



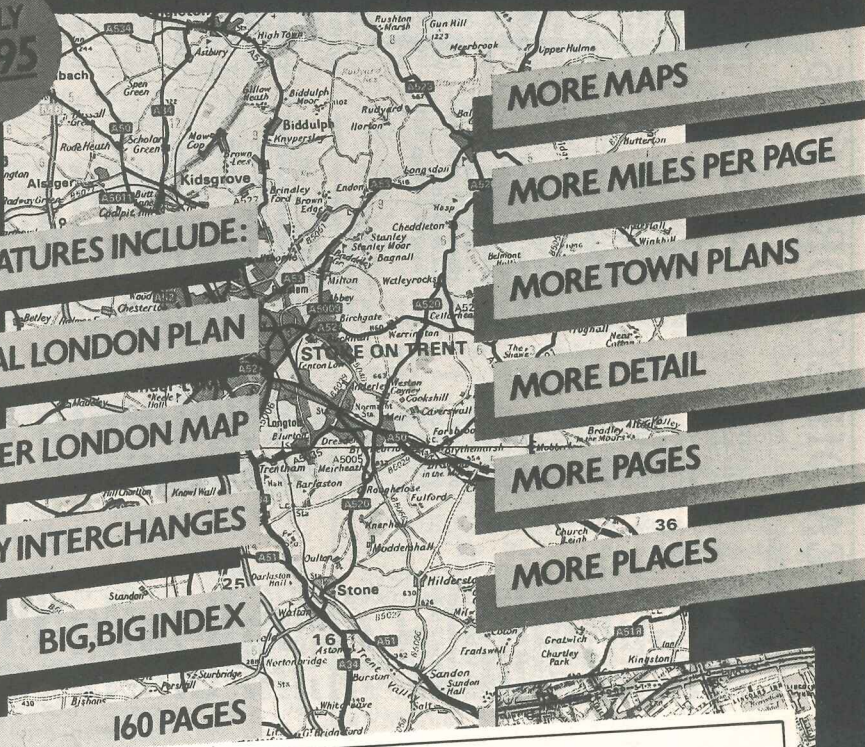
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Magazine Produced and Published by Bill and Jo Sunderland.
Printed by Peak Print (Specialist Magazine Printers to Clubs and Societies)
3 Ise Vale Avenue, Desborough, Kettering, Northants NN14 2PU
Telephone (0536) 760725



MAGAZINE OF THE YEAR

MAY 1985



No. 59



THE COURIER

THE MONTHLY MAGAZINE OF THE



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EDITORIAL

What's new in Government legislation? Most of you will be aware that VAT has been imposed on advertising - this includes Trade and, more importantly for us, small ads. For obvious reasons, most Trade advertisers will be able to claim the VAT back, whereas the Tax for us, the membership, goes directly to the Government. Still, I believe we are lucky as only the very strong lobby by the Publishing Associations stopped VAT being slapped onto the entire magazine which would have increased our costs significantly. It should be remembered that in Europe, VAT is applicable on all magazines. This has resulted in us having to put up the advertisement charges by 15% - still, in our opinion, good value for money and only non-members will be paying a higher base rate.

After a very enjoyable launch of the TSSC Insurance Scheme at The Bristol Classic Car Show, where the local members made us very welcome, we go head-long into a series of weekend events - which will, hopefully, be well supported by all. This month we welcome some new Trade advertisers, who are featuring many special offers to the membership. It is worth remembering that as we grow, so does the support - significantly more companies are taking a careful look at the TSSC as a viable business proposition, thus ensuring a better service and parts availability.

We would like to continue the Spotlight feature and to that end, if you know of a Company, big or small who is actively helping to keep us mobile, write in with details. We would all welcome your recommendations.

Finally, let's see the best turnout yet at MOTEC, the TSSC National Concours - sure to be the best yet.

BILL SUNDERLAND
EDITOR

CONTENTS

	Page
Presidents Intro	5
News Review	7
What's On Next?	12
Spitfire Register	22
Herald Register	25
Overseas Affiliation Secretary ..	28
Hydrostatic Drive	30
Pen to Paper	34
Top Traders	37
Technical Tips	39
Competition News	40
Technical Feature - Flashing Indicators ..	43
Nationwide	46
Car Mart	54
Club Regalia	56
Cars Wanted	59
Parts Mart	60
Parts Wanted	62

Cover Photo:- Herald 1200 Estate

PRESIDENTS INTRO

Last month we launched a major, new service, exclusively for Triumph Sports Six Club members namely the AGREED VALUE INSURANCE SCHEME.

I am delighted with the response, as most of you have found that the package provides just what you need, plus a substantial saving in annual premium.

Not only have we received complimentary reports from Club members, but also from other major Car Clubs, Magazine Editors, and informed persons within the Insurance world.

We believe our association with the Federation General Insurance Coy. will be a long and fruitful one, which will provide real benefits for each and every Triumph Sports Six Club member.

If for any reason you haven't got a copy of the APRIL 1985 Courier, which came complete with Proposal and Valuation Form, please send 50p plus 30p postage and packing to:

Trudi Squibbs
24 Prince Rupert Avenue
Desborough
Northants
NN14 2PH

RECRUITMENT DRIVE

Last month Jonty Wild launched the 1985 Recruitment Drive. I am sure you will agree that the prizes are really worth going for, so why not set yourself a personal target of achieving say three new members a month! £150 is going to the member whose efforts bring in the most new members!

Using the new Windscreen Leaflet with full details of the Insurance Scheme, this has got to be a walk-away.

AREA ORGANISERS

Don't forget there is £100 going to the Area whose members bring in the most new members. Don't forget to remind your team at your monthly meets.

SPECIAL OFFER

Having launched the unique Insurance Scheme last month, things would seem a bit quiet if I didn't have a SPECIAL OFFER to give you this month. Well, I have and it's all thanks to Charlie Ware and Tim Brennan of the Morris Minor Centre, Bath.

Some of you will be considering an expensive restoration of your treasured Club car. No doubt you will be wondering where to take it if you do not have the time or skill to undertake the work yourself. Well I have the answer: Lindsay Porter, who is a well-known Journalist and photographer, recently approached me with an invitation to spend a day at the Morris Minor Centre in Bath to view their current operations. Lindsay advised me that Charlie Ware had a very keen interest in Triumph Sports Six Club cars and now considers that they can directly benefit from the Minor Centre treatment. To quote "I can say from first-hand experience that the 'treatment' is the most honest, skillfully carried out and thorough restoration work I have ever seen". To quote Charlie "The Herald-to-GT6 range might have been made for the Minor Centre approach".

I must say, I was also very impressed with the quality of work, but the aspect which I found most refreshing was the detail to customer requirement. For example, the first thing that happens when you take your car to the Minor Centre is for their engineer to examine your car in

detail, and then with you, build up a restoration plan which is geared directly to your budget. You don't spend money just to get the car through the next MOT. No; you look at the long-term aspect and spend money sensibly so that, whilst you may only be able to afford a part repair, that will be done to such a standard that it will last for many years to come.

Some of you may already have heard of Charlie Ware's 'DURABLE CAR OWNERSHIP' theory: it makes a lot of sense and a full book detailing the ideas is available from the Minor Centre at a cost of £2.95 including postage. Take it from me, it's well worth reading and does in fact mention the Triumph Herald. Their address is as follows:-

MORRIS MINOR CENTRE
Avon House
Lower Bristol Road
BATH
BA2 1ES

But what about the SPECIAL OFFER you ask? Well, many of you will know that Lindsay Porter has been working on a GT6/Spitfire restoration Guide for Haynes Publishing. Apparently, John Haynes feels exactly the same about the Herald/Vitesse as Charlie Ware, and wants Lindsay to include them in the book. To date he hasn't got sufficient information and, therefore, together we are able, with Charlie Ware, to offer this unique opportunity to have your car fully restored at COST, plus just 5% at the Morris Minor Centre, Bath.

This would, of course, be a full body-off job and Lindsay Porter would photograph your car as it goes through its restoration. Not only will you have your car restored by these BL Heritage approved restorers at a once-and-for-only significant discount, but also you will have your car recorded in a major National book!

What is the catch, you ask? Why is Charlie Ware prepared to offer such a discount? At the moment they are Morris Minor experts, having only worked on a few Heralds and Vitesse. They now realise that the Herald chassis car is not only a very good concept, but also falls directly into the durable ownership category. Furthermore, Charlie Ware is keen to provide variety of work for himself and his employees. Naturally, they now wish to expand their operations to bring in 'our

cars', but before doing so full-heartedly, would welcome the opportunity to analyse carefully the restoration process involved with the Herald chassis car. This restoration guide will give them publicity, but will also provide them with the opportunity to evaluate the administrative and technical needs associated with expanding their operations, to include 'our cars'.

Bearing in mind their expertise and the very comprehensive written guarantee given, they are not cheap. Their current charge rate is £12.50 per hour, but to give you an indication of the sort of cost a full restoration will be, I summarise below the basic information:

- A. Remove and repair bodyshell. Replace all chassis outriggers, jig align and weld. Treat all external and inject internal surfaces - £720 +VAT
- B. Based on an original condition car without micro blistering or oxidised paintwork: strip bonnet, bootlid, door trims, valences and chrome sundries. Prepare paint and refit - £785 +VAT
- C. Other ITEMS: fit door skins and paint etc., etc. - £146 +VAT

TOTAL COST: £1,651 +VAT

Guarantees: new panels, supplied and fitted and painted. Original panels in perfect order - **three years.**

Replacement chassis parts - **five years.**

Original sound chassis - **three years.**

SUMMARY OF SPECIAL OFFER

For approximately £1,800 you can have a full restoration with the following benefits

1. Knowledge that your car has been restored by one of the country's top-line restorers.
2. Knowledge that your car will appear in an internationally marketed book.
3. Not least, that you will have your own, very extensive photographic record of the work undertaken.

Lindsay Porter wants to proceed as soon as possible, so if you are interested, please write to me with full details of your car. **Please note** it can be either a Vitesse, Herald, Spitfire or GT6.

**DIARY NOTE FOR THOSE OF YOU
INTERESTED IN COMPETITIONS**

Committee Open Days:

Speed Events - October 19th, 1985
Race Events - June 5th, 1985

HELMET STANDARDS

Please note that SNELL 1985 is added to the accepted crash helmet standards with immediate effect.

LOMBARD RAC RALLY

The 1985 Lombard RAC Rally will be based, for the first time, in Nottingham and The Albany Hotel in the centre of the city, will be the Rally H.Q.

Basic Timetable:

Scrutineering - Sat. 23rd November
Start - Sun 24th November
Finish - Thurs 28th November

See you at the Club's National Concours, at Telford and MOTOR 100 at Silverstone.

JOHN M GRIFFITHS

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Adnan Storton (director), Unit 14, Hawkins Lane Ind. Est, Wharfe Rd, Burton upon Trent, Staffs. DE14 1PT
Tel: (0283) 37120 or (021) 784 4597 after 7.00

NEWS REVIEW

CAR STOLEN

GREY 12/50 HERALD: STOLEN ON 12.3.85 FROM OUTSIDE THE HOLIDAY INN AT SLOUGH. REG. MMO 818E. OWNER SUGGESTS THAT SOME JOY-RIDER IS PROBABLY RIDING IT AROUND AND HOPES THAT A CLUB MEMBER MIGHT SEE IT BEFORE IT'S DITCHED OR WRITTEN OFF.

PLEASE CONTACT:

JOHN T.
1 THE DRING
RADSTOCK
BATH
AVON

John Hill would like to remind members that he is still looking for a good home for the H reg. Bond convertible. The vehicle is undamaged but is in need of a rebuild. This car is fitted with overdrive. Please contact him if you are at all interested.



New Lines

The following letter, again sent by John Hill, may be of interest to members:

To date we have only been able to offer GT6 and MK4 Spitfire owners an exchange service on seats, in other words we were rebuilding the seats a pair at a time, and having the seat kits i.e. the main coverings of the seats, built to order. This meant that a pair of seats cost-wise, would be quite prohibitive to many of the enthusiasts.

At last, due to the demand for a D.I.Y. seat kit we have commissioned the manufacture of a quantity of cloth seat-kits in either tan or black, these being suitable for the later GT6, either fixed or recliners, as owners will appreciate the same seat was used in the MK4 Spitfire and, therefore, we are also able to supply these seat kits to MK4 Spitfire owner. The cost for a pair of covers i.e. to do both front seats, is £42.00 plus VAT. Unfortunately we are unable to sell individual seat kits. The cost for postage and packing is £3.00.

It may be worth mentioning that we are also able to supply original Leyland headrest at £6.00 plus VAT each, But we would remind members that headrests cannot be fitted to seats which do not have provision for the same.

TRIUMPH TRINKETS

Owners of Herald variants may be interested to know that models (in kit form and made of white metal) of their cars can be purchased for £3.25 including P&P from:-

SPRINGSIDE MODELS
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SILVERHALLS ROAD
DECOY INDUSTRIAL ESTATE
NEWTON ABBOT
SOUTH DEVON

REF. NO.	
101	Convertible
102	Saloon
103	Courier Van
104	Estate

All are in 00 scale or 4mm - 6+.

DAVW MALONEY

COP SHOP

Sorry but there is no Cop Shop this month, as the South of England Meet has taken up most of my time, but it will be back next month. If you have any ideas for topics let me know as I'm running out of useful ideas. Seat belts and tyres to follow. If you need any advice on Road Traffic Law, contact me, **Mike Crewes, 24 Otterburn Gardens, Isleworth, Middlesex TW7 5JJ.** Urgent replies require an S.A.E. please. Remember, I'm only a 13p stamp away.

MIKE CREWES



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Triumph Care is an up and coming Company, run by TSSC members, offering good quality, second-hand parts and service at a reasonable price. Minor and major restorations are undertaken for all cars and conversions from saloon to convertible. Also offering reconditioned diffs and gear-boxes and Vitesse front brake conversions for 1200/13/60 Herald and Spitfires. Original front floor pans available and all panels and trim for your Spring re-build. 90 day guarantee on all parts and labour. Cars bought and sold and crash/breakdown recovery (24 hours). Ring Triumph Care on 01-549 9305 and ask for Tony.

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IMPORTANT NOTICE FROM JONTY WILD

If you are concerned with:-

THE RECRUITMENT DRIVE
CLUB EVENTS
or CLUB EQUIPMENT

then please note that my new address has changed, as has my 'phone number. My new address is:-

JONTY WILD
13 COMMON RISE
HITCHIN
HERTS SG4 OHN

I am sorry that I have not been able to give more notice, especially as my old address still appears in the Recruitment Leaflets. This may seem like particularly bad planning, but anybody who has been involved in buying a house will understand. In fact I didn't know when I would move to the above address, or even if I would move to the above address, until the 1st April. All mail going to my old address is being re-directed so please do not be put off putting out leaflets. The delay is only one or two days.

Unfortunately, I cannot give you my new 'phone number is, at the time of writing, British Telecom won't tell me when they will re-connect the telephone, or what the number will be. If anybody needs to speak to me, they could try Directory Enquiries who, hopefully by the time you read this, will have made their minds up!

Just a brief note this month to say that the 'Drive' is off to a good start, despite the enquiries having to be re-directed to my new address.

More leaflets will be in the June Courier so please get recruiting - don't worry about the leaflets having my old address, as any delay caused by re-direction is only minimal.

I hope all Area Organisers will have received a supply of Recruitment Leaflets by now - if not please contact me so that I can send you some more.

WEST MIDLANDS

→ FUN DAY

BARBECUE/ CAMPING

WEEKEND

8TH JUNE

THE UNICORN, HAMPTON LOADE,
NR. BRIDGNORTH

For those who have never come to this event before, we've always had a great time.

Camping is available Friday and Saturday nights in the meadow adjoining The Unicorn public house on the railway side of the river.

The picturesque River Severn one side and the Severn Valley railway on the other make an ideal setting.

On Saturday the fun will start: Rounders, Football, Welly Wanging, Tug-O-War and anything else that comes to mind.

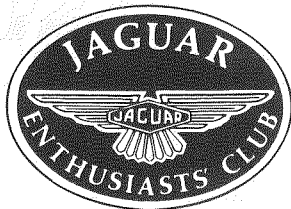
The barbecue will start about 6.00pm at £1.50 per head in advance please, then we retire to the bar for further refreshments.

There is nothing planned for Sunday, but it would be ideal for a pleasant ride up the Severn Valley on the steam railway

It would be nice to see other Areas taking part with us

ALL ENQUIRIES TO:

Janis & Tony Spicer
"Laburnham Cottage"
336 Clarence Road
Four Oaks
Sutton Coldfield
West Midlands



The following article has been sent for publication by Mr Gordon Wright, PR and Recruitment Officer of the Jaguar Enthusiasts' Club. We would like to wish Mr Wright and his colleagues much success in their new venture.

