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MAGAZINE OF THE YEAR

SEPTEMBER 1985



Over 7,000 Members

No. 63



# The COURIER



CLUB TRIUMPH  
HOLLAND



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# EDITORIAL

As we end the eighth club year, the TSSC is well on the way to achieving a membership swiftly approaching 8,000. Members may also be interested to learn that this month sees the 100th TSSC publication. We at the administration end wonder just what other heights the TSSC will reach. I have no intention of listing what the benefits of being a club member are in this final renewal issue, as we hope you have all been taking advantage of these throughout the year. In the same vein, those who do not choose to renew - you should already be aware what you will be missing!

As members will know, we have been producing a 68 page monthly magazine for some time now; what many of you will not realize is that the Courier is set on A4 sheets for final reduction to A5. Space is now at premium, due both to the size of the club and the increasing amount of copy being sent in (it is much appreciated though!). Economically, we cannot increase the size of the magazine at this point in time. So as to contain as much information as possible in the limited space available, we have, this month, set the Nationwide section and small advertisements on even larger sheets, making the type somewhat smaller. We are sorry that this may inconvenience some members, but this format will only be adopted when necessary.

Do you back our Trade Advertisers? Being a member of the TSSC gives you amazing advantages. As the club has grown, so has our Trade Advertising, giving access to ever increasing service and supply. You will have noticed the vast range in 'Special Offers' every month, provided exclusively to club members. At the end of the day the relationship between Trade and Club will enhance the future for all our cars - take a good look at what's on offer.

Much appreciation and well deserved credit must go to those hard-working members who have recently provided members with the excellent Cambridge Barbecue and Finlux-Triumph events; well done to those many members who attended, refusing to let the weather dampen their enthusiasm!

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FRONT COVER: DUTCH MEMBERS AT 8th  
TSSC BARBECUE

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# PRESIDENTS INTRO

Let's hope by the time you read this we have a little bit of summer! Even the 8th Birthday Barbecue could not persuade the Weather Gods to push the mercury up the tube.

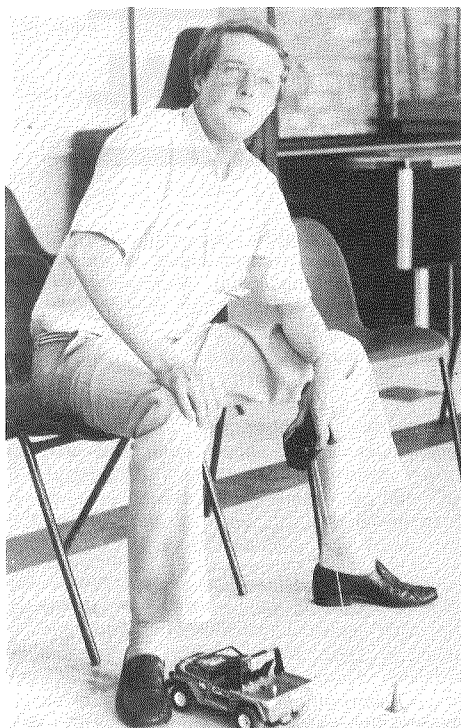
Talking of the Barbecue, what a great event this annual get-together is - I am only sorry it is not nearer Exeter! Giles, Barry and Dennis, plus the two connected wives did a really great job, although I am sure much credit also goes to all the local Anglia members. Bill and I tried to make fools of ourselves in the Herts Area Driving Test and succeeded. But did you see the driving skills with the radio controlled cars? It was almost as much fun as hillclimbing. Shame we got beaten by Nigel (bearing in mind he's not old enough to drive yet - I dread to think what he will be like when he can!).

I must also mention how delighted I was to see so many overseas friends (20 in all), including the President of Club Triumph Holland, Guus Van Der Krogt. Thanks for your loyal support of the TSSC. Oh and what about those mini skirts!

## COMPETITION

Whilst reading the TR magazine the other day, I noticed that our very own Julian Mendus, with his amazing V8 Rover Herald, took fastest time of the day at TR Goodwood 1985. He lapped the circuit in the incredible time of 105.77 seconds, well clear of most of the competition. Well done Julian; a great day for the TSSC.

And, whilst talking about competition, I keep reading about our own infamous Mr Paul Lucas, in 'Sporting Cars' nearly every month - "The quiet battler from Amer-sham", to quote Martin Johnson. I understand Paul, with his Spitfire, is in second place in the Sporting Cars Road Going Sports Championship, behind Caterham 7 pilot Robin Gray. All the best for the rest of the season Paul; keep The Courier informed of your successes and make sure you depose that 170 bhp Seven.



**INSURANCE SCHEME**

The Scheme goes from strength-to-strength, thanks to you the members. At the end of July, 250 valuations have been processed for cars worth £300 to £4,500.

Don't forget, if you want to revalue your car, following further improvements, simply request a new Valuation Form from me or Bill Sunderland, and submit it fully completed with a new, good, colour photograph, plus just £3 (including VAT) to me at:

31 Hellings Gardens  
The Green  
Broadclyst  
Devon EX5 3DX

## MEMBERSHIP

Don't forget to send off your renewal form if you haven't yet renewed. You can order your regalia requirements at the same time and pay by Access or Barclay-card if you want. Here's to another great Triumph Sports Six Club year.

**JOHN GRIFFITHS  
PRESIDENT**



**CAMBRIDGE JULY 1985**

**JOHN GRIFFITHS  
FAR LEFT  
BARRY NEWITT ANGLIA  
AREA EVENT ORGANISER  
PRESENTING PRIZE FOR  
INTERNATIONAL MINI  
SKIRT COMPETITION!!**



# NEWS REVIEW

**CAR STOLEN**

**£200 REWARD**

As seen on front cover of August mag.

CAN YOU HELP Ari Laitinen, one of our Finnish members over here on holiday, who had his car stolen on Wednesday, 17th July, 1985 from outside The Savoy Hotel in the West End of London, at between 6pm and lam. The details are as follows:-

Vitesse 6 (MK1 2-litre), convertible, Signal Red with white hood. Converted from saloon, LEFT HAND DRIVE, 4-spoke alloy wheels with Pirelli P3 tyres M5X70 black interior, Herald 1200 number plate lamp, early Vitesse dashboard. The sills have been welded to the lower rear wing. Registration HRL.958 (Finnish), commission number HB9576LDL - stamped on bulk-head.

If you see or know the whereabouts of this vehicle, please telephone Bob (01) 561 0671 and help Ari to retrieve