saloon: G reg; dismantled, partially restored. Unable to complete due to change of job. Offers? Contact: C Daniels, tel: Liverpool (051) 228 1781 -N/A.

GT6 MKIII, 1972: MOT April '86. Good condition and well maintained. Waxoyled; recon. engine, driveshafts and gearbox. New carpets. £850 o.n.o. Contact: Alan Bamforth, tel: Huddersfield (0484) 687087 - 81/3179.

Vitesse saloon, 1971 O/D: good chassis, fair body, no rot. Fair engine. Failed MOT. Offers? Contact: Mr N Sims, tel: Birmingham (021) 742 7088 - 84/9089.

Spitfire MKIII, 1969: red; runs well; wire wheels; steel hard top; soft top; body needs restoration; no MOT hence £275 o.n.o. Also many extra parts. Contact: S

Crawley, tel: (0293) 785736 - 84/9449.

Triumph Herald 12/50, 1966: v.g.c. Genuine 58,000 miles; 80% long trips. MOT end April. £500 o.n.o. Contact: George, tel: Weymouth (0305) 784694 - non-member.

GT6 MKIII, 1971 O/D: mechanically rebuilt; body good. New interior needs fitting. All parts to complete available. Offers over £650. Tel: Byfield (nr. Daventry) 60039 - N/A.

Spitfire 4 MKII, 1966: fine example of a rare model, painstakingly restored. Fitted recon. engine, many other new parts. Monza red; hard/soft tops and tonneau. Full years MOT. £795. Contact: T Wright, tel: Staines (0784) 58431 - day or Horley (02934) 785009 - eves/w/ends - N/A.

1967 Vitesse 2L convertible: red + h/top; stereo cassette; alloy wheels; good cond. 10 months MOT; recon. gearbox. £775 o.n.o. Contact: C W Bower, tel: Barnoldswick (Lancs) (0282) 813338 - non-member

Herald 13/60 convertible: white. Reg. OOB 88G. Comprehensive chassis-up rebuild and restoration completed last summer. Many new parts inc. engine, completely re-trimmed. Good quality stereo. Immaculate throughout, showable. £1,850 o.n.o. Contact: Paul, tel: Worcs (0386) 792108 - 85/9895.

GT6 MKIII, 1973: good cond. Mimosa yellow; wire wheels; 2 new tyres; new front carpet. Might exchange for cheap Spitfire or conv. Herald plus cash. £1,350. Contact: Mr P Sellen, tel: Gravesend 69340 - 84/9187.

CARS WANTED

WANTED Triumph Vitesse 1600 with good chassis, bonnet and engine. Contact: Ariane Failer, Friedrichsruher Str. 33b, 1000 Berlin 33, Germany, tel. 01049 30 824 81 29

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PARTS MART

New unused Stanpart spares: Spitfire folding hood frame - £40; Spitfire MKIV O.S.R. wing - £40; Early Herald radiator grille surround £15; suspension (front) turret - £20; pair standard 8/10 sills - £20; stag front panel - £40; 2000/2.5 front panel - £25; Vitesse/GT6 aircleaner housing - £10 - all above new unused items, also rear badge for "Triumph GT6 MK2" - £10. Contact: Mike Tebbett, tel. Upper Colwall, Malvern (068-45-63315. - 81/2408

Pair of Herald doors; 1 recon. gear box Vitesse 2Lt n/o/d; 1 MKI Herald front out-rigger right side; 1 Herald estate fuel tank; 1 Herald Estate tail gate; 1 Herald 1200 rad; 1 Herald red door cover, left side; 1 1360 de-coke set; 1200 de-coke set; 1 1600 Vitesse sender unit, brand new; 1 brand new 145 x 13 radial tyre; 3 Convertible door windows; pair of door seals for Herald or Vitesse. Contact: Bob Rowland, tel 01-561-0671. non-member

Spitfire 1500 'S' breaking. All parts except o/d available. For description of car see January's Courier. 12 months' MOT, hence excellent mechanics. Good bodyshell. Also breaking 1972 MKIV Spitfire. Further details contact: Paul Higginson, tel. Burton-on-Trent 219456. - 84/8659