"A new Jaguar club - the first since 1958 - has just been launched, it is the Jaguar Enthusiasts' Club. It has declared its prime objective to be that of giving a good service, particularly on spares and technical advice, to the owners of older Jaguars. Triumph Sports Six Club members might immediately conjure up visions of the old "gin and Jaguar" brigade, but the new club tells us that the average older Jaguar owner is "young and penniless", very enthusiastic and very much in need of help with spare parts and technical advice.

All the members of the "team" who have founded this club have many years experience as Jaguar enthusiasts and of organising club activities. Anyone who feels they may be interested in the club is invited to contact Graham Searle, 37 Charterhouse Road, Ashvale, Surrey."

The following article, issued by the Department of Transport on March 27th, 1985, was received by Bob Notley, our new General Secretary. He has passed it on for publication as he thinks it may be of interest to fellow members:

WARNING TO BUYERS OF OLD VEHICLES

Motorists who are interested in buying an old vehicle with an attractive registration mark displayed on it should ask the seller for the vehicle's new style registration document (V5) to ensure that the registration mark is still valid.

Vehicles registered or licensed since September 1974 will have automatically been recorded on the computer records at the Driver and Vehicle Licensing Centre. A computer produced registration document will have been issued and should be avail-

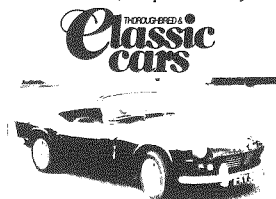
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... If you're selling your car phone Debbie Birmingham on 01-661 3810 to find out how you can reach more than 200,000 potential buyers.



able. However, some old vehicles still in existence may not have been licensed since that time. Unless the owner applied to record the vehicle on the computer before November 1983, the mark displayed on the vehicle may be no longer valid.

Prospective purchasers of vehicles with attractive marks are being advised to contact DVLC's Vehicle Enquiry Unit (0792 72134) if the seller of the old vehicle cannot produce a new style registration document for the vehicle. The Enquiry Unit will be able to say if the mark is still valid.

Details of the transfer rules are set out on Form V317 (Application to Transfer a Registration Number) obtainable from any Department of Transport Local Vehicle Licensing Office. Anyone wishing to transfer a number from one vehicle to another should make sure that they can comply with all the conditions mentioned on this form before any money changes hands.

TRIUMPH BOOKSHOP

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Herald 13/60	Available July '85	
Herald Servicing Cards (Not Leyland — but full details for 1200/1360)	99p	£1.50
Handbooks		
Herald 13/60	£4.50	£5.00

SPITFIRE

Workshop Manuals	Price	
	UK	O'seas
Spitfire 4/11/111	Available July '85	
Spitfire 4/11/111 Dutch	£18.00	£20.00
Spitfire IV/1500	£18.00	£20.00
Spitfire IV/1500 Dutch	£18.00	£20.00
Spitfire IV/1500 French	£18.00	£20.00
Spitfire IV/1500 Danish	£18.00	£20.00

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Spitfire Mk III	£14.00	£16.00
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Spitfire 1500 (after 1976)	£14.00	£16.00

Handbooks

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Spitfire 1500 U.S.A.	£5.00	£5.50
Spitfire Canada	£5.00	£5.50

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Road & Track Triumph Sports Cars 1967-1974	£5.95
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Vitesse Mk II	£4.50	£5.00

GT6

Workshop Manuals	Price	
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GT6 MkI/II/III	£19.95	£21.95
Parts Catalogues		
GT6 Mk I/II	£14.00	£16.00
GT6 Mk III	£16.00	£18.00
Handbooks		
GT6 Mk I	£4.50	£5.00
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120 mono photographs.

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	Price	
	UK	O'seas
Triumph Herald 948/1200/1300	£6.50	£7.00
Triumph Vitesse-GT6 (All Models)	£6.50	£7.00
Spitfire (All Models)	£6.50	£7.00

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WHATS ON IN
1985!!

FULL 1985 CALENDAR

FULLY UPDATED
MAY '85

The calendar below should contain all TSSC nationally organised events and all events and show in which we are taking part.

If you are organising an event, check that it appears below and that all the details are correct - if not please contact me immediately.

Jonty Wild
13 Common Rise
Hitchin
Herts SG4 0HN

(TSSC) indicates that the event is organised by us.

(NEO) indicates that the event is being handled by our National Events Organisers (details on inside front cover).

* New entry into the calendar.

MAY:

Sat 4 - Mon 6 - National Classic Motor Show; National Exhibition Center, Birmingham (NEO).

Sat 18 - National Concours; MOTEK, High Erca, Shropshire (TSSC) and (NEO).

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

JUNE:

Sat 15 - Sun 16 Steam Engine, Fair Organ, Vintage & Veteran Car Rally, Parham Estate, Nr. Pulborough, W. 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 - John Reese (0291) 421264.

JULY:

* Sun 7 - Auto Sunday, Eastham Park, Bracknell, Berks - John Reed (0628) 33365

* Sun 7 - Humberside Air Fair and Car Show - Stephen Boyne (0904) 39420.

* Sat 13 - Sun 14 Potterspurty Foundation Festival of Transport, Milton Keynes Bowl - Geoff King (0908) 315025.

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

Sat 20 - TSSC Birthday BBQ 1985 (TSSC), Shelford, Cambs - Giles Tinkler (0223) 210166.

AUGUST:

Sun 4 - Leicester National Event (TSSC), Stanford Hall, Lutterworth, Leics - John Thorpe, 42 Buckminster Road, Leicester LE3 9AS.

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

* Sat 24 - Sun 25 - Doune Classic Car Weekend - Doune Motor Museum, Perthshire - Ian Wheeler (0334) 54796.

* Mon 26 - 16th Merton Concours D' Elegance, Morden Park, Morden, Surrey - Mike Crewes (01) 568 1870.

* Fri 30 - Sun 1 - 3rd National Spitfire Weekend, Arcen Holland - Philip Zarb (0533) 883289.

SEPTEMBER:

Sun 1 - 4th National Yorkshire Concours and Moors Run (TSSC), Blacksmiths Arms Hotel, Hartorst End, Rosedale Abbey, Nr. Pickering, N. Yorks - Stephen Boyne (0904) 39420.

NOVEMBER:

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

COMPETITION EVENTS:

See Competition News in this issue.

The next events are those which we have been invited to but, as yet, nobody is organising our participation. If you would consider taking one of these on please contact me as soon as possible.

JUNE:

Sun 16 - Wessex Vehicle Preservation Motorcade '85, Breamore House.

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

Sun 30 - Newbury Motor Pageant, Newbury Race Course.

JULY:

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

Thurs 11 - Sat 13 - 1985 Guardian South of England Motor Show, Goodwood Circuit.

AUGUST:

Sun 11 - Westloughton Summer Show and Carnival of British Motoring, nr. Manchester.

Sat 17 - Sun 18 - STIR '85 Chicago USA.

OCTOBER:

Sat 5 - The Malvern Motoring Event, 3 Counties Showground.

JONTY WILD

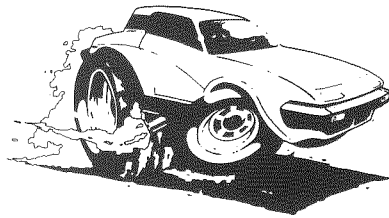
The National Classic Motor Show MAY 4-6

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.

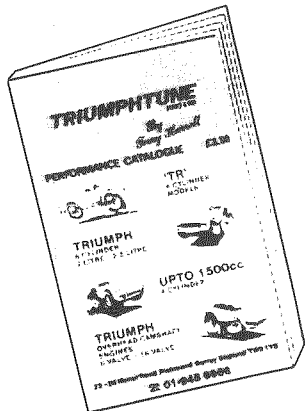
Sponsored by Thoroughbred & Classic Cars magazine, the event will include a glittering line-up of more than 600 cars, displayed by almost 100 enthusiast car clubs, including ourselves.

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!



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Gearbox and
Suspension



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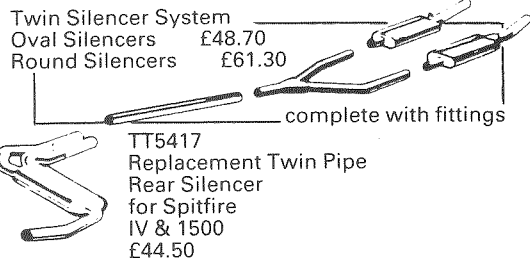
£3.50 incs. Postage and £2 Voucher (U.K. only)

SPITFIRE MODELS

SPITFIRE MODELS



Spitfire models
MkI-II (1147cc) £52.50
MkIII-IV 1296 1500 £54.00



Twin Silencer System
Oval Silencers £48.70
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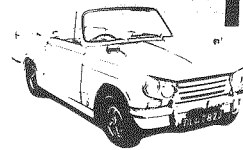
Name

Address

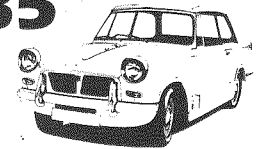
Model

TSSC 5/85

ANNUAL CONCOURS 18th MAY 1985



The event that Promises to be the
Biggest in the History of the T.S.S.C.



If you want to see some of the best Cars in the Country, The Widest Variety of our Spares ever accumulated, Car Tuned to Perfection, an Auto-Test/Gymkhana, a Disco/Knees-Up to the small hours on Saturday Night. Plus many more attractions.

M.O.T.E.C. — will be the Place to be.

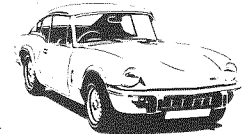
Camping



Entrance Fee **£2.50** per car

(Friday/Saturday
Night)

£2.50 per tent

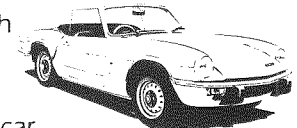


Disco
(Inc., Meal)

£4.00 each

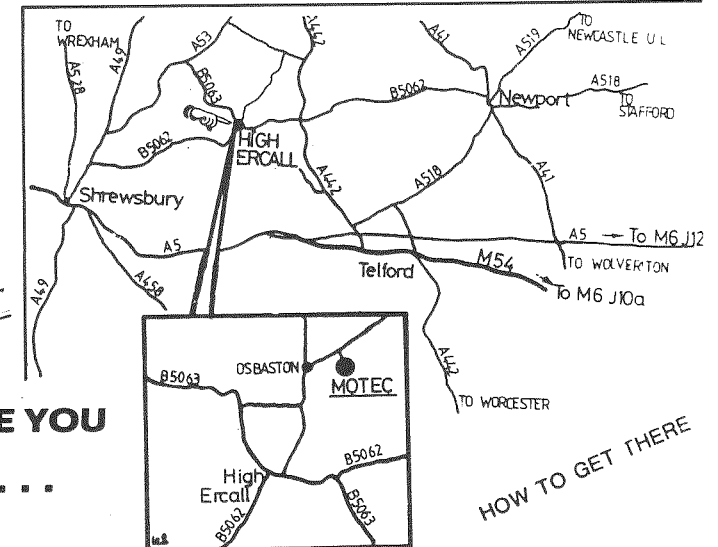
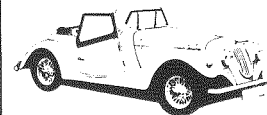
Concours
Competition
(Inc., Plaque)

£2.00 per car



Disco Tickets in Advance Please: S.A.E. to:-

Janis & Tony Spicer
'Laburnam Cottage',
336 Clarence Road,
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West Midlands.



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TELEPHONE 0632 601122

Only three weeks to go to what will be the biggest Motor Show ever. We have told you for months of what Silverstone have planned for this memorable occasion - now let's look at what we have planned:

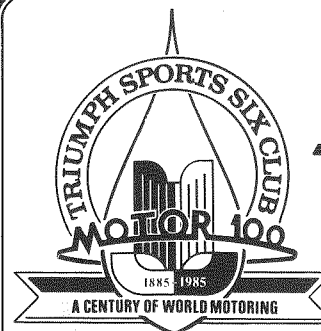
The centre of the display will be dominated by an re-enactment of the original Herald Launch (sorry, could not fit The Albert Hall in!), but a smaller version. Each and every marque of car catered for by the Club will be represented, mostly by cars not seen on any Club stand before. John Hill will be there, amongst others, with an exhibition of support services offered to members. A member's enclosure with a bar will be provided: in order that this be exclusive to members and guests, you will be required to show your Membership Card - remember, no card, no admission to this area. ADU 2B will be

on display in The Paddock area, and Harry Webster O.B.E., the man responsible for the development of 'our cars', has agreed to honour us with his presence, and will drive a GT6 around the circuit.

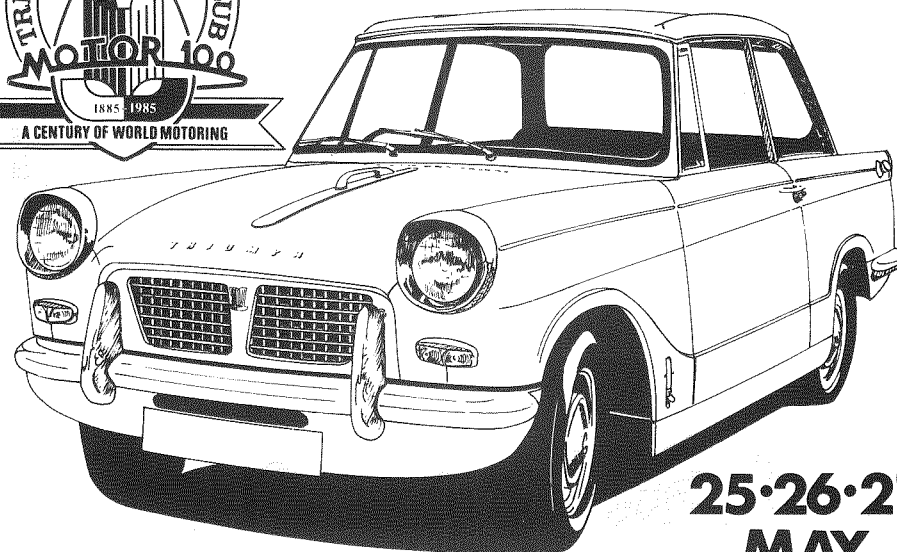
If you have not arranged a campsite yet, see details of available facilities in the March Courier and act now.

So in short, our stand will incorporate 23 different club cars, a re-enactment of the Herald Launch, an exhibition of support services, member's enclosure plus bar, our designer Mr Harry Webster O.B.E., technical books and Club regalia. Remember, this is a once in a lifetime opportunity, so make it if you can. For further information, please contact:

IAN MCKEGGIE
TEL: (0858) 63934



Motor 100



25·26·27
MAY

SPRING BANK HOLIDAY 1985

May 25/26/27

Silverstone Grand Prix Circuit

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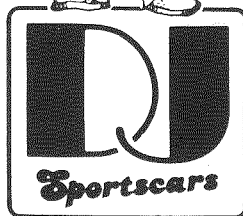
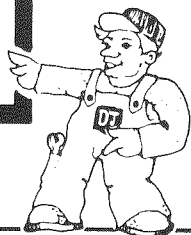
FIBRE GLASS

GT6 MkIII Spitfire IV bonnet	£119.60
GT6 MkI, II Spitfire I, II, III front valence	£19.20
Spitfire IV boot lid (Full)	£48.85
Spitfire IV GT6 III front quarter valence	£23.25
Hardtops for Spitfire, Herald, Vitesse	From £147.00

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Spitfire I-IV GT6 I-III sill	£7.95
Spitfire I-V GT6 I-III door skin	£17.95

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TREASURE HUNT • CHILDRENS PLAY AREA •
OTHER TRIUMPH CLUBS ATTENDING**

***RAC FOR DRIVING TESTS**

Come along and make it a day to remember, it's going to be a great day out. So bring the kids, have a look around the Historic Castle, find those spares, win a prize, have a picnic under the trees. There will be plenty to see and do, so no excuses.

BE THERE ! Only a few miles from the Severn Bridge.

Watch the Courier for more details, or ring
Caldicot (0291) 421264, ask for John.

GT 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

N.B. Subtract £45 if not required as an overdrive conversion.

NEW BL DIFFERENTIALS, VITESSE/GT6.	4:11 and 3:89	£125
	3:63 and 4:55	£135
	3:27	£200



FINLUX TV VIDEO

FINLUX TV TO SPONSOR LEICESTER AREA NATIONAL TRIUMPH CAR RALLY

FINLUX TV will sponsor the Leicester Area National Triumph Car Rally at Stanford Hall on Sunday, August 4th, 1985.

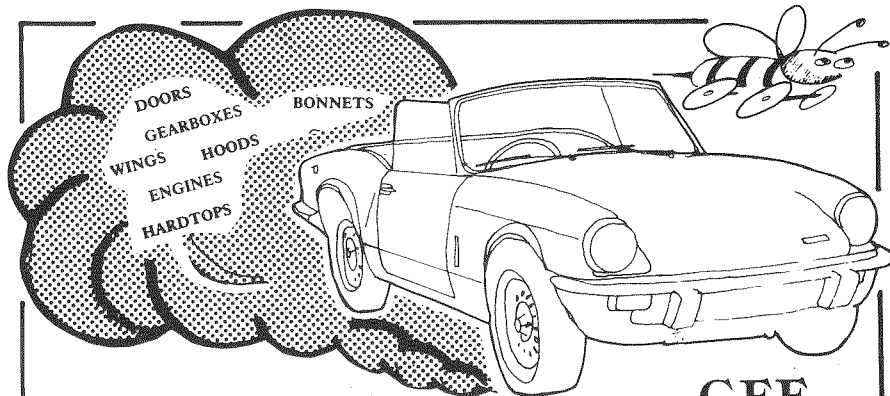
Two years ago, Lohja UK Limited introduced FINLUX colour televisions to the United Kingdom and the combination of advanced electronics and elegant Scandinavian style proved the FINLUX range a winner. The high-tech ultra slim FINLUX DESIGN 1000 and wood cabinet DELUXE 1000 colour television range are available from members of the nationwide FINLUX independent dealer network. Local Triumph Sports Six Club member, John Thorpe, is a local FINLUX dealer based in Leicester.

The success of FINLUX TV is due in part to the company's active programme of sports sponsorship.

"We firmly believe that our involvement in local sporting events has strengthened the FINLUX TV brand awareness," says John Farnell, Managing Director of Lohja UK Limited. "But it has also allowed us to participate in local community activities in a personal way, and we are delighted to have the opportunity to sponsor the Leicester Area National Triumph Car Rally.

Lohja UK Limited is a British subsidiary of the giant Lohja Corporation, one of Finland's largest and fastest-growing industrial enterprises.

The Finnish parent company is a multi-industry enterprise with over 40 industrial plants and business offices throughout Finland and other wholly owned subsidiaries in Norway, Sweden, Denmark and the USA.



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.

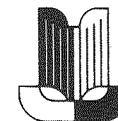
GEE BEE SPORTS CARS

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DESIGN BY J I FROY LUTON 882102



FINLUX T.V. LEICESTER NATIONAL TRIUMPH CAR RALLY STANFORD HALL



Near Lutterworth, Leicestershire

SUNDAY 4th AUGUST 1985 11am - Onwards

Concours d'elegance - Concours D'etat
Classes for T.S.S.C. Club Cars - Class for other Triumph Cars
Class for all-comers Classic Sports Cars

Prizes include:
LEICESTER PREMIER AWARD
TRIUMPH OF THE DAY
BEST INTERIOR
BEST SPITFIRE
Plus many more

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SHANK'S PONY TREASURE HUNT • BAR-B-QUE (Lunchtime)
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Other Attractions include

Car and Motorcycle Museum · Stanford Hall House · Walled Rose Garden ·
Nature Trail · Craft Centre · Cafeteria (Teas) · Souvenir Shop

PRE-RALLY BAR-B-QUE and DISCO

MARQUEE - STANFORD HALL GROUNDS

SATURDAY 3rd AUGUST 1985 8 pm-MIDNIGHT

DANCING TO A.B.C. DISCOTHEQUE

Licensed Bar · Hot Food · Spot Prizes

Camping Site open from Saturday Afternoon

Ladies & Gents toilet facilities provided especially for T.S.S.C. Members use.

Advance Booking Advised

Admission Charges:

Sunday only **£1.80** per person including programme - Children 40p - Pay on day at gate

Sat Disco only **£1.00** per person - Pay at Marquee entrance

ALL-IN WEEKEND CAMPING PACKAGE **£7.50** per unit

ONE UNIT = 1 CAR + TENT OR CARAVAN + ALL OCCUPANTS

This includes Admission to Saturday Disco, Grounds all day Sunday
and Free Programmes as well as Camping Facilities.

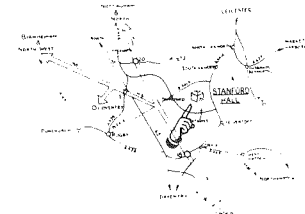
ADVANCE BOOKING FOR WEEKEND CAMPING PACKAGE

Name

Address

I require units @ **£7.50** per unit

I enclose cheque/P.O. No for £..... total.
Made payable to **T.S.S.C. LEICESTER AREA**. Please enclose S.A.E. and send to
Leicester Area Secretary, Mary Thorpe, 42 Buckminster Road, Leicester LE3 9AS.
Telephone Enquiries (0533) 663864 day - (0533) 28374 evenings



SPITFIRE REGISTER

Well, after just one month of being Spitfire Register Secretary, I have had plenty of 'phone calls and letters to deal with, mostly involving your problems. So far I haven't been stumped for an answer, but please don't take that as a challenge for you to try and catch me out!

Sorry nothing appeared here last month, I was caught out by the Courier deadline and hadn't prepared anything in time. This month I had something already typed up to send in, only to find that Dave Herriman had sent in a virtually identical article that appeared last month. Back to the old typewriter.

The huge task of compiling the actual Register of all your Spitfires has begun. Over 2,000 vehicle registration forms have to be sorted, written up, then re-sorted, so it will be some time before we have a detailed breakdown of the various models etc. The only figures that I have to hand at present are the renewals. Out of these 710 cars, there are 24 MK1s, 52 MK1Is, 147 MK1IIs, 228 MKIVs and 253 1500s, with 6 unknowns. This kind of breakdown of the various models applies to the new members cars as well, the majority being MKIVs and 1500s.

While on the subject of the different models of the Spitfire, I would like to clear up some of the confusion about the badging of the different models. The MK1 Spitfire was badged as "Spitfire", not to be confused with the Spitfire IV, which is the MK4 model. The MK2 Spitfire was also badged as "Spitfire 4" but with the addition of "MK2" below it. When the MK3 came along the "4" was dropped and the car badged as "Spitfire MK3". To further complicate matters, the late (i.e. 1969/70 model year) MK3s dropped the script style badging of all the previous models and just had two oblong badges proclaiming "Triumph" and "Spitfire". The

MK4 was badged "Spitfire IV" and the 1500 was badged "Spitfire 1500", although this time the badge was a transfer.

On MK1, MK2 and early MK3 cars the boot and bonnet had "T-R-I-U-M-P-H"

spelt out in chrome letters. The MK1 and MK2 also had the standard Triumph shield emblem on the bonnet. The MKIV proclaimed "TRIUMPH" on its rear number-plate light and the 1500 had the name on all four wheel centres.

On overdrive MK1, 2 or 3 models there was an "Overdrive" badge in script on the nearside bootlid. There was no overdrive badging on later cars.

It might all seem logical to you, but a lot of people get mixed up over the model names, and I have twice journeyed to see cars advertised as MK4s that turned out to be late MK3s.

FRONT BRAKE/SUSPENSION COMPONENTS:

I supply spares for the Club members of the South Wales Area and I must supply about one front vertical link per month. What does this mean? It means that the South Wales members have not learned to put oil in their vertical links. The pressures on the lubricant between the threads of the trunnions are very great, and so an EP (extreme pressure) oil must be used, as in your gearbox. "Grease lasts longer" is a standard offering from the anti-oil brigade, but I think their real reason for not using oil is the additional hassle of filling a grease gun with oil. Use oil - vertical links last longer!

Having neglected your vertical links to the extent that one has given up, what models will provide the replacement? The table below show the part numbers and interchangeability of the major front suspension and brake components of the Spitfire models.

P.S. I've only sold two vertical links since Xmas, so they must be learning.

MAJOR FRONT SUSPENSION AND BRAKE COMPONENTS INTERCHANGABILITY AND PART NUMBERS

PART/MODEL	MK1	MK2	MK3	MKIV	1500
Caliper RH	208937"	210989	146952		159130
Caliper LH	208936"	210988	146951		159131
Hub		132425		146479	
Vert. Link RH	209222*			306603	
Vert. Link LH	209223*			306604	
Stub Axle	132448*			138556	
Tie Rod RH	205504*			211048	
Tie Rod LH	205505*			211049	
Upper Wishbone			119272		
Lower Wishbone RH			206685		
Lower Wishbone LH			206686		
Trunnion RH			140919		
Trunnion LH			140920		
Brake Disc			208715		

* Up to chassis number FC15575 after this use the next latest part.

"Up to chassis number FC15219 after this use the next latest part.

Triumph Hospital

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Our new, modern workshop is situated on the A600 between Hitchin and Bedford (behind the Elf Garage).

We are specialists in vehicles on the Herald chassis in the only true sense no other vehicle enters or workshop.

The aim of the Hospital, from the onset four years ago, is to provide a total rebuild service for Club cars, keeping them off the scrapyards. A new Vitesse, for instance, is no longer a thing of the past!

OUR SPECIALIST SERVICES INCLUDE:

Shot blast and stoving wheels, chassis and engine parts.

Steam clean, Hammerite and Waxoyl chassis and underbody.

Panel replacement and respray.

Engine, gearbox, clutch, overdrive, differential replacement, etc.

SPECIAL OFFERS:

Herald, Vitesse convertible rubber moulding around window
£8.00 per car (½ BL price)
+ 60p P&P

WE BELIEVE NO OTHER COMPANY PROVIDES SUCH A DEDICATED SERVICE TO THE NAME OF TRIUMPH

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TRIUMPH SPORTS SIX CLUB INSURANCE SCHEME

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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

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HERALD REGISTER

HERALDS IN INDIA (PART 1)

The Triumph Herald was initially exported to India complete; this was followed by knockdown kits, which were assembled in India and finally the complete car (bar a few imported items) was manufactured and assembled in India. Once this final stage had been reached (in the early 1960's) the Herald underwent it's own unique evolution and a number of new 'species' which were never found in the U.K., appeared.

In the following classification, I have designated five types; three are easily recognised as Heralds and are the Standard Heralds MK1, MK11 and MK111. The other two are the Standard Gazels (MK1 and MK11). It would appear that all the Indian Triumph Heralds (including imports) were badged as Standards as the Standard Company in India was largely independent from the UK company, which badged the cars as Triumphs. It is possible that some of the later Gazels were badged as Triumph Gazels. The distinctions between the Herald MK1

- MK111 are probably not as distinct as I have made them, with many cars being found in a transition stage between marques. All cars (Herald and Gazel) had 948cc engines (first) 4.27, (second) 2.46, (third) 1.45 and top (1.00) gearbox ratios and 4.87:1 differentials. The Herald had a swing-axle at the back but the Gazel was radically different with Herald front suspension but live 'banjo' axle' rear suspension. (Courier 41, Nov. '83, pp 16 - 19).

INDIAN HERALD/GAZEL TYPES (TABLE 1)

HERALD MK1: (Fig. 1) Basically the same as the 948cc car when in two-door saloon and convertible form. A four-door saloon was also produced. The bonnet clipped shut at the sides. The indicators/side lights were of the small, single bulb type. The number-plate fitted to the boot lid in an indentation.

HERALD MK11: Saloons and estates were found in two and four-door forms and there was probably a convertible based on the saloon body-shell - the hood was, therefore, longer than UK produced saloons. The bonnet was derived from that on the Vitesse 1600 but with only one pair of inner headlamps, the outer pair being replaced by sidelights/indicators (Fig. 2). The indicators/side lights can either be integral (as on MK1s), or with separate, circular side-lights (outer) and indicators (inner) (Fig. 3). The bootlid did not have an indentation to take the number plate (Fig. 4).

CONTINUED NEXT MONTH

TABLE 1
HERALD/GAZELS IN INDIA - BODY TYPES

MARQUE	SALOON		ESTATE		CONVERTIBLE
	2-door	4-door	2-door	4-door	
Herald MK1	+	+	+	-	+
Herald MK11	+	+	?	+	+
Herald MK111	+	?	-	-	+
Gazel MK1	-	+	-	-	-
Gazel MK11	-	+	-	-	-

FOOTNOTES: + photographs seen; ? probably exists, - probably doesn't exist.
No information on coupes; probably imported as MK1 form only.



FIG. 3
Standard Herald MKII
Two-door version with separate
sidelights and indicators.
(photo Mike Long)



FIG. 4
Rear end of Herald MKII
Note lack of indentation for
number plate.
(photo Mike Long)

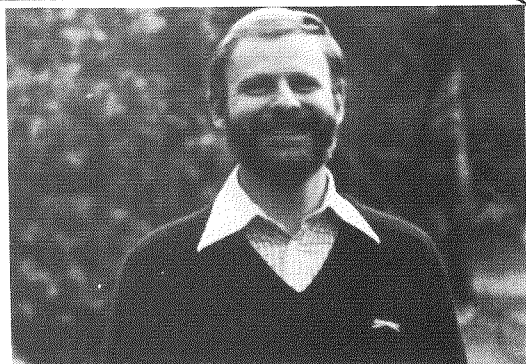


FIG. 1
Standard Herald MKI
Note Standard badge on bonnet
(photo Mike Long)



FIG. 2
Standard Herald MKII
Four-door saloon version
with integral sidelight/indicator
(photo Mike Long)

OVERSEAS AFFILIATION SECRETARY



First of all, let me introduce myself to my fellow enthusiasts: my name is Brian Waters, I have just been elected to the post of Overseas Affiliation Secretary. I have been a club member for four years, two and a half of which I have served on the Council of Management.

During this time I have owned a MKII Vitesse convertible, a MKI Vitesse convertible, a Herald 13/60 estate and a GT6 MKII. At the moment I am the proud owner of a GT6 MKIII, Spitfire MKIII and a Herald 1200. More than enough to keep me busy!

My aims as the new O.A.S. are to further contact and communication between our club and all overseas Triumph clubs; to promote our club abroad and to encourage our overseas members to not feel isolated, indeed to make them feel welcome in the 'Biggest and Best Triumph Club in the World'.

No doubt some of our overseas members must sometimes think that they are the only TSSC member in the country. To this end, over the next few months, I shall be publishing the names and addresses of all our overseas members.

This will enable you, our overseas member, if you so wish, to contact other members in your country, to set up your own local Areas and to recruit new members.

I would be grateful if any overseas member who is also a member of a local Triumph club, could forward the contact name to and address of that Club to me, as I am compiling a list of all Triumph clubs worldwide. I would also be grateful if you could send me details of local Triumph-orientated events and these can

then be published in The Courier, to enable members travelling abroad to visit the events whilst on holiday. Currently we have 157 members in 28 different countries, amply showing how the enthusiasm for 'our' cars is spreading worldwide.

I would like to hear from all the Clubs which are affiliated to the TSSC: please give me a history of the Club, which Triumph models are catered for, membership figures etc. I would be pleased also to receive letters, articles and items of interest regarding Triumphs overseas for inclusion in The Courier.

OVERSEAS MEMBERS ADDRESSES

Australia:

Anthony D Bullard
14 Walma Street
Mitcham 3132

Robert C Perry
36 Eastern Beach
Geelong
Victoria
Australia 3220

Walter A Raby
P.O. Box 1930
Darwin N.T. 5794

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Manama
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Arabian Gulf
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Les and Judy Stein
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Denmark 1671

Michael G Jensen
Hvedevaenget 6
Bjergby
Hjorring
Denmark DK 9800

Bjarne Kruse
Brandholms Alle 49
DK 2610 Rodovre
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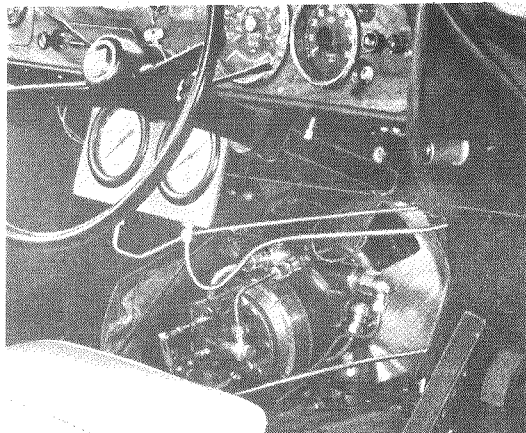
Bjarne Roed
Buddingevej 87D
Lyngby
Denmark DK 2800

If I can be of assistance to our overseas members from locating a part to finding you accommodation when you visit Great Britain, please do not hesitate to contact me: **Brian Waters, 91 Elmwood Crescent, Luton LU2 7HZ.**

Hoping to see some of you at overseas events this year. Happy motoring.

BRIAN WATERS

HYDROSTATIC DRIVE



Tomorrow's cars may boost drive efficiency, yet discard the gearbox, clutch and even the brakes.

Imagine a car that always operates at peak engine efficiency, getting the most usable power from the least gas whether tooling along an expressway at 70mph or inching up a mountainside. Picture it not only stopping on a dime, but giving you change. You'd never need brake linings or drums, transmission grease or repairs. Sound crazy?

The prototype of such a car is operating now in Scotland. It was created at Britain's National Engineering Laboratory. The unorthodox performance comes from its hydrostatic transmission. There is no mechanical gearing or gearbox, no differential, no drive shaft. In fact, this hydrostatic-drive car doesn't even need a rear axle. Its four-cylinder gasoline engine is connected to an oil pump that, in turn, is linked by oil lines to hydraulic motors that drive the wheels.