Hardtop for SPITFIRE MK4 - Sebring racing version. Fastback style, white, excellent condition. £125. o.n.o. Set of 4 wheels MK4 Spitfire, v.g.c. £35. Cylinder head, gasflowed, excellent condition for early Herald or Spitfire £55. Contact: John Hampton, tel. Dartford 29049. - 84/9268

SPITFIRE 1500 tan hood cover, unused condition only £12. Contact Andy, tel. Reigate (07372) 40465. - 84/9353

VITESSE MKI SAH rear suspension assembly, including recon. diff., decambered spring, spax adjustable shock absorbers £70. also chassis reasonable condition offers invited. Tel. 01-393-2913

HERALD ESTATE 13/60 Spares. Most mechanical parts including engine, gearbox. All at good prices or will swap for good 13/60 hood frame. Contact: Paul Savage, tel. Sittingbourne (0795) 23392 - 84/8709

NEW TRIUMPH SPARES. SpitIV/GT63 rear bumpers (UK spec) £23. Spit/GT6/Vitesse 3.89 Diffs £110. Early Herald Diff. £25. Factory sills Vitesse/Herald £5. Spit-IV/GT63 rear light units complete £5. All water pumps £12.50. GT6 cranks £25. Spit F/Brake calipers £15. Dash tops £15. GT6 radiator £45. All OBO. Much more available. Cheap delivery arranged. Contact: S. Slomczynski, tel. Shrewsbury (0743) 860658 6 - 8.30 p.m. - 81/3109

SPITFIRE MKIV being converted to kit car, many parts available. Contact: N. Holden. tel. Dudley (0384) 53375 at weekends. - non-member.

GT6 MKII 1969. Front end damage, breaking. Was in very good condition. Valencia blue, overdrive, all parts available. May sell complete. Contact K.Jones, tel. Hook (Nr. Basingstoke) 2585. - 83/6422

Retired enthusiasts collection of Vitesse Herald spares for sale. Body, engine, transmission, exhaust, suspension, windscreen, radiator, electrics, differentials, steering racks, instruments, springs, brakes, shocks etc. etc. Contact: T.Vesty, tel. Leeds (0532) 584180. Non-member

SPITFIRE 1500 PARTS. Brand new unused SAH cylinder head, 262 camshaft, cam followers, competition clutch, cover, bearing. Twin Su's + webbers. Four 5 1/2 dunlop wheels. Corbeau GT8 seats. Pair full harness seat belts + more. £195 o.n.o. May split. Contact: A.Barber, tel. Ashington, Northumberland (0670) 855839. - 84/8575.

GT6 MKIII engine requires attention complete with carbs and distributor, also exhaust down pipe front section £30. complete or offers. Contact: John Hurdle, tel. Cosham 381809. - 84/7422

SPITFIRE MKIII. Having clear out too many bits to mention. Chassis, engines, g/boxes, diffs, fast back hard top, B/Lid, props, bonnet. Lots more going cheap - any offers. Contact: Neil Watson, tel. Humberside (0262) 675534. - 84/9376

SPITFIRE MARK3 FASTBACK HARDTOP excellent condition £35. High compression cylinder head (10.5-1) 1,000 miles old £30. Herald 12/50 engine full recon. £20. any offers considered. Contact: Jeremy Froy, tel. Luton 882102. - 83/5592.

SPITFIRE 1500 body shell 1977 v.g.c. £100 to clear. Can deliver Sports Car Supplies. Tel. 0632-601122

Herald 12/50 engine with Spitfire distributor, spare carb. £25. New exhaust system, £10. Two gearboxes, £10 each. Diff, £10. 1200 rad., £15. 13/60 engine dismantled, £15. Vitesse conv. broken for spares. Tan interior. Contact: Mr S Owen, tel: Telford 607527 - 82/3844.

Breaking MKII GT6: fibreglass bonnet, trim etc. Not expensive. Contact: David English, tel: Norwich (0603) 720163 - 84/5448.

Herald 13/60 engine and gearbox. Re-ground crank, recon gearbox, new clutch, twin carbs - only 2,300 miles use. Bargain £60. 4.11.1 Vitesse diff, £10; 13/60 exhaust pipe, £3; pair sills, £2. Contact: Brian Grant, tel: (0780) 52513 - 82/3764.

HERALD red front and rear seats, v.g.c., £18. Air filterbox carb, inlet and exhaust manifolds, £15. Lights and lenses various. SPITFIRE windscreen, £8. Gauges various. Fuel tank, £5. Plus other good spares. Contact: Peter Britton, tel: Cheltenham 580278 after 6pm - 84/8000.