A swashplate eliminates the usual crankshaft and connecting rods for moving pistons back and forth in their cylinders. This is a round, smooth-surfaced disk pivoted at its centre. On a common axis with the disk, the pump (or motor) pistons rotate with their circular cylinder block just as bullets do in a revolver cylinder. As the cylinder block rotates, the pistons' outer ends bear on the plate. Ramp action forces them to stroke in and out and the

pump goes to corresponding motor pistons. They pass against the tilted motor swashplate, forcing their cylinder block to turn, thus turning the wheels. Increasing the pump swashplate's angle from vertical makes piston strokes longer, as they ride a steeper ramp.

In contrast, mechanical gears work in step. The ratio you choose is dictated by steps available. With the hydrostatic's continuously variable displacement, you get an infinite variety of ratios.

Hydrostatic transmission alone is less efficient than a cogwheel mechanical box alone, but with the latter you can't hold the engine at its best speed. And you need all of the usual drive train with its frictional and inertial losses. For example, to send three-quarters

Article taken from POPULAR MECHANICS August, 1963 (which sold for 3/6!) Our thanks must go to ANDY JONES, for spotting this interesting feature.

of engine power through the transmission at all ground speeds, a conventional tractor would need an unlikely 29 gear steps. Contrast that with a hydrostatic system that holds the engine at peak-power speed with any load.

You 'downshift' the hydrostatic by reducing pump displacement for an instant, variable braking with no gears to strip. A zero-angle (i.e. vertical) swashplate locks driven motor pistons with standing oil pressure. Wheels stop cold. By reversing the pump you go into reverse.

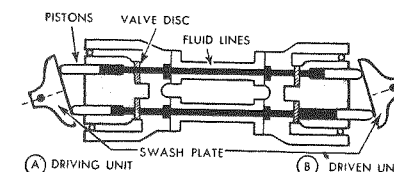
Britain's NEL has demonstrated hydrostatic's fast, positive braking and reversing. They use a Triumph Herald sedan, with transmission and drive replaced by three dual-purpose hydrostatic units and their oil lines. The engine crankshaft drives the pump unit; two hydraulic motors in the trunk drive rear wheels through non-variable reduction gears. For more economy, the NEL hopes to combine swashplate tilt with the throttle on a single control.

Donald Firth, designer of the NEL system, says that a car built around it can locate the engine anywhere at any angle. You'd eliminate the transmission tunnel, mount hydrostatic motors on the wheels.

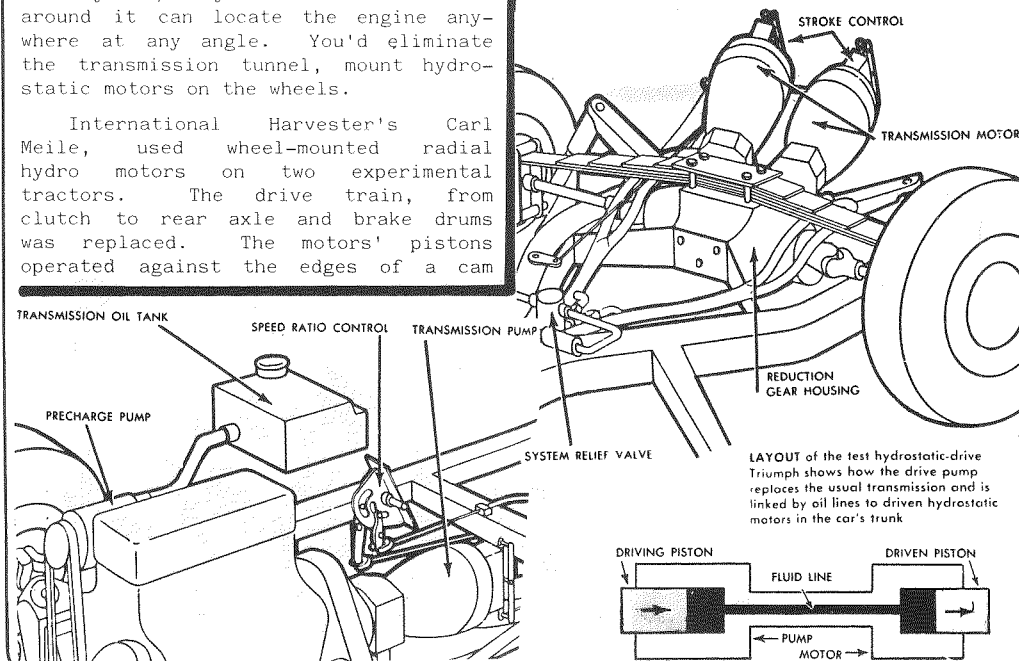
International Harvester's Carl Meile, used wheel-mounted radial hydro motors on two experimental tractors. The drive train, from clutch to rear axle and brake drums was replaced. The motors' pistons operated against the edges of a cam

instead of the face of a swashplate. A load governor was designed to match speed ratios to loads. Transmission efficiency was only 79 percent, but I-H men, limited to off-the-shelf components, got tractor efficiency close to standard. With full power available, work was faster. The hydrostatic's advantages showed dramatically on a turbine tractor.

The NEL talks of transmission efficiencies on its Herald of up to 85 percent, and Firth thinks we could get hydrostatic cars 'perhaps in as few as three years'. Detroit is leery now, but when the British succeed with a commercially practical vehicle, you can be sure U.S. car builders won't be lagging far behind.



OPERATION of one hydrostatic pump-motor combination is shown in this simplified diagram. Depending on the pump swashplate's angle, piston displacement varies to control action at the motors





COME AND ENJOY



SOME EVENTS IN '85



PEN TO PAPER



LETTER FROM MIKE CREWES - ISLEWORTH, MIDDX:

Many of you will probably have read "Club Cars on Film" in last months News Review, regarding the availability of B.L. films. Those currently available have been transferred to video by the London Car Club film Archives and been seen by most Thames Area members at our monthly film nights through the winter. the films are definitely worth seeing and it is possible for Paul Meale, the Archivist to travel to your Area if you have a large enough turnout. Paul Meale can be contacted at 6 Atwood Road, Hammersmith, London W6. He is a keen Club member and an enthusiastic Archivist.

The 'African Herald's Beat Sahara' article is also captured on film and is a firm favourite with Thames Area members.

For those of you who can make it to the Thames Area, our next and final (for this winter) night is on Thursday 23rd May at 8pm at The Packhorse and Talbot pub, Chiswick High Road, London W4. We'll be glad to see you as I'm sure you'll enjoy the films. If you want further information, contact the Thames Area Organiser.

LETTER FROM NICK TILEY - CAMBRIDGE:

The article recently on featured on tyres made me put pen to paper on that subject. When I went in for new tyres for my H reg. 13/60, I chose 145SR13's, as that's what was on the car before. I didn't know whether 155 tyres would be acceptable, nor whether I would be better off with them anyway.

On my front pair I have newish Dunlop SP Sports at 21 psi, (these are an unusual, all fabric radial). On the rear, new Uniroyal Rallye 280's. In the snow I had a fair

amount of grip, and in the rain I feel very confident. Yet the car can be drifted in a very controlled oversteer, using the throttle to steer it out.

This combination is, to me, a delightful one, but then I can only compare it with re-moulds all round (as it was when I bought it).

Does anyone know any better combination of inexpensive tyres (under £22 including VAT each)?

On another note: further to the Herald Register feature on rear trunnions, may I recount an experience I had with my 13/60 (1969).

I had recently fitted a pair of front shocks, as I hadn't the tools and the job needed doing. While the hubs were off, the vigilant mechanic noticed that the front trunnion bearing had seized on the driver's side. Replacement was the £4 parts cost involved, as the hubs were off.

I had not noticed that the bearings were seized but it is interesting to note that the front track-rod end had just been replaced for wear on that side. So, with new shocks, two-month old tyres, and new bearings, the car's suspension is A.O.K.

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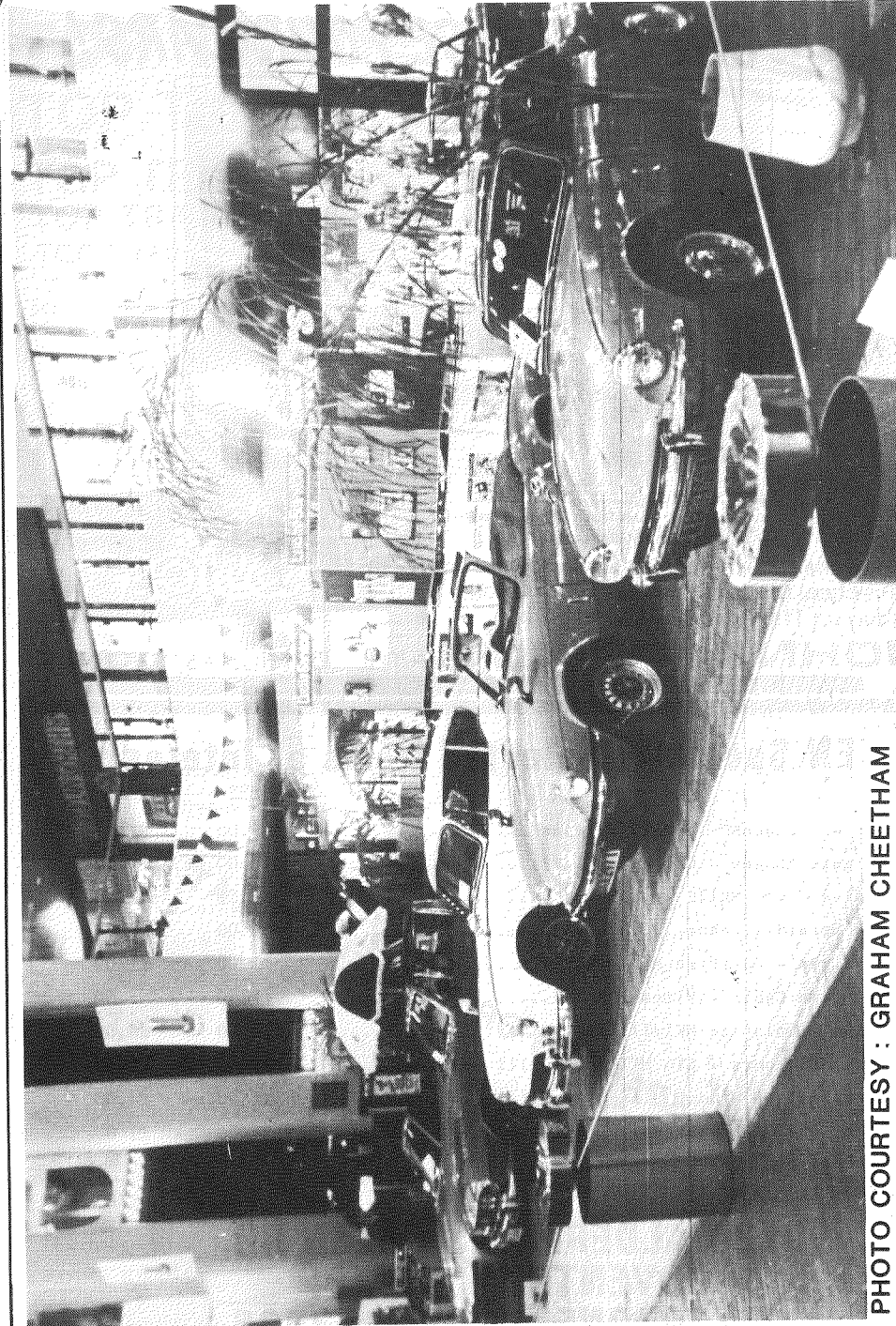


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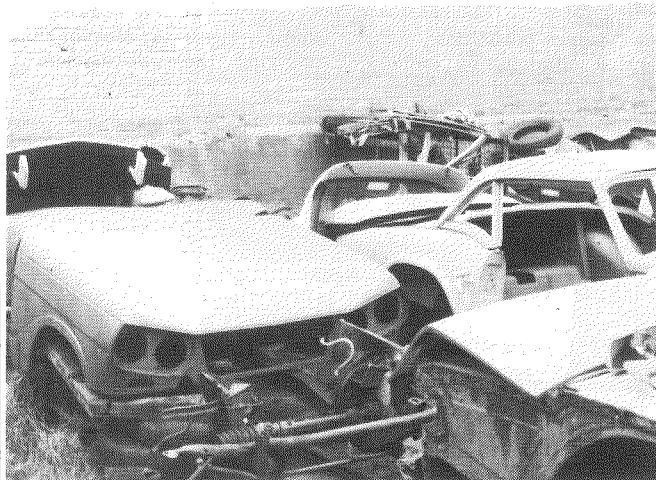
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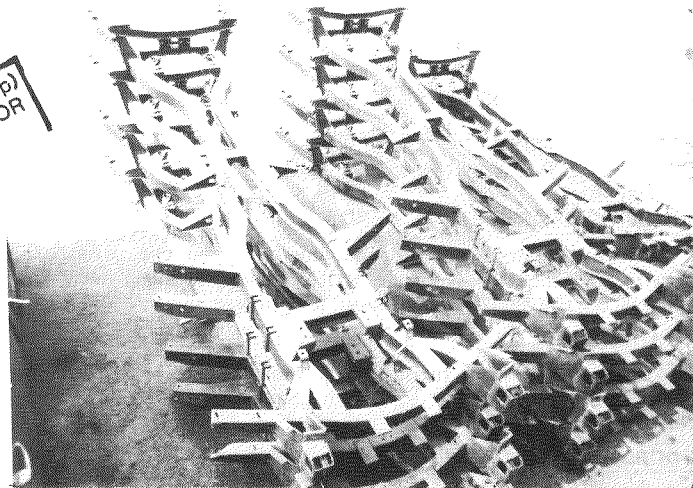


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TECHNICAL TIPS

RE-HOOD THAT HERALD

The hood on my car was fitted over 2 years ago and is, in my opinion, as good-looking as the day it was fitted. You are probably aware that most D.I.Y. kits or 'off-the-shelf' hoods fitted by Coach Trimmers tend to shrink back, especially over the side windows. In order to save the bill of £150 for a tailor-made hood, I persuaded a local Coach Timmer to test-fit an 'off-the-shelf' hood on my car and then modify it to fit the hood frame perfectly. To meet my requirements, amongst things, an extra inch of cloth was added to the hood sides.

Initially I rebuilt the frame, re-rigged it using genuine B.L. webbing and seals. I then spent 3½ hours with the trimmer, assisting where I could, while he made a perfect job for £65.

Although this is not purist perhaps, I was pleased to observe his technique and learn tips that I could not find in the Practical Classics publication.

AND PERHAPS

OVERDRIVE THAT HERALD

I have spent the last 2 years developing an overdrive installation in my 13/60. Initially I completely rebuilt a D-type overdrive unit, and with guidance from Gareth Thomas, modified my existing gearbox, for which he supplied a re-apiggulfed overdrive mainshaft. I ran this on the existing engine for a year before fitting a rebuilt 1300 MK1V Spitfire engine for its' bigger crank bearings and additional torque.

During this time I made a great many mistakes, some being expensive. I realize the importance of overdrive cleanliness, and getting a professionally balanced and shortened propshaft.

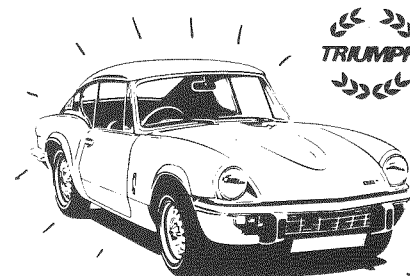
My biggest fear is for people who do not up-rate the clutch. Contrary to my analysis, the Spitfire clutch is weaker than the 13/60 clutch (I almost destroyed it in 1,000 miles). The 13/60/1200 large clutch will take it (JUST), but is still marked by the spring centre winding around. In my opinion, you either need a rally clutch-plate with stronger springs, or a 1500cc clutch on a lightened 1500 flywheel to maintain the correct radius of giration (this is being manufactured for me at the time of writing).

Incidentally, I know Leon Guyots' 97mph overdrive Herald has not obliterated a standard clutch, however, as I do not exceed 80mph, I can only assume that Leon does not travel four-up as often as I do.

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COMPETITION NEWS

TRIUMPH SPORTS SIX CLUB 1985 HILLCLIMB AND SPRINT CHAMPIONSHIP

ROUNDS AND VENUES

May 18	- Lydden Hill
May 19	- Wiscombe Hill or Goodwood
June 9	- Goodwood
June 23	- Gurston Down
July 20	- Oulton Park
August 31	- Cadwell Park
September 15	- North Weald or Gurston Down
September 29	- Goodwood
October 6	- Gurston Down
October 20	- North Weald

TR REGISTER GOODWOOD SPRINT

This year's Goodwood Sprint will be held on the weekend of 18/19 May. The same format of recent years will be followed - a Test Day on the Saturday and a Competitive Sprint on the Sunday.