Breaking Spitfire MKIV, 1973L (wooden dash model) hardtop, 1500 bonnet. NEW exhaust front pipes for all Club cars plus thousands of other spares, new and used. Contact: M Dolphin, tel: Measham (Leics) (0530) 71326 eves/w/ends - 80/0105.

BREAKING GT6 MKIII: recon engine - under 1,000 miles. Cost £380 - will sell for £250. Not usual rubbish. New heated screen, tunnel carpet. Contact: Paul Briden, tel: Billingham 4582 - 84/7837.

Vitesse MKII spares: bonnet, doors, rear and front body sections, roof with S/R, tan trim, all body Valencia blue and in very good cond. Contact: John, tel: Woking (04862) 72670 - 82/3997.

GT6 MKIII abandoned restoration project with perfect chassis and 2.5 fuel injection engine with high lift cam. Engine has cost over £400. will be a fast good car when complete with many new parts. £350 o.n.o. complete. Contact: Andrew Shearman tel: Wetherby (0937) 73543 - 84/7829.

VITESSE 1600 CONV. breaking for parts. ALL PARTS AVAILABLE inc. engine, gearbox, diff, fully restored chassis, new original front floor pan. Any reasonable offer accepted. Also Parts and Workshop Manuals for most Triumph/Standard/Austin etc. Contact: P Taylor, tel: Castleford (0977) 516375 for further details - non-member.

Rubber bumpers - new - front 4s, £10 each. New BL front valences for Vitesse and Herald 948, £40 each. New BL Herald 1200 bootlid, £30. Spitfire MKI N/S door - S/H perfect, £50. Contact: P Bagnall, tel: E3 (01) 515 1973 - 84/7533.

Pair of HS6 CARBS on six cylinder manifold. Jetted for 2L, used less than 1,000 miles. Cost £120, sell for £80. Contact: Mr C Fulford, tel: Horley (0293) 775682 - 84/7365.

Vitesse 2L MKI engine, £15; recon 2L MKII cyl. head, £20; Lucas 6-cyl distributor, £5; Lucas 4-cyl. distributor, £3; o/s and n/s MKII hubs c/w rotoflexes and driveshafts, £5 each; 2 MKII exhaust manifolds, £5 each; 2 Vitesse 2L speedos, £5 each; Vit MKII grille, £3. Contact: Ian, tel: Southend 218308 after 7pm - 77/0084.

MKII Vitesse doors, bonnet, engine block, crankshaft, boot lid, rear axle, carbs, rad. Also Triumph 2000 engine. Contact: Paul Williams, tel: Cheriton Bishop 333 eves and w/ends - 84/8464.

Parts Manuals: Spitfire IV, Spitfire 1500 and Triumph 2000. New at only £10ea Contact: Martin White, tel: Bedford (0234) 52794 - 80/1891.

Vitesse/Herald steel hard top with sun roof cut out. Brand new Stanpart panel in primer. Best offer secures. P/exc. considered. Contact: P Hart, tel: Farnborough (Hants) (0252) 544467 - 83/5928.

Breaking Herald 12/50 with sunshine roof. All parts available. Contact: L K Hogan, tel: Hanley Swan (Worcs) 310169 - 85/9840.

Hardtop for Spitfire. Sound but requires respray. Unused; clutch plate; screw on metal oil filter; six inch flexible section of exhaust used; two carbs; wiper motor dynamo £60. o.n.o. the lot. Also Spit/-Vit/Her. Gen. Workshop Manual V.G.C. £10 o.n.o. Contact: I. O'Reilly, tel. 01-561-269. - 84/8355

TRIUMPH VITESSE 1600 PARTS: Abandoned rebuild, many parts new including tyres, carpets, body panels, chassis members. plus many more. Contact: Graeme Cook, tel. Fleetwood (03917) 5463. non-member.

Spitfire MKII: MOT failure. Excellent car for restoration but will sell for spares. Good runner, lovely looking car. Hardtop with skylights. Everything in good working order. V. reliable. Offers? Contact: David, tel: Bromley (01) 290 5145 - 84/8072.