Invited Clubs will be the Austin Healey Owners Club, Morgan Sports Car Club, Triumph Sports Six Club, M.G. Car Club and the Stag Owners Club.

There will be a 'do' on the Saturday night with food, drink and music. On both days The Paddock will feature trade and autojumble stands, displays of interesting cars and (hopefully) the T.R. Register bus!!!

The circuit will be fully marshalled on both days in keeping with our high safety standards, which require all drop-head cars to be fitted with a roll-over bar.

Again this year a reduced entry fee is offered if both days are entered. The Test Day will be £12, the Sprint £15, or both days £24.

Further details may be obtained from The Secretary of the meeting, Janet

Smart, 65 Yeovil Road, College Town, Sandhurst, Camberley, Surrey GU15 4TD or 'phone (after 6.30pm or weekends) Camberley 32896 (STD code 0276).

Notes from Dave Bayliss, Competition Committee Chairman:

Having attended Pete Farmer's Goodwood Circuit Open Day on March 23rd, I was encouraged to see so many members enjoying a thrash around the circuit, despite the rain and incorrect date in The Courier.

Now that some of you have experienced the sort of driving that is expected of you in sprints, hillclimbs and races, how about spending a few pounds in preparation and entering the Club Championship?

I'm sure if you contact Kevin Ginger now it will not be too late. Kevin's 'phone number is High Wycombe 444325.

NORTH WEALD SPRINT - MARCH 24

Unfortunately, the season has got off to a rather hesitant start as the entry forms for the BRAC North Weald Sprint arrived too late for most people to enter. However, both Giles Tinkler and Julian Mendus were competing and my spies tell me that they both acquitted themselves well.

Giles competed fairly regularly last season in his tidy French Blue GT6 MKIII and this season will be looking to improve on his previous times.

Julian has finally got his amazing Rover-engined Herald in a "ready-to-race" state. This car has just got to be seen to be believed as the engineering is superb. Julian has fabricated a ladder chassis to accommodate the V8 and Jaguar rear axle, and then mounted the Herald body on top. Power output is around 300 bhp and this is fed through an automatic gearbox. Hopefully, we can persuade Julian to write an article about the building of this car in a future 'Courier'. He came second in class at North Weald and obviously with a bit more sorting, he has a potential winner.

Having seen Kevin's provisional list of championship events in last month's Courier I see that there are a couple of venues included which I did not write about last month. So here goes:-

CURBOROUGH

Situated just a couple of miles north east of Lichfield, this is another very tight track, rather in the mould of North Weald. Last Summer I spent a whole weekend up there and completed about 20 timed runs, but never managed to "get it right!". It is a challenging course and spectators get a good view of the whole track.

MALLORY PARK/SILVERSTONE AND CASTLE COMBE

These are circuit racing venues. I have never driven at any of them but this is where they are:-

Mallory Park - 5 miles north of Hinckley, Leics.

Silverstone - 5 miles north of Buckingham.

Castle Combe - 5 miles north west of Chippenham, Wiltshire.

Forthcoming Events (provisional)

6th May	- Goodwood
18th May	- Lydden Hill
19th May	- Curborough
19th May	- Goodwood
9th June	- Goodwood

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APRIL 1983	GT6 T/C	NOVEMBER 1984	13/60 HER. T/C
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TECHNICAL FEATURE

Every time we drive a car we probably use one of the greatest inventions ever placed on a motor vehicle - the 'Flashing Indicator'. This little electronic device is very simple in operation and has replaced the usual hand signal, which, although we should all use, tends to be forgotten.

In this article we will discuss how the flashing indicator works and how to diagnose faults in the system.

How do flashing indicators work? The flasher unit is housed in a small cylindrical container. Inside, the alternate heating and cooling of an actuating wire causes the operation of a main armature and associate pair of contacts in the flasher lamp supply circuit.

At the same time a secondary armature operates a set of pilot contacts which cause a warning light to flash in unison with the indicator lamps when the system is functioning correctly. Failure of the warning light to flash will indicate a fault in the system such as failure of one of the indicator bulb filaments.

If you study (fig. 1) you will see that current from the fused ignition supply enters at terminal 'B' and flows up to the contacts (1) which at the moment are open. The current then continues through the actuating wire (2) the balast resistance (3) the winding around the iron core, then out of the flasher line at terminal 'L' to the direction indicator switch (4) through the switch contacts, (when the switch is 'ON') to the direction indicator lamps of the appropriate side, and from there to earth.

When first switched on the lamps do not light because the combined resistance of the actuating wire and the balast resistance in series with the lamps themselves limit the current to a very small value, so that there is not enough passing to light the lamps or to produce magnetism in the magnetic core of the flasher unit. But the current is strong enough to heat the actuating wire which lengthens and allows

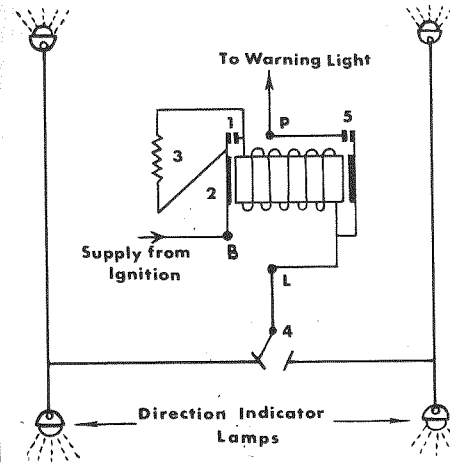
a spring to bring the contacts (1) together.

The closing of the contact shorts out the actuating wire and the balast resistance and allows full current to flow through the magnetic winding to the lamps. The current is now limited only by the resistance of the lamps filaments and as the lamps are usually 21 watts each, the total of 42 watts, which means 3.6 amps in a 12 watt system. The magnetic winding now has 3.6 amps flowing around it so its magnetism attracts the contact arm holding the contacts firmly together. The magnetism also attracts the other contact arm bringing together the contact arm (5) which lights the warning lamps we fed from the 'P' terminal of the flasher. All the time the contacts have been closed there is no current flowing through the actuating wire, which cools and contracts in due course pulling open the contacts against the spring tension and magnetism. By virtue of the fact that this happens the lamp go out and, of course, the loss of magnetism allows the contacts (5) to open, this puts the warning lamp out. Again current is fed through the actuating wire causing it to heat and expand and so the cycle goes on with the actuating wire contracting and opening the points for as long as the flasher switch is in the 'ON' position.

The flasher unit is designed to operate at between 60 and 120 times per minute. There are some built-in effects which must be considered. First there is the necessity of having the flasher unit suitable for lamp wattage. Obviously, the lamp wattage governs the current flowing through the magnetising coil which will have a direct effect on the rate of flash and on the heat generated in the winding itself.

If one flasher lamp burns out, the current flow through the flasher unit will be too small for the magnet to attract the warning lamp contacts so the warning lamp will not light, and the other lamp will flash at twice the rate as there is only half the usual magnetism to hold the contacts (1) closed, so if the warning lamp does not work and the bulb is ok suspect trouble.

If there is a short circuit in the system, the very thin thermal actuating wire can be easily burned out so it is wise to have the system checked for trouble if the unit fails in a short period particularly



if it has just been fitted to replace a unit which has failed.

Flasher units cannot be dismantled for subsequent reassembly. A defective unit must therefore be replaced, care being taken to reconnect wires as originally fitted.

Checking Flashers for Faulting Operation:

In the event of trouble occurring with flashing indicators the following procedure should be followed:-

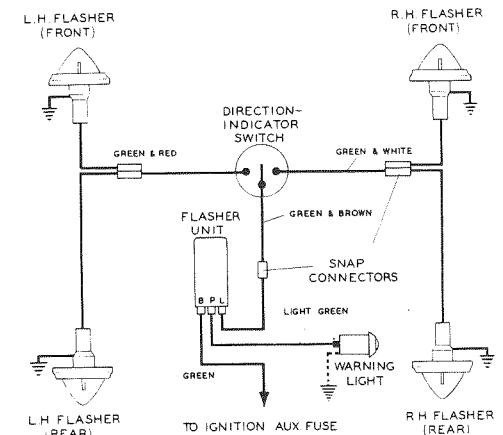
1. Check bulbs for broken filaments.
2. Switch on the ignition, flasher direction indicator to on, check all connections to flasher and to appropriate lamp, loose connections or bad joint in snap connectors will cause lights to fail.
3. With a volt meter check supply at 'B' terminal on flasher this should show battery voltage if not check fuses and source of supply.
4. Connect together flasher terminals 'B AND L' and operate the direction indicator switch. If the lamps now light, the flasher unit is defective and must be replaced. When replacing, flasher units must be handled with care. Factory made setting, though satisfactory for conditions of normal automobile duty can be thrown off balance by rough handling. Care must also be taken to ensure the correct unit is fitted for the vehicle in question. There

are various types on the market and it is very easy to fit an incorrect unit. The wattage is marked on the casing of the flasher. This should correspond to the total wattage of one front and one rear bulb.

If you happen to be towing a trailer or caravan which has flasher lamps of its own, make sure they do not add this load to the system without taking the necessary steps, to ensure the flasher unit is not over loaded, i.e. fit an isolator switch to disconnect the rear flasher lamps on the car when the trailer lamps are in operation.

Published courtesy of the Standard Triumph Review, Volume 28, No. 9, 1966.

TYPICAL FOUR LAMP DIRECTION INDICATOR CIRCUIT



NATIONWIDE

ANGLIA AREA NEWS - GILES TINKLER REPORTS:

With the light evenings and warmer weather now fast approaching, the Anglia Area is seeing an excellent turnout at the monthly meetings. By the time you read this, we will have had a meet with the Peterborough Area. May should prove to be a hectic month, commencing with **Area club night on Thursday the 2nd.**

Sunday May 12th will see an Area run to Coventry Motor Museum, leaving The Coach and Horses car park at approximately 10.00am. We will be meeting the Rugby Area at The Herald pub before a tour of the museum.

Thursday 23rd May heralds a rounders match against the N. Herts and S. Beds Area; we look forward to good support from the Anglia Area members. We will be leaving The Coach & Horses car park at 7.00pm. The match will be held at a hostelry Baldock side of Royston and food will be provided afterwards.

AVON AREA NEWS - SUE LIPPIATT REPORTS:

Firstly this month, I would like to make it clear that the skittles match, mentioned in last months Courier, will be taking place on June 15th at The Plough, Pilning. The invitation still stands to the Central Somerset and South Wales Areas to join us. We will start at 8pm and the cost, inclusive of a ploughmans, hire of the alley, sticker up and prizes will be £2.50 per person. Please see Les or myself to book.

A trip to Harveys of Bristol Wine Vaults is being arranged by Jane Bell for Tuesday 9th July. It starts at 6.30pm, is only for anyone over 18, and is definitely not for those not fit enough to climb steps and spend over two hours under ground. The cost is £2.50 per person, which includes a sherry-tasting. Numbers must be known and money paid by June 5th at the latest, to Jane or myself. Another up and coming event is a visit to the Big Pit Mining Museum on August 4th - watch this space for details.

I would like to extend my thanks to Rod

Warren for inviting us to the skittles match against the MG Owners Club, who we enjoyed beating by 11 points.

Last but by no means least, a big thank you to everyone who made The Bristol Classic Car Show a success for us, and to all those members from other Areas who came along and said hello; we all thoroughly enjoyed it and hope you're looking forward to next year!

CLEVELAND AREA NEWS - KATHY SLEIGHTHOLME REPORTS:

There are an average of 25 members who turn out to our monthly meetings, which are held on the last Wednesday of each month, at The Ladle, Ludgate Lane, Middlesbrough (opposite Stewarts Park), approx. 7pm.

Our first big event has been (hopefully) organised for Sunday May 12th - a drive and picnic in Bransdale. It is intended that we should meet at The Ladle on Sunday 12th at around 10.30am to reach Helmsley Market Square at approximately 11.30am. The Cleveland group of the TR Register and the York Area have been invited to join us at Helmsley. From this point we will be leaving (at around 12.30) for the drive and picnic. These plans are subject to weather conditions being favourable. For further information, please 'phone David on Middlesbrough 818152. We hope to make this event a good one!

DEVON AREA NEWS - GARETH BEECHING REPORTS:

Forthcoming Events for May:
Sunday 12th May - meeting at The Ley Arms, Kenn.

Sunday 19th May - Treasure Hunt, meet at 2pm in The Maltsters car park, Woodbury.

Sunday 26th May - meeting at The Dartmouth Inn, Totnes.

ESSEX AREA NEWS - PAUL HARRIS REPORTS:

Please may I begin by saying a very big thank you to you all for supporting the darts match. It was surely the closest contest yet. Apologies to those who weren't able to play, there were just too many of us. Ron, the Landlord, supplied the food free, so be sure to thank him sometime. Sorry that the newsletter wasn't available at the April meeting, it will be at the May meeting. Due to

popular demand, we will also be using the notice board at the meetings through the summer.

I have had an overwhelming response on the day trip to France. Please write or see me if you would like to attend. I can confirm that it will be a Saturday. Final date and costs will be in the next Courier.

Picnic - Race Meetings - Treasure Hunts:

Our local sprint expert, Paul Unwin, will soon be issuing advice sheets. One of our members, Ken Suett, is a policeman and has approached me offering advice to local members - see him at the meeting or 'phone him on (0708) 44678.

GATWICK AREA NEWS - PAUL VARE REPORTS:

Good news! 13 people turned up for our last meeting on 18th March, a great improvement on the previous one. Thank you all for making it a success.

There were several Spitfires and two GT6's there (forgive me if I've missed any other models) and now the light evening are not far away, we'll be able to have a proper look at the cars outside.

A couple of other members and myself have been discussing the possibility of organising the Area 'officially' again, but to make this feasible, we will need your continued support through the coming months.

Our next meeting will be on Monday 15th April at The Black Horse, Hookwood, north of Gatwick - see you there.

GLOUCESTER/HEREFORD AREA NEWS - JUSTIN BARWICK REPORTS:

Attendance at the last couple of meetings has been an improvement. In March we had a successful slide show, and last month it was nice to see Carole Judges Concours 948 Herald again. It was also the first opportunity for me to show off my new Bond convertible.

At the next Area Meeting on Tuesday May 14th, I will be arranging a convoy to the National Concours and Motor 100. Anyone in the Area going to either of these shows who can't make the meeting, please 'phone me if you would like to join the convoy. Please my new telephone number is Lea (098 981) 506.

N. HERTS & S. BEDS AREA NEWS STEVE BEDFORD REPORTS:

Our film evening both at Whitwell and Henlow, were certainly a success and I hope to be able to arrange similar shows for the Autumn. Again there were nearly 30 members attending, which is certainly encouraging. Following our talk on canals, we are finalising a trip on the Grand Union canal for Sunday 9th June.

For our **next meeting at Whitwell on 1st May** we will have a talk on an electric Bond Equipe that was featured recently in the Thames report. I understand there will be a full programme on the project by the BBC Top Gear team very shortly. The car in question will be at the meeting. With petrol at £2 a gallon, the conversion is beginning to look attractive!

A joint event has been arranged with the Cambridge Area for Thursday 23rd May at Royston. This will be a rounders match, starting at 7.30pm. Food will be available afterwards and wives and girlfriends are most welcome to join in and cheer us on. Please give me a ring for further details.

A further event is planned: a camping weekend on 29/30 June, at the South Wales National Event, which promises to be a major attraction. Also for this years Birthday Barbecue at Cambridge, our Area are organising a driving test and your support will be required for this. Finally, **our best wishes go to Steve Antolic from the committee, who is getting married on 18th May - every happiness for the future.**

HANTS & SURREY AREA NEWS - GERALD NORMAN REPORTS:

Again I could not attend the meeting - I was there in spirit though. It seems we have a very highly motivated membership in our Area, as everybody seems to talk to each other and has the necessary brainpower to find out the how, why and where from of running club cars (one hears alarming tales of other ex-Area Organisers who rung up at 11.30pm and asked where spark plugs can be got from!).

We must start organising our summer Sunday afternoon meets again, and I believe we would like to see fellow members from our bordering areas - maybe someone could expedite this? If anyone would like anything organised, please write to me care of our meeting place.

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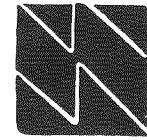


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**SOUTH HERTS AREA NEWS -
PAT MC CARRON REPORTS:**

The numbers attending club nights has been rising steadily over the last few months and we are now getting 20+ members attending. The March club night was no exception where we were treated to a slide show by Tony Barton, who is (as we all know now) a keen Ferrari fan. The slides included some old club events, vintage 1978, along with British Sports Car Days in Luxembourg, 1980. Many thanks to Tony for a very entertaining evening. We are still after photos of member's cars for the Area Album and also for the Black Museum Album. For all you S. Herts members who haven't yet got their cars prepared for summer, get cracking as we now have a calendar of events:

25th May - convoy run to MOTOR 100.
22nd June - Bealieu day out.

6th July - British Aerospace Open Day.

14th July - picnic at Henley.

20th July - convoy to Anglia Area BBQ.

**LEICESTER AREA NEWS -
TONY MEE REPORTS:**

Our first Sunday meet at Syston proved to be a great success with about 20 people attending. As this meeting clashed with the National AGM this was very good. There was a certain amount of disorganisation due to the meeting being held at the new pub. In future, if people could congregate in the lounge area, it would suit the Landlord, and us, better and upset the locals less. I was pleased to see many new faces at the meet but I was not able to talk to everyone. Do not let this put you off coming in future. Please don't forget the treasure hunt on the 12th May, as Mick Maidment will be putting a lot of hard work into it and would like to see as many people there as possible.

One moan this month, I am still waiting for the rush of volunteers for Stanford Hall. At lot of hard work needs to be done on the day at this event. This normally falls on the committee and four or five others. If we could get twenty volunteers it would make life easier for everyone, and perhaps give us time for a quick look at the cars on the day.

**NOTTINGHAM AREA NEWS -
CLIVE ROULSTON REPORTS:**

After my comment about Bond owners being welcome and not being treated as lepers, I was greeted with cat calls and

jeers. Ungrateful lot but, I suppose it proves some do read the Area News. Anyway to business! More new members turned up and some faces we have not seen for a few months, been hibernating? Quite a bit of interest was expressed at the TSSC Insurance Scheme. The AGM was briefly raised and the outcome approved. The result sheet of the Stag Owners v Notts TSSC was issued. Yes, we won but it was a very close thing. A return match for next winter is planned - get practicing lads.

MOTEC is the next event: I hope to see everybody there. A convoy run is planned, meeting Castle Donington Racing Circuit, Museum Car Park, 9am - start off 9.30am, 18th May.

**SCOTLAND WEST AREA NEWS -
JOHN MALCOLM REPORTS:**

With the kind co-operation of the Association of West of Scotland Motor Clubs, the TSSC Scottish Sprint series has now been established. We are running a class in the five Sprints at Kames Circuit, at Muirkirk in Ayrshire, the first ever event being on 5th May. Club members are now polishing their crash helmets and saving up for new spark plugs. All interested should either enter or come along and cheer on the funny old Triumphs. General info. from John Malcolm, tel: (0292) 56624. Entry details from Charles Sutherland, tel: (047554) 441.

**OXFORD AREA NEWS -
JOHN CUDMORE REPORTS:**

Small numbers at recent meets but we are off to join Andy Jones Rugby Area Welsh Weekend soon. Steve and Barbi Little are expecting a happy event soon and we hope all goes well for them.

**RIBBLE AREA NEWS -
BILL COULSHED REPORTS:**

Sorry I was late for the meeting this month - the gearbox output shaft on our Vitesse sheared on the way! Has this ever happened to anyone else? Even though it was Easter Monday, we still saw a couple of new faces. Keep it up - the more the merrier.

There is just time to register for the Pendle and District Rover Association Show (Burnley, 2nd June). If you want to come, details from me. Advance warning: the Woodvale Rally will be on August 4th, so get polishing! I should have registra-

tion forms soon.

by the time you read this, we should have had our first Sunday lunchtime meeting. These are, as I mentioned last month, at The Bridge Inn, Walton-le-Dale, Preston on the 4th Sunday of the month. If you need directions, give me a ring.

**SCOTLAND WEST AREA NEWS -
JOHN MALCOLM REPORTS:**

Summer is with us again and we are looking forward to having some organised fun, as shown on our calendar below. Also our new venue for club meetings will be held in The Lugton Inn, in Lugton on the A736, Irvine to Glasgow road, every second Wednesday of the month.

MAY:

Sun. 5th - Kames, 1st race.

Sunday 26th - Loch Lomond, barbecue.

JUNE:

Sunday 23rd - Clyde Valley, treasure hunt.

JULY:

Sunday 7th - Kames, 2nd race.

Sunday 21st - Largs/Millport, fun day.

**CENTRAL SOMERSET AREA NEWS -
ROD WARREN REPORTS:**

To start with this month, I will thank all those who attended the skittles match against the MG Owners Club, including those members who travelled from Devon and Avon. A good evening was had by all and the TSSC beat the MGOC by 11 pins. You will remember that at the last skittles match, the MG owners beat us by one pin! Well done all, your skittling skills must be improving.

Last months meeting was again fairly well attended with another two new members, both Vitesse owners. Unfortunately, we did not have a 'feely bag' competition at last months meeting, but a raffle was held at the skittles match, which raised a few pounds for our Area funds.

You will probably all have noticed by now that I am not organising the Yeovil Festival of Transport, which is to be held in August, although it is the Somerset Area's main event of the year. All organisation is in the hands of our previous Area Organiser, Nick Bradbury and, therefore, any enquiries should be addressed directly to him.

Neville Heath has suggested a convoy to a place of interest, to be arranged towards the end of June. The destination will not be revealed yet but full details will be in

next months report. If anyone else has any suggestions for events during the summer, please let me know.

**THAMES AREA NEWS -
MIKE CREWES REPORTS:**

Success was ours on Saturday 30th March, when we thrashed E. Berks at our ten pin bowling competition. Yes folks, we have their coveted trophy. Our superiority was reflected in the vast difference in the average scores; Thames 80.5 points, E. Berks 79.6 points - a whole 0.9 points difference. Thanks to Nigel Morgan for organising such a fun evening, it's nice to see the scores so close. Our last film night was a non-event, due to fire regulation problems at the pub. I have been assured that they will all be sorted out by our next film night. By the time you read this, S.E.M. '85 will be history and I hope that you all enjoyed it. As soon as I've sorted out the accounts, next years planning will start.

Thames Area spares are going computerised. If you want to sell spares, give a list to Chris Childs, preferably with the Stanpart numbers. Chris intends putting them on his home computer, so that he can keep a central list. Prospective buyers will contact him and he will put them in touch with whoever has the spare. He also intends to print a montly spares list.

May Meetings:

9th - Meet at The Firestone.

23rd - Film night at The Packhorse and Talbot pub, Chiswick High Road, W4. 8pm PROMPT. The last film night of this winter.

Our Summer calendar is now out - come along and get a copy!!!

**NORTH WALES AREA NEWS -
PATRICK FALEUR REPORTS:**

The quiz in February was a great success, in spite of the ice (pity about the wing, Bill!) and congratulations to Team A.

We are going to have an outing to the Midlands Motor Museum and Bird Garden, Bridgenorth, Shropshire. The date to remember is Sunday, June 9th. For details please 'phone me.

**SOUTH WALES AREA NEWS -
BOB PUGH REPORTS:**

Our next event in South Wales will be a Sunday afternoon get-together at Margam Park (on the A48, between Pyle and

Margam, exits 37 and 38 off the M4).

The barbecue site has been booked, so bring the kids, some food and drink and yourselves. Meet about 3 o'clock at the barbecue site on Sunday May 12th.

We have been invited to an inter-Area skittles match against the Avon and Somerset Areas in June - more details next Courier. Our next meeting at The Caesars should see the second edition of our Area Magazine, so come along for your free copy.

WEST MIDLANDS AREA NEWS - TONY SPICER REPORTS:

Good news: all meetings will now be held at Moxhall Hall, Holly Lane, Wishaw, just up the road from The Belfrey on 2nd Tuesday and last Sunday in the month. This venue should be well-known to those who took part in the treasure hunt last year, remember, they sell Marstons Pedigree beer. This not being the reason for moving - honest.

The Annual West Mids. Fun Day/Barbecue/Camping Weekend will be held on Saturday 8th June, at The Unicorn, Hampton Loade, Nr. Bridgnorth. Previous years have proved to be great fun and well-supported - a must for your diary.

Do not forget to come and see us at The National Classic Car Show, stand 354.

Next meeting Tuesday 14th May evening
Sunday 26th May lunchtime.

WOLVERHAMPTON AREA NEWS - KIM NEVILLE REPORTS:

Hope everyone of our members enjoyed a good Easter - the extremely successful beer and skittles night helped put everyone in the 'holiday mood'. Vi took the ladies' title with Alan claiming the men's. We were all certainly bowled over (!) by their expertise. Commiserations must go to poor old Steve, who was so eager to put his general knowledge quiz to the test, he turned up for the April meeting a whole week early. His mistake was, no doubt, due to sheer enthusiasm and not too much 'pop' over the holiday!

Arrangements are being made to travel to MOTEC in Telford in convoy, leaving The Merry Hill pub in Wolverhampton at 10am on May 18.

Those who need a reminder, should remember to turn up at our next meeting at The Merry Hill on Monday, May 13.

NORTH YORKS AREA NEWS - SALLY HURD REPORTS:

The new members keep rollin in. Steve Johnson came all the way from Hull and John McKenzie came from York. The events calendar is jam-packed (arrangements are in hand for the 4th Annual North Yorks Concours/Moors Run.

12th May - day out on the North Yorks Moors. Meet Helmsley Market place at 11.30am.

9th June - Dales Outing. Meet Borough-bridge 10.30am for 11.00 start.

1st September - 4th Annual North Yorks Concours and Moors Run. Blacksmiths Arms, Hartoft End, rosedale Abbey, nr. Pickering.

1st May (date for next months meet) - "Feel the Parts" Competition (Steve is wearing his baggy trousers!).

Finally to all those in Humberside, a meeting has been arranged for Thursday 13th June at The Darleys pub on the A63 Bothferry Road, Hessle, nr. Hull. Members who wish to support this meeting are requested to attend from 8pm onwards.

WEST YORKSHIRE AREA NEWS - CHARLES HENDERSON REPORTS:

Our April meeting, hopefully, marked a turning point in the history of the Area, as it was agreed that a committee should be formed, in order to try and arrange events and functions, which would be of interest to local members. The committee at present is to consist of myself, John Heyworth, Roger Travis and, last but not least, David Driver. The meeting also resulted in the compilation of a membership register, which revealed the following statistics: 6 Vitesses, 12 Heralds (99% of which belong to Dave Driver evidently), 4 GT6s and 3 Spitfires. So come on all you Bond owners! Incidentally, if anybody wants a Bond, Trevor and Anne know where there is one for sale in Rothwell.

Forthcoming events:

7th May - meeting: 'feely bag'.

25th/26th May - either Uncle Billy's (names to Ken Ideson at the May meeting) or convoy to Motor 100 (names to me at May meeting).

June 4th - Ladies section evening buffet. £1 per head (names to Glennis Travis at meeting).

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

BILL SUNDERLAND — EDITOR **19 Prince Rupert Avenue,
Desborough, Northants NN14 2PH.**

CAR MART

Spitfire MKIII convertible, 1967: 'F' reg; in running order; used daily; MOT'd to December. Car complete but needs a bit of work. £350 o.n.o. Contact: D Clifton, tel: Stevenage (0438) 814741 - non-member.

Vitesse MKII saloon: 'G' reg.; sunroof; O/D; servo; Corbeau recliners; inertia reels; Royal Blue with v. clean interior. Offers to Dougal or Jim Black, tel: Plymouth (05403) 465 anytime - 82/5028.

Herald 1200, 1970: MOT Jan '86; tax June. Good mechanics and chassis; body reasonable. £300 o.n.o. Contact: Ken Richardson, tel: Hadlow, Kent (0732) 851352 - 78/00518.

Vitesse MKII, 1970: v.g. chassis. Body and doughnuts need attention. 7 months MOT. Many spares inc. engine, gearbox and O/D. Wife can't maintain anymore so must go! £450 o.n.o. Contact: Winter, tel: Slaley 472 - N/A.

Spitfire MKIV, 1973: recon. engine; new tyres; new carpet; good body/chassis. Garaged last 12 months. Buying GT6 - hence sale. Haggle at £650. Contact: Mrs G A MacIver, tel: Glos. (0600) 2481 Mon-Fri 9-5pm - 84/7496.

948 saloon, 1960: 'A' reg. Ideal for restoration. Some new panels. £100 o.n.o. Contact: Brian Clement, tel: Whitley Bay (0632) 2521883 - 82/4947.

GT6 MKIII, 1972: French Blue; 5 good tyres; respray last year. Kenlowe fan; alarm; radio/cassette; MOT and 8 months tax. £895. Contact: Mrs J M Heaton, tel: Birmingham (021) 554 7057 - 84/9367.

Burlington SS: careful 700 miles since completion in 1984. MOT/tax Aug. '85. Nicely finished in green with tan interior. Donor Herald chassis; engine recon'd S.T. Motors, Rochdale. £2,500 o.n.o. Next project presses. Contact: Field, tel: Patrington (0964) 70455 - 84/8031.

Vitesse convertible 2L MKII, 1969: Pale Blue; MOT March '86; Tax Sept '85; 69,000 miles. New hood, discs and brake pads. £950 o.n.o. Contact: Howard Cooke, tel: NI3 (01) 886 5383 - 84/7943.

Vitesse MKII saloon, 1971: white; taxed; long MOT. Recon. engine; good condition; excellent runner. £600 o.n.o. Contact: R L Thomas, tel: Edinburgh (031) 334 2740 - non-member.

Triumph Vitesse MKI: registered June '68; one previous owner (brother), genuine 57,000 miles. Royal Blue. Engine recently overhauled; brakes relined; part chassis renewed. Body fair/interior good. Contact: Lloyd, tel: Wll (01) 727 0343 - non-member.

Triumph Vitesse MKI, 1968: Tax and MOT. New rad., exhaust, g/cover, recent engine o/haul. Good cond. generally, needs new front carpet. Undersealed. £650 o.n.o. Contact: Chris, tel: (01) 891 1272 (day) or (01) 894 5374 (eves/w/ends.) - 85/9931.

Spitfire MKII, 1300cc, 1966: Signal Red; hard/soft tops; new windscreen; 65,000 miles since TOTAL mechanics/engine rebuilt. 2 areas of body need SLIGHT attention. Good chassis. Bills for £600. New battery etc. £350 o.n.o. Contact: Dave, tel: Chippenham (0249) 658699 - 83/5494.

Spitfire MKI: reg. 1941 PG. Ripe for restoration; Tax and MOT July. New g/box, shocks. Used daily. £500. Contact: Ted Curley, tel: N7 (01) 609 6718 (home) or (01) 741 4856 (work) - 85/6424.

GT6 MKIII: L reg; sunroof; O/D. No MOT. Car garaged last 18 months. Requires some renovation. V.g. bonnet. Spares to go with car if possible: engine, diff, g/box/overdrive, rear door and many more - too numerous to mention. £650 o.n.o. the lot. Contact: Mr W Clendening, tel: Harleston (0379) 852914 - 82/4182.

1964 Bond Equipe GT: single headlight model. Original engine. Many new parts. Roadworthy. Needs finishing. Offers? Contact: Alan Parker, tel: Nr. Preston (0772) 726328 eves - non-member.

Much loved 1971 13/60 conv.: recon. engine 1980, fsh from 1980. five new tyres. Body and hood poor but mechanically sound. Complete car for restoration or breaking. Taxed July '85, MOT Apr. £225. Contact: Paul, tel: Epping 73860 - 83/6225.

GT6 MKI: Signal Red; wire wheels. Engine and mechanicals good; bodywork serviceable. MOT/Tax. £600 o.n.o. Contact: Pete Williams, tel: Towcester (0327) 50581, ask for ext. 4312 (work) - 79/00793.

1970 H reg. Herald 13/60: one owner, v.g.c. Needs clutch. Offers? Contact: P M L Hungerford, tel: Basingstoke (0256) 850934 - 82/4071.

Triumph Vitesse convertible, 1968 MKI: O/D. 2 new doors, spare bonnet. Chassis rebuilt. V. reliable. Many new parts. Needs respray. £450. Contact: James Kearney, tel: Newick (082572) 2821 - N/A.

Herald 1200 saloon: excellent cond. Original paintwork. MOT July/Tax June. Radio/cassette. £500. Contact: Mr Fleming, tel: Darwen 75345 - 84/9289.

Good home wanted for 2L MKI Vitesse Saloon: one owner. Good performer; mech. sound; ideal for restoration. O/D, vacuum brakes and electronic ignition. Plus many spares. Offers over £450. Contact: Alex Morris, tel: Ashby-de-la-Zouch (0530) 412542 after 6pm - non-member.

Herald 13/60 saloon: J reg; good body and engine; chassis needs some work. No MOT. 78536 miles on clock. Good buy for enthusiast. Open to genuine offers. Contact: V Short, tel: Dunstable (0582) 604088 after 6pm - non-member.

Herald 13/60 saloon: F reg, original blue, sunroof, genuine 35,000 miles. Details log. Exceptional condition. MOT. One owner. £1,000 o.n.o. Contact: Mrs Weller, tel: Reading (0734) 663387 ext 267 - ex-member.

Herald 1200 convertible, 1967: white with black hood. MOT Sept '85. Good chassis; bodywork sound but needs tidying. £420. Contact: Clive Roe, tel: Somerby (066477) 539 - 85/9924.