New, genuine Stanpart/ARG parts for all models. Handbooks, Spitfire 1500 Parts Catalogues and Workshop Manuals; crankshafts, bearings, pistons, rings, valves, rockers, shafts, camshafts, gaskets, clutches, gearbox parts, overdrives, propshafts, U/J's, rotoloxes, diffs, drive shafts, hub bearings, seals, suspension bushes, rear springs, shock absorbers, wishbones, brake discs, calipers, drums, cylinders, overhaul kits, handbrake cables, chassis outriggers, wings, sills, doors, skins, glass, some carpets, overriders, wheel trims, hub caps, door and window seals, trim clips etc. Send S.A.E for list, stating model to John Mann, 5 Nevis Close, Loundsley Green, Chesterfield, Derbys. S40 4NS. Tel: Chesterfield 71036 - 81/01941.

SPITFIRE 1500 SPARES: various spares inc. two seats, £35 pair; centre consol, £5. Many more spares inc. trim, heater, rear bumper also Herald 1200 engine, £5 and Spitfire MKIII door windows. Contact: Mark Jones, tel: Pontypridd (0443) 491479 - 84/7652.

WHEELS, WHEELS, WHEELS most makes and sizes e.g. 5½ x 13 white 8-spoke set 4, £85; slot mags, £135 x 4 P&P £6.50. Contact: Led Watkins, tel: Preston (0772) 24867. Free centre caps to Club members. Access/Barclay card -N/A.

Engine 2L MKI GT6 completely rebuilt. New pistons, rings, crankshaft, oil pump, finished in engine laquer. Chrome rocker cover. Only £180. MKII head with new inlet/exhaust manifolds, £40. Bond lights, £10. Contact: Mark, tel: Penn 5388 - 80/0549.

Spit 1500 chassis: exc. cond., £50 o.n.o. Radiomobile push-button radio, £15; Spit IV steering wheel, £10; Spit IV front bumper, £10; Spit III tonneau (a bit tatty), £8. Contact: J Harland, tel: (0625) 72674 after 6pm or answerphone - 82/3983.

6-CYLINDER TUNING PARTS: SAH stage II camshaft with followers - used. Sandwich block/adaptor, hoses and thermostat or oil cooler. Lucas distributor. Contact: Trevor, tel: Coventry (0203) 595036 - 81/2205.

VITESSE MKII chassis: recent outriggers, solid throughout, £50. 2L MKI engine, sound, £25. BOND 2L GT windscreen and side windows, £25. Various seats/trim etc. 5 SPRINT alloy wheels and spacers, £70. Plus more. Must sell as moving. Tel:

Penn 4508 - 77/121.

Four 5½J wheels (GT6) with two PIR P3 175 (new), £80; Spitfire MKIII front breaks, £20; cylinder head, £15; pair 1½ SU carbs, £20; one black bucket seat with red stripe, new, £25. Contact: Martin, tel: Staffs. (08894) 5650 - 83/6405.

SPITFIRE 1500 MKIV black fibreglass hard-top - little used, cost £170 but accept £100. TRIUMPH 2.6 PI conversion kit to twin carbs. Never used. Inc. 175 Stromberg carbs, special inlet manifold, pumps, air filters, feeds etc. £180. Contact: Jerry, tel: Saltford (02217) 2759 - 82/3969.

Breaking for spares MK4 Spitfire. All parts in good working order. Will consider reasonable offer on complete car. Contact: Bev Wood, tel: Bristol 295342 during working hours - non-member.

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SPITFIRE MKIII gearbox, noisy 1st gear, also 13/60 gearbox, £10 each. **SPITFIRE MKIV 1500** bonnet complete with head-lights - some easily repairable. Rust on outside of wheelarches, £50. Contact: Swain, tel: Leics. (0572) 55114 - 85/9835.

VITESSE MKII rear suspension components. Stripped down for reconditioning. Offers? 195/70 x 14 tyres - brand new, £30 each. Contact: J R B Kneen, tel: Redhill (0737) 65141 - non-member.

EXHAUSTS FOR CLUB CARS: I have a limited number of new exhaust items. GT6 MKI front pipe, £8.75; MKII front pipe, £12.50. **SPITFIRE MKI/II** front pipe, £2; front box, £6.50; rear box, £6.50; connecting pipe, £2.60. **VITESSE 2L 66-68** front pipe, £7.70; MKII rear box, £15. **HERALD** all models rear box £11.80; 13/60 front pipe, £11; 12/50 front pipe, £10.25 P&P £1.50 per pipe, £2.50 per box. Please quote membership number for despatch by return of post. Apply to Peter Gidden, Flat 4, 23 Manor Park, London SE13 5QZ.