Herald 13/60 convertible, 1970: MOT and taxed; excellent condition interior and exterior. Many new parts fitted inc. carpets, hood and bonnet. £900 o.n.o. or p/e for early MKIII GT6 with O/D. Contact: J Smith, tel: Nottingham 820784 - 83/6520.

Triumph Vitesse 6 convertible, 1965: 57,000 miles; Cherry Red; 12 months MOT. 2 months tax. New hood, carpets and tonneau. Excellent overall cond. £950 o.n.o. Contact: Stewart, tel: Hayes (01) 841 5035 after 6pm - 83/6926.

Immaculate White GT6 convertible: by R Beswick of Bolton. Roll bar, new tyres, Spax, overdrive, undersealed. 12 months MOT. Went to Switzerland last summer. Impending baby forces sale. Stored inside at present. Contact: Alastair, tel: Lhan-tryde 3340 - 81/2738.

Triumph GT6 MK1, 1967: Signal Red, totally original and v.g.c. MOT and recent engine service. Must be seen. £750 o.n.o. Contact: Stewart Pratt, tel: Hayes (01) 841 5035 eves. - 83/6926.

Vitesse MKII convertible: sound, reliable, fast. O/D. Not concours but excellent working cond. body and mech. First £750 secures or consider p/e for good Triumph 2000 or similar large saloon or estate. Contact: Simon, tel: Eastleigh (0703) 619878 - 83/6328.

Herald 1200 saloon, 1967: genuine 48,000 miles. Original logbook and all MOT certs. 2 previous owners - mine for 4 years. Unused several winters. Mech. excellent. Factory g/box fitted at 33,000 interior superb. V. sound: red/white body. MOT Sept. Car at present in Sheffield (laid up). Reluctant sale £400. Contact: Nick Tinsdeall, tel: Slough 22778 - 81/2790.

Lovely MK1 2L Vitesse: fortune spent from new. White hood to stainless steel screws/bolts etc. O/D; bootrack; elec. ignition; GT cloth seats. Actual car from August Vitesse article. Respray red/white. £600 only. Contact: M Thomas, tel: Shetland (09502) 303 - 82/4303.

GT6 MKIII: Mallard Green 175/70/13s on Minilite style wheels. Gold. Good cond. throughout. G/box rebuilt last year. 8,000 miles since engine rebuild. Elec. ignition. £1,700 o.n.o. Contact: D Goldsmith, tel: Hitchin 712296 after 6.30pm - 81/2372.

Triumph Spitfire, Jan '79, T reg: 34,000 miles; O/D; tonneau; fog lights; radio; T&T. Excellent condition. Contact: Nigel, tel: Arthington (0532) 842059 after 6pm - non-member.

Herald 13/60 convertible: Royal Blue with white hood. Reg FGF 415J. Good interior and hood, recon bonnet on good body. Reliable. MOT 'til Dec 85. Real eye-catcher. £750 o.n.o. Contact: M Osborne, tel: Cholesbury (024029) 651 - 80/1390.

Vitesse MKII, 1970: O/D, white, new up-rated g/box. Recent engine overhaul. SAH 175 carb kit. SAH rear spax conversion. Servo. Elec ignition. towing bracket. Radio. 5½J steel wheels. Excellent cond. throughout. £1,000 o.n.o. Contact: J Morriss, tel: Wirral 0513395763 - N/A.

GT6 1967: O/D; alloy wheels; good cond. interior/exterior; MOT'd; used regularly. £400 or exch. Spitfire III in similar cond. W.H.Y. Contact: Alastair, tel: St Albans 66319 eves and w.ends - 81/2318.

CLUB REGALIA ... 1985

WINDSCREEN STICKERS AND BADGES

METAL CAR BADGE	£3.95 + 30p P/P
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4 x 4 SILVER ON BLACK ROUND WINDSCREEN STICKERS WITH INDIVIDUAL MARQUE - 'GT6', 'SPITFIRE', 'VITESSE' AND 'HERALD'	£0.35 + 15p P/P
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MY OTHER CAR IS A 'GT6', 'SPITFIRE', 'VITESSE', 'BOND' AND 'HERALD' - SILVER ON BLACK	£0.60 + 15p P/P
NEW REAR WINDSCREEN STICKERS 'GT6 BORN IN LE MANS' SILVER ON BLACK	£0.60 + 15p P/P

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COLOURS ARE WHITE, RED, YELLOW, BLACK, BURGUNDY, PALE-BLUE, GREY. SIZES: SMALL, MEDIUM AND LARGE + EXTRA LARGE £9.75 + 85p P/P

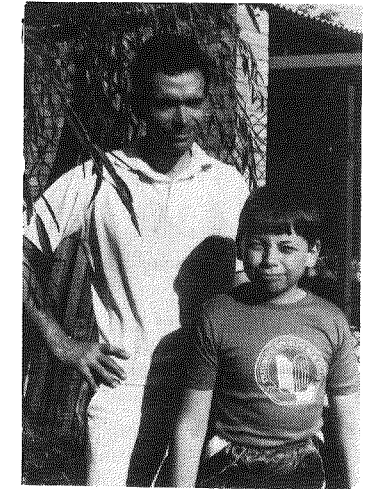
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GT6 MK1, 1967: garaged; tatty body; no MOT; f/glass and steel bonnet; wire wheels; good tyres; new carpet. Must be sold complete. £200. Contact: Stephen Saunders, tel: Sutton (01) 236 8622 - day - 82/3991.

13/60 estate: good chassis and engine; 47,000 miles; body fair but ideal for restoration or spares. £125 complete or will split. Contact: David, tel: Chippenham 654320 - 85/10305.

Vitesse MK12, 1970 saloon: condition A2; Valencia blue/tan interior; excellent chassis. NEW siderails, outrigger, clutch, silencer. MOT. Just had full service. Agreed value presently £1,325 - will accept £675. Contact: Richard, tel: Waltham Cross 30705 message (01) 360 5274 - 83/6455.

Spitfire 1500: R reg; red; long MOT; taxed; factory h/top; O/D. Well maintained and nice condition. Tonneau cover. Reason for selling - owner gone to USA and I've got a co-car! £1,550 o.n.o. Contact: C Radford, tel: (01) 734 6253 work or (01) 203 3254 - non-member.

GT6 MKIII: Red; K reg.; MOT June '85; 90,000 miles. Previously well cared for but not used and kept garaged for several months, so will require remedial work. Hence only £500 o.n.o. Contact: R J Watson, tel: Norwich (0603) 619694 - non-member.

Herald 948, 1960: export model; Signal Red; good cond after 176,000 miles with same family. Rare chance to buy oldest re-imported Herald. Sixth oldest overall. Just £250 to appreciative buyer inc. long MOT and tax. Contact: John Moon, tel: Fleet 28510 - 84/8619.

Triumph vitesse convertible MKII: Racing Red; 1967. Recently restored and refurbished throughout. New carpets, re-upholstered as original. Recon engine. Long MOT. Immaculate throughout and much admired. Reluctant sale for more practical car. £1,800. Contact Mr M Murray, tel: Folkstone 39392 - 83/6514.

Triumph Herald 13/60: hardtop with separate soft top and frame; full MOT and 6 months tax. New sills, valences, outriggers, floor section and carpets. 1971, K reg. To a good home. £495. Contact: Brian, tel: Barnsley 202276 - 85/9591.

Vitesse: F reg; sunroof; excellent cond, body and interior. Totally reliable. Reluc-

tant sale! Offers. Contact: C Jones, tel: Chirk (0691) 773683 - non-member.

Spitfire 1500: S reg; Brooklands Green; O/D; hard and soft tops; recon. engine and g/box; recent exhaust, brakes and UJ's. GT6 forces sale. £1,350 o.n.o. Contact: Anthony Watson, tel: Stockton (0642) 551296 - 82/4349.

1968 Triumph Vitesse convertible 2L MKI: O/D. One lady owner/driver since new. Immac. condition. New hood; tonneau cover. Full service history available. £1,850 o.n.o. Tel: Godstone (0883) 842464 (9 - 5pm) or Lingfield 834360 - non-member.

Herald 1200, 1970 saloon: purple. V. tidy inside and out. 73,000 miles. Good runner. Long MOT. £350. Also car stereo system, £70. Contact: Mike Haines, tel: Cheltenham 31770 eves - 84/8352.

Hurricane 1300: not finished (but nearly). Has been run and registered. Most parts new or reconditioned. £2,000. Contact: Stephen, tel: Cambridge (0223) 835291 - 83/6910.

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: Batley 443134 - 83/6356.

Bond Equipe 2L: H reg; solid car requires love and attention; long test; many new parts. Offers around £350. Will break if enough interest. Contact: Malc, tel: Barnsley 744370 after 5.30pm - 84/9590.

1968 Vitesse 2L conv: white body in good cond.; new hood; engine v.g. runner; slight fault on second gear; MOT. Some spares. £790. Contact: M Preece, tel: Shrewsbury (0743) 245815 - N/A.

1979T 1500 Spitfire: genuine 27,000 miles. V.g.c. Soft top and g/fibre hard/t; luggage rack; new exhaust and tyres; 1 yr MOT. Firms car forces sale of cherished car. Contact: Alun Jones, tel: Pontypridd (0443) 205217 - 83/205217.

Triumph Herald 12/50: red and white, 1964 reg (B); MOT Oct '85; excellent cond; genuine mileage 59,344; history from new; tow bar plus many spare parts. £925 or offers. Contact: John Roberts, tel: Andover (0264) 51838 - non-member.

1968 Herald 1200 convertible: 100's of pounds spent on engine, trim and body-

work; v. solid car. Included in the price are some chrome trim to finish and unused Stanpart carpets. £250. Contact: R Plant, tel: Stockport (061) 477 7457 - 81/3083.

Triumph Spitfire 1500: Pageant Blue; V reg; 33,000 miles; O/D. One lady owner. Hard/soft tops, tonneau, r/proofed, stereo cassette radio; taxed 'til June. Around £2,500. Contact: Gill or answerphone, tel: Birmingham (021) 472 5109 - non-member.

Vitesse MK12, 1969 saloon: v.g.c. all round; 9 months MOT; only 60,000 miles. Well looked after. £725 o.n.o. Contact: Keith, tel: Torquay (0803) 606344 - 85/4173.

Triumph Spitfire MKIV 1973, M: blue; new Triumph soft top; O/D. Well maintained and good bodywork. 54,000 miles; Halogen lights; bootrack; MOT Dec. Inability to take baby seat forces v. reluctant sale. £850 o.n.o. Contact: M Dundas, tel: Kelso (0573) 24088 eves/w.ends - non-member.

Spitfire MK12: B.R.G.; hard and soft tops; wire wheels; in need of some renovation. Reluctant sale after 10 year happy ownership. £200. Contact: Peter Laws, tel: nr. Bath (0761) 71166 - home or (0749) 3366 - work - 84/7313.

Spitfire 4 MK12, 1966: fine example of rare model, painstakingly restored. Recon. engine. Many other new parts; Monza Red; hard/soft tops and tonneau. £795 o.n.o. Tel: Horley (0293) 785009 eves/w.ends - non-member.

Spitfire MK13: O/D; H/T; S/T; T/C; MOT and Taxed. Many new body parts. Need tidying. Good, fast runner. £325. Contact John Ansell, tel: Coalville 812928 - 84/8461.

Spitfire 1500: S reg; 43,000 miles; one previous owner; B.R.G.; tonneau cover; MOT August 1985; 4 months tax; tatty, hence £700 o.n.o. Contact: Mr Watson, tel: SW19 (01) 543 4934 - home or (01) 242 2877 - work - non-member.

GT6 MKIII 'L': Pimento; sunroof; elec ariel; Halogen h/lamps; towbar. Many parts replaced, much bodywork refurbished. Spares inc. new spoiler, carpets, oil cooler. £1,100 o.n.o. Contact: Jack or Hilary Eldridge, tel: Leics (0530) 222722 eves or (0602) 603141 work - 82/4462.

Triumph vitesse MK1, 1967: sunroof; O/D; good all round condition; Waxoyled; recon g/box, clutch, carbs, distrib. MCT. £550. Also **Vitesse MK12, 1970:** bit tatty but reliable and g. mechanics; special engine. £200 o.n.o. Contact: William Winstone, tel: Slough (0753) 39792 - 84/ 8653.

Spitfire 1500, 1977: O/D; hard/soft tops. One family since new. Immaculately maintained in original Pimento Red paint-work. Recent cylinder head overhaul. 175/70s. Many extras. Tax and MOT. Rustproofed/Waxoyled. £1,500 good home please! Contact: Stephen Coutts, tel: Glasgow (041) 357 0790 - 83/5498.

CARS WANTED

ANY MODEL HERALD CONVERTIBLE wanted in any condition. Contact: M Hunter, tel: Greenford (01) 864 1703 - 85/100056.

WANTED SPITFIRE MK12/13: must be in sound condition throughout although I'm prepared to do some tidying up. £00 to spend. Contact: Mark Beeson, tel: Tiverton (0884) 253158 anytime - 84/9618.

GT6 MK12: preferably with O/D. Bodywork must be good but engine condition not important. Will travel South and South East England. Fair price paid for right car. Contact: Roy, tel: Bognor (0243) 821878 - 83/6026.

WANTED Vitesse MK12 Convertible: any condition. Contact: J Sellars, tel: (0792) 391036 - non-member.

WANTED HERALD ESTATE for running restoration. Must have good chassis and be in running order. 1200 preferred but anything considered. Contact: Tom, tel: Farnworth (0204) 76701 after 6.30pm - 85/10347.

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.

PARTS MART

COMPLETE SET leopard skin seat covers with Le Green backing, original extra for 1200 Herald. Most other spares: new front valance, tanks, body and mechanical parts. Contact: M Hunter, tel: Middx. (01) 864 1703 - 85/10056.

COMPLETE PETROL INJECTION set-up for six-cylinder. Professionally built using all new parts. Done 200 miles only. Offers? Also two black front seats for Vitesse. Contact: Richard, tel: Newport (0633) 896274 - 84/7799.

HERALD 1200 SALOON breaking before going to scrapyards. All parts available inc. good cross-plys. No reasonable offer refused. Contact: Alistair, tel: Beaconsfield (04946) 2476 - 84/7341.

HERALD 13/60 engine, £10; gearbox, £10. Contact: Ken Richardson, tel: Hadlow, Kent (0732) 851352 - 78/00518.

Twin choke Solex down draught carburetor and branched exhaust manifold to suit Herald 1200 etc. Original stage 1 SAH conversion. Unused for last 10 years. Offers please. Contact: R W Powell, tel: Great Witley (029 921) 475 - non-member.

1200 ESTATE PARTS: three wheels, good tyres. Head with valves, rockers, cover, £15; differential, £20; gearbox c/w clutch, £30; weber twinchoke carb, manifold, offers? Rear spring, £5; side and bonnet trims. Some badges. Speedo. Contact: R Underhill, tel: Winchester 60015 - 83/6658.

SPITFIRE SPARES: MK1 passenger door in excellent cond., £10; MK1/II rear ¼ bumpers and overrider, brand new, £10 pair; MKIV O/D g/box, £30; prop, £10; diff, £10; rear lamp assemblies complete £8 pair; Herald tow bar, £8. Contact: Dave, tel: Chippenham (0249) 658699 - 83/5494.

Two Heralds breaking for spares: all parts available, cheap. Will take any new parts, mechanical or body in exchange. Contact: M Boulton, tel: Shropshire (093928) 254 - 84/9020.

Vitesse 2L O/D box, prop (O/D), relay etc; MKIV Spit GRP r/o/s wings (unused); 1600 extractor manifold, clutch slave cylinders, SU electric fuel pump, dismantled 2L gearbox, GT6 MKIII fuel cap, Leyland chrome door mirror (N/S) - Spit MK4

type. Offers. Contact: Rob, tel: Cardiff (0222) 750818 - 84/7845.

SOFT TOP and tonneau for 1500 Spitfire - used for only 2 summers. £120. Contact: Ian Ridgley, tel: Birmingham (021) 4555 7648 - non-member.

SPITFIRE 1500 PARTS: tonneau, unused, £20; new rear shockers, £12; new front trunnions, £25; two winter tyres on wheels, £20; assorted bushes, £3. Contact: Mark, tel: Bradford (0274) 499529 eves - N/A.

SPITFIRE II/III/IV SPARES: II and IV n/s door; IV windows, fascia panels, reclining seat/headrest, £25. Underriders, £4 each. III diff. £45; bootlid, £8; towbar, rad, halfshafts, gearbox tunnel, instruments, badges, petrol tank, lights etc. Contact: George, tel: Ilford (01) 550 6047 - 85/10203.