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Spitfire IV GT6 III front quarter valence	23.25
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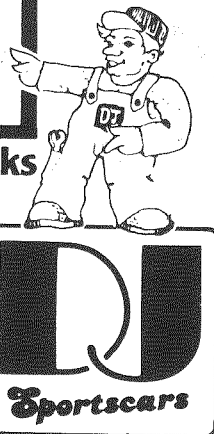


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PARTS WANTED

MK2 VITESSE headlight surrounds. MK1 Vitesse SAH rear spring triple weber manifolds. L.S.D. Contact: M. Liprott, tel. Barnsley 744370. - 84/9590

SPITFIRE 1500. Urgent black plastic drivers seat, excellent condition only. Consider pair fabric type. Top price. Contact: R.Munn, tel. Nottingham 604218. - 84/0634

Chassis for Vitesse MKII. New, good second hand. Contact: U. Moore, tel. Newcastle-upon-Tyne (0632) 818009. - 78/00625

VITESSE MKII bonnet - good condition. Will pay good price or consider non-runner Contact: Simon Kahn, tel. 01-609-0995 (Evenings) - 83/6274

Four wire wheel adaptors wanted to suit MKIII Triumph Spitfire. Will collect anywhere. Contact: Brian Haile, tel. Carlisle (0228) 28950. - 85/9730

Wanted 4 x 3 foot trailer (cheap)! Contact: Jeremy Froy, tel. Luton 882102. 83/5592

One bottom tan seat for Vitesse and Herald Convertible - must be good, will travel to see it. Contact: Bob Rowland, tel. 01-561-0671

Wanted for GT6 MKIII. rear seat in black cloth, fixing brackets etc. rear badge, U.S.Spec, rear wing side flashers. All must be in exc.condition. Will pay good price. Contact: Peter Hall, tel. 01-561-1458. - 85/9727

Wanted 3.27:1 diff. in good condition, can collect. Contact: Clive Price, tel. Alsager 78402. - 84/8018

VITESSE SIGN for Vitesse bonnet please. Contact: C Naumann, tel: SW20 (01) 946 7725 - 81/2853.

GT6 MKII drivers door, shell and chrome rocker cover required. Good condition preferred. Contact: J Rixon, tel: SE9 (01) 857 5917 - 82/4229.

Wanted: GT6 MKI bonnet in fair condition. Contact: Paul Stevenson, tel: Abergavenny (0873) 4060 eves - 84/8214.

WANTED for SPITFIRE MKIV: 4.2.1 extractor exhaust manifold and twin silencer system. Also front and rear spax unrated front springs. Contact: Graham, tel: Bristol (0272) 684207 - 85/9845.

AREA DIRECTORY 1985

AREA	AREA ORGANISER(S)	TEL. NO.	VENUE	MEETING DAY
01 ANGLIA	Giles Tinkler	0223-210166	The Coach & Horses	1st Thursday
02 AVON	Leslie Wrighton	0454-321531	Travellers Rest/The Talbot	1st Mon/3rd Wed
50 AYLESBURY VALE	William Gregory	0296-661909	The Cow Roast	4th Tuesday
03 CORNWALL	David Buxton	0726-883140	The Farley Hotel	Last Thursday
04 COTSWOLD	Susan Ind	0285-61137	The White Horse Inn	3rd Tuesday
46 CUMBRIA	Malcolm Butler	0946-830017	Ye Old Queens Head	2nd Wednesday
05 DERBY JUNCTION 29	Geoff Parr	0623-36028	The Elm Tree	1st Wednesday
51 DORSET	Mike Atkinson	0626-890214	Ley Inn Arms/Dartmouth Inn	2nd Sun/Last Sun
06 EAST BERKS	Andrew Topp	0963-251189	The Antelope	Last Wednesday
08 ESSEX	John Reed	0628-33365	The Sun/Uncle Tom's Cabin	1st Mon/2nd Wed
09 GLoucester/HEREFORD	Paul Harris	0245-323681	The White Bear	1st Sun. lunch
10 GLoucester/HEREFORD	Justin Barwick	0245-323681	The Loughpool	2nd Tuesday
11 HANTS & SURREY	Gerald Norman	098985-458	The Royal Oak	1st Mon/2nd Wed
12 HERTS NORTH & S. BEDS	Steve Bedford	N/A	The Eagle & Child/Bird in Hand	1st Wed/3rd Tues
20 SOUTH HERTS	Jeffrey Moore	01-363 7960	The Coach & Horses	Last Wednesday
43 IPSWICH	Bill Yates	0473-830437	The Rushmere Falcon	2nd Wednesday
14 KENT EAST	Martin Radford	0322-21056	Cock House Inn/Princes Hotel	1st & 3rd Tuesday
15 KENT WEST	Richard Francis	0689-36288	The Grasshopper Inn	2nd Mon/3rd Wed
16 LEICESTER	Tony Mee	0533-889079	The Gate Hangs Well	2nd Sun (lunch)/last Thurs
53 CITY & EAST LONDON	Iain Atkinson	01-515 5838	The George	Alternate Thurs
17 MANCHESTER	Geoff King	0908-315025	The Fountain	3rd Wednesday
18 MILTON KEYNES	Norman Smith	07356-4629	The Badgers Wood	3rd Wednesday
48 NEWBURY/READING/B' STOKE	Mark Randall	0603-502486	The King's Head	2nd Monday
19 NORFOLK	Ian McKeggie	0858-63934	The Stag's Head	3rd Wednesday
20 NORTHANTS	Dave Martin	091-2847225	The Ravensworth Arms	1st Monday
21 NORTH EAST	Steve Willis	0582-698996	Old Hall Tavern/Rising Sun	2nd Mon/last Mon.
22 NORTH MIDLANDS	Don Halliday	0889-881566	The Three Crowns	3rd Thursday
23 NORTHERN IRELAND	Rob Millar	096-03-64690	Glenava Hotel	1st Sunday 2pm
24 NOTTINGHAM	C. P. Roudston	0509-504387	Redgate Lodge - racing circuit	2nd Wednesday
25 OXFORD	John Cudmore	099-389555	The Grapes	2nd Wednesday
52 PETERBOROUGH	Sharon Espin	0775-883335	Various/BOTOLPH ARMS	2nd Monday
26 RIBBLE	Bill Coulshed	0772-322371	The Black Horse	2nd Monday
27 RUGBY	Andy Jones	0203-452541	The Fox & Hounds	2nd Monday
28 SALISBURY	I. Wheeler/A. Cooper	0334-54796	Hawes Inn	2nd Sunday 1pm
30 SCOTLAND EAST	John Malcolm	0292-56624	Sherbrooke Castle Hotel	2nd Wednesday
32 SCOTLAND WEST	Rod Warren	0278-424234	Greesh Castle Hotel	Last Thursday
33 SOMERSET	Tony Farby	0705-324065	The Good Intent/Ship & Bell	1st Tues/3rd Thurs
34 SUSSEX	Colin Harrison	0444-413607	The Farners	2nd Wednesday
40 SUSSEX WEST	T. Di Francescomarino	0293-30473	The Five Bells Inn	Last Wednesday
35 THAMES	Mike Cwewes	01-568 1870	The Firestone Inn	Alternate Thursdays
36 TRENT	Mike Carrigan	0636-814050	The Robin Hood	1st Thursday
37 WALES NORTH	Patrick Faleur	08242-4156	The Golden Lion	2nd Wednesday
38 WALES SOUTH	R. L. Pugh	0222-891400	Caesars Arms	1st Tuesday
39 WEST MIDLANDS	Jeremy Woodward	0202-602651	The Skittlers	2nd Wednesday
54 WOLVERHAMPTON	T & J Spicer	021-3339961	The Chalet @ The Belfry	2nd Tues
41 WORCESTER	John Cox	0902-330940	The Merry Hill Inn	2nd Wed/Last Sun lunch
42 YORKS NORTH	Ewan McKay	0789-772480	The Coach & Horses	2nd Monday
43 YORKS SOUTH	Stephen Boyne	0904-39420	The Hopgrove Inn	Last Wednesday
44 YORKS WEST	Jon Woodland	042784-405	The Lumley Arms	4th Thursday
	Charles Henderson	0422-45607	The White Bear	1st Tuesday