Spitfire parts: all sorts but mostly early models. MK3 and MK4 chassis, cheap and MK4 bodyshell tub (quite good). GT6 MKIII bonnet, tatty but cheap. MKII Spit. bonnet - reasonable cond. Various doors - MKII and III Spit., MKII GT6. GT6 MKII tailgate. Plus hundreds of smaller items. No I haven't got any MK4 bonnets or O/D g/boxes. Help me make the contents of two garages and one shed fit into one garage and one shed! Contact: John Reese, tel: Caldicot (0291) 421264 - N/A.

Breaking GT6 MK1: most parts available except bonnet. Contact: R Warren, tel: Bridgwater (0278) 424234 - 83/6500.

Spitfire 1500 spares: bumpers, £10 each; door locks, £5 pair; filler cap, £3; bonnet locks, £3 pair; hood, £15; interior door trim (passenger), £4; hub trims, £2 each. Windscreen trim, £2; tread plates, £2 pair. Contact: Mark, tel: Hampton (01) 941 0230 - 84/8772.

Vitesse: full and half tonneau covers (as new), £40. Also SIP elec welder (as new), £40. Contact: Michael Black, tel: Cambridge (0223) 354797 - non-member.

Vitesse 1600 convertible body: some salvageable panels and trim but floor, bonnet and interior rough. Newish windscreen. Chassis for above, main rails fair, outriggers rotten. All v. cheap. Contact: Tim Marris, tel: Abingdon 33433 ext. 260 - 80/01673.

Triumph Herald 13/60 metal bonnet, released from British Leyland Stores. Brand new and unused. Abandoned project. Sell £145.

Contact: B Hourihane, tel: Barnsley 202276 - 85/9591.

GT6 III servo £27.50, chassis outriggers, wings, sills, doors, skins, glass, some carpets, overriders, wheel trims, hub caps, door and window seals, trim clips etc. Send SAE for list, stating model to John Mann, 5 Nevis close, Loundsley Green, Chesterfield, Derbyshire S40 4NS, tel: Chesterfield 71036 - 81/01941.

Breaking 13/60 convertible body parts only. Contact: Ray Pearson, tel: Dudley 56999 ext. 233 (work) or Brierley Hill 79500 (home) - 78/00367.

Herald 1200 spares: please enquire. Also alloy wheels: four Dolomite Sprint, two with good tyres, £40. One little used 560 x 13 Dunlop D75 crossply tyre, £5. Contact Tim, tel: Ely (0353) 860680 - 84/7678.

2L Vitesse dynamo, new, £10; starter, new, £10; rear adjustable shocks, new, pair £20; rear springs (2), £5 each; steering racks (3), £10 each; cylinder head complete with inlet exhaust manifolds, twin strombergs, air cleaner, £70; original owners Handbooks £3 each; manufacturers Parts Manual £10. Laycock O/D manuals, £5; Spitfire steering wheel, £5; 2L Vit crankshaft, £10; flywheel and clutch assy., £10; camshaft, £5; halfshafts hubs, links, brake parts, bright trim. Instruments, lamps etc., etc. Herald diff. £20; dynamo, new, £10. Contact: T N Vesty, tel: Leeds (0532) 584180 - non-member.

MKII 2,000cc engine and gearbox c/w all auxiliaries. Also complete suspension and steering gear, together with complete dash assembly for MKIV Spitfire. Offers. Contact: Ray Stephens, tel: Lea Valley 767539 - non-member.

BRAND NEW VITESSE steel roof panel with sun roof cut out - offers? Also MKIV SPITFIRE registration number TSS 924L: needs attention, sell complete or break. Spitfire located nr. Penrith, Cumbria. Contact: P Hart, tel: Farnborough (0252) 544467 - 83/5928.

Breaking GT6 MKII, 1970. Most parts available. Contact: F D Rae, tel: SE24 (01) 733 9969 after 6pm - non-member.

Breaking MKII Vitesse conv. (inc. perfect black interior). Some MKI Vit and Herald parts too e.g. good metal front valance; hoodwell covers to fit both. Also wooden slatted bootrack (never used) to fit Spitfire. Contact: Andrew, tel: (0642) 825272 - 79/00843.

SPITFIRE MKIV PARTS: chassis, sand blasted and sprayed, £175; doors, £20; b/lid £45; bonnet £150; body tub rusty, offers; new B.L. inner rear wheel arches, £17.50; inner sill plates, £2; hood (black) £20. Contact: Clive Insley, tel: Heacham (0485) 70260 - 84/8869.

Three synchro O/D g/box and O/D unit (Spit I/II/III, Herald) - g/box believed good (rebuilt). O/D unit appears ok but untried £50 o.v.n.o. Contact: Chris Stabler, tel: Doncaster (0302) 743579 - 79/945.

GT6 MKII: 3.27 diff, £15; rear spring, £20; non-O/D gearbox, £40; propshaft, £15; pair Stromberg with manifold £20; cylinder head with rockers, £30; exhaust manifold, £10; flywheel, £5. 13/60 engine, £30. Contact: Jens Burnet, tel: Bridport (0308) 25006 - 82/4212.

Cheap Vitesse 2L parts: sunroof, £10; rad, £5; diff, £5; new towbar, £10; dashboard, £5; black front seats, £3 each. Plus 100's more inc. distributors, carbs, trim, mechanicals etc. All v. cheap. Deposit secures. Contact: Robert, tel: Heathfield 3835 - non-member.

VITESSE MKII chassis, front body section, new sills, O/D prop, non-O/D prop, 2L MKI block crank, etc. Fibre tunnel cover, 13/60 bonnet. Contact: Ray, tel: Swansea (0792) 863926 - 82/5108.

MEMBER OF THE TSSC
"SPIT BITS"
FOR ALL YOUR USED MKIV
SPITFIRE SPARES
84 GRAZELEY ROAD
3 MILE X READING BERKS.
TEL: READING 884371

New, genuine Stanpart/ARG parts for all models. Handbooks for Vitesse 2L I/II, GT6 II, Spitfire IV/1500. Parts Catalogues and Workshop Manuals for Spitfire 1500. Virtually all engine/gearbox/axle parts, complete diffs, rotorex £18.50, driveshafts, all MKII rear suspension components, brake discs, calipers, drums, overhaul kits for

Garage clearout: rebuilt 2L Vit g/box; Spitfire/Herald g/box; new, Spitfire MKII rad; Vitesse boot lid, blue; Vitesse MKII silencer almost new. Contact: Ashwell, tel: Leighton Buzzard (0525) 379959 - 84/7289.

ORIGINAL SPEC OIL FILTERS, GT6, £2; VITESSE, £2.50; SPITFIRE/HERALD, £4. Unipart Surefire copper core spark plugs, 85p each. All prices inc. P&P. Contact: Peter Gidden, Flat 4, 23 Manor Park, London SE12 5QZ - 85/9824.

1500 Spitfire chassis, unused, £135; GT6 MKII excellent bodysell (new wings and new sills), £145; 1600 Vit engine, £20; Spitfire MKIII hood and frame, £30; Herald 12/50 engine and gearbox, £20. Contact: Richard Lewis, tel: Bristol 423017 - 81/2266.

GT6 MKII doors, £10 each; tailgate, £5; Spitfire MK4 soft top, £25; gauges various; pair of seats, £20 etc. Plus various Spitfire MKIII parts inc. chassis, £15; complete exhaust, £8; bumpers, £10 etc. Contact: R Fairfull, tel: Bognor (0243) 821878 - non-member.

EXHAUSTS FOR CLUB CARS: I have a limited number of the following new exhaust items - GT6 MKI front pipe, £8.75; 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. Please quote membership number for despatch by return of post. Apply to Peter Gidden, Flat 4, 23 Manor Park, London SE13 5QZ - 85/9824.

SPITFIRE IV bonnet, v.g.c., £35. Also hub and h/shaft assys, £10 each. HERALD 1200 engine, £25; gearbox, £15, diff, £15 - all running and in good cond. Contact: Dennis, tel: Luton (0582) 598761 - 84/9256

GT6 MKIII bodysell: Primrose, late 74, Sundym, v.g.c. with trim and reg. docs., £120 o.n.o. MKIV Spitfire chassis, numerous other GT6 and Spitfire spares cheap. Vit 2L non-O/D prop., 2.5PI O/D T/T v.g. runner, £150 o.n.o. Contact: Jason Barnes, tel: Wellingborough (0933) 314661 - 83/6564.

BROKEN SPITFIRE MKIV: many parts available. Bonnet, instruments, seats, wire wheels. Contact: J Athill, tel: Wimborne (0202) 883590 - 85/10109.

Vitesse spares for sale: chrome trim, props; seats; engines. MKII chassis suspension parts: wiper motors. Plus loads more. Contact: Charles Henderson, tel: Halifax (0422) 45607 between 5.30pm and 7pm - 79/01019.

TURBOCHARGER, massive horsepower potential or additional economic power. Ideal 2000cc - 2500cc, blow/suck through. Time forces sale. Inc. B.P.R. wastegate, flanges and clubs. £200 o.n.o. Details and advice, contact: Mike, tel: (01) 560 5151 ext. 2080 (work) or (01) 991 2486 (eves/w ends) - 83/6814.

PARTS WANTED

Bonnet for 1971 13/60 convertible. Contact: P M L Hungerford, tel: Basingstoke (0256) 850934 - 82/4071.

Wanted for GT6 MKI original speedo and rev., rear light lens, chrome wiper arms and blades, five 4½" steel wheels with Radial tyres. Contact: Dave, tel: Dagenham (01) 517 4924 - 84/9452.

Herald 12/50 rad, grille or 1200 grille and surround in good cond. Contact: Terry Carter, tel: Guiseley nr. Leeds (0943) 76964 eves. - 84/9438.

Vitesse MKII O/D gearbox. Also rear radius arm adjusting bolts - must be in good condition. Contact: Kev, tel: Selby 707093 - 84/8343.

WANTED for SPITFIRE MKIV: set of four centres for BL bolt-on wire wheels; part number 88630069. Contact: A Grundy, tel: Retford (0777) 703427 - 85/9567.

Vitesse MKII bonnet and wire wheels wanted. Contact: Chris Wood, tel: Hexham (0434) 605038 non-member.

WANTED 3.27 differential. Must be good. Cash waiting. Will collect. Contact: Malc, tel: Barnsley 744370 after 5.30pm - 84/9590.

Vitesse MKII factory Workshop Manual. Contact: Andrew, tel: (0642) 825272 - 79/00843.

WANTED: new white rubber bumpers for n/s and o/s rear quarters for 13/60 Herald conv. Contact: Eric Durrance, tel: Budleigh Salterton (03954) 2975 - 85/10218.

AREA DIRECTORY 1985

AREA	AREA ORGANISER(S)	TEL. NO.	VENUE	MEETING DAY
01	ANGLIA	0223-210166	The Coach & Horses	1st Thursday
02	AVON	0454-321531	Travellers Rest/The Talbot	1st Mon/3rd Wed
03	AVON	0296-661909	The Cow Roast	4th Tuesday
04	AVON	0642-469380	The Ladle	Last Wednesday
05	AVON	0726-883140	The Farley Hotel	Last Thursday
06	AVON	0285-61137	The White Horse Inn	3rd Tuesday
07	AVON	0946-830017	Ye Old Queens Head	2nd Wednesday
08	AVON	0623-36028	The Elm Tree	1st Wednesday
09	AVON	0826-89024	Ley Inn Arms/Dartmouth Inn	Last Sun/Last Sun
10	AVON	0963-231069	The Sun/Uncle Tom's Cabin	Last Wednesday
11	AVON	0628-33365	The White Bear	1st Mon/2nd Wed
12	AVON	0245-323681	The Loughpool	1st Sun, lunch
13	AVON	098981-506	The Royal Oak	2nd Tuesday
14	AVON	0923-23549	Eagle & Child/Bird in Hand	2nd Wednesday
15	AVON	01-363 7960	The Coach & Horses	Last Wednesday
16	AVON	0473-830437	The Rushmere Falcon	2nd Mon/3rd Wed
17	AVON	0322-21056	Cock House Inn/Princes Hotel	1st & 3rd Tuesday
18	AVON	0689-36288	The Grasshopper Inn	Last Thurs/2nd Sun
19	AVON	0533-889079	Bath Hotel/Gate Hangs Well	Alternate Thurs
20	AVON	01-515 5838	The George	3rd Wednesday
21	AVON	0908-315025	The Fountain Wood	3rd Wednesday
22	AVON	07356-4629	The King's Head	2nd Monday
23	AVON	0603-302486	The Stag's Head	3rd Wednesday
24	AVON	0858-65934	The Ravensworth Arms	1st Monday
25	AVON	091-2847225	Old Hall Tavern/Rising Sun	2nd Mon/last Mon.
26	AVON	0382-699896	The Three Crowns	3rd Thursday
27	AVON	0889-881566	Glenanna Hotel	1st Sunday 2pm
28	AVON	096-03-64690	Redgate Lodge - racing circuit	2nd Wednesday
29	AVON	099-389555	The Grapes	2nd Monday
30	AVON	0775-88335	Various/BOTOLPH ARMS	2nd Mon/4th Sun
31	AVON	0772-322371	Black Horse/Bridge Inn	2nd Monday
32	AVON	0794-40139	The Fox & Hounds	2nd Monday
33	AVON	0334-54796	The Three Crowns	2nd Sunday 1pm
34	AVON	0922-56624	Haves Inn	2nd Wednesday
35	AVON	0278-424234	The Luton Inn	Last Thursday
36	AVON	0705-324065	Creech Castle Hotel	Last Thurs
37	AVON	0444-413607	The Good Intem/Ship & Bell	Last Wednesday
38	AVON	0299-30473	The Five Bells Inn	Alternate Thursdays
39	AVON	01-568 1870	The Firestone Inn	2nd Tuesday
40	AVON	0636-814050	The Robin Hood	2nd Wednesday
41	AVON	08242-4136	The Golden Lion	Alternate Thursdays
42	AVON	0222-891400	Caesars Arms	2nd Tuesday
43	AVON	0202-602651	The Skittlers	2nd Tuesday
44	AVON	021-3539961	Moxhall Hall	2nd Tues/Last Sun lunch
45	AVON	0902-330940	The Merry Hill Inn	2nd Monday
46	AVON	0789-772480	The Coach & Horses	Last Tuesday 42
47	AVON	0904-39420	The Hoptrove Inn	Last Wednesday
48	AVON	042784-405	The Lumley Arms	4th Thursday
49	AVON	0422-45607	The White Bear	1st Tuesday
50	AVON	0223-210166	Giles Tinkler	
51	AVON	0454-321531	Leslie Wrighton	
52	AVON	0296-661909	William Gregory	
53	AVON	0642-469380	Jimmy Johnson	
54	AVON	0726-883140	David Buxton	
55	AVON	0285-61137	Susan Ind	
56	AVON	0946-830017	Maelon Butler	
57	AVON	0623-36028	Geoff Parr	
58	AVON	0826-89024	Mike Atkinson	
59	AVON	0963-231069	Andrew Topp	
60	AVON	0628-33365	John Reed	
61	AVON	0245-323681	Paul Harris	
62	AVON	098981-506	Justin Barwick	
63	AVON	N/A	Gerald Norman	
64	AVON	0923-23549	Steve Bedford	
65	AVON	01-363 7960	Jeffrey Moore	
66	AVON	0473-830437	Bill Yates	
67	AVON	0322-21056	Martin Radford	
68	AVON	0689-36288	Richard Francis	
69	AVON	0533-889079	Tony Mee	
70	AVON	01-515 5838	Iain Atkinson	
71	AVON	0908-315025	Geoff King	
72	AVON	07356-4629	Norman Smith	
73	AVON	0603-302486	Mark Randall	
74	AVON	0858-65934	Ian McKeggie	
75	AVON	091-2847225	Dave Warrin	
76	AVON	0382-699896	Steve Willis	
77	AVON	0889-881566	Don Halliday	
78	AVON	096-03-64690	Rob Millar	
79	AVON	0509-504387	C P Roulston	
80	AVON	099-389555	John Cadmore	
81	AVON	0775-88335	Sharon Espin	
82	AVON	0772-322371	Bill Coulshied	
83	AVON	0794-40139	Andy Jones	
84	AVON	0334-54796	Peter Ellis	
85	AVON	0922-56624	I. Wheeler/A. Cooper	
86	AVON	0278-424234	John Macdon	
87	AVON	0705-324065	Rod Warren	
88	AVON	0444-413607	Tony Farby	
89	AVON	0299-30473	Colin Harrison	
90	AVON	01-568 1870	T. Di Francescomatino	
91	AVON	0636-814050	Mike Crewes	
92	AVON	08242-4136	Mike Costigan	
93	AVON	0222-891400	Patrick Falour	
94	AVON	0202-602651	R L Pugh	
95	AVON	021-3539961	Jeremy Woodward	
96	AVON	0902-330940	T. J. Spicer	
97	AVON	0789-772480	John Cox	
98	AVON	0904-39420	Ewan McKay	
99	AVON	042784-405	Stephen Byrne	
100	AVON	0422-45607	Jon Woolford	
101	AVON		Charles Henderson	
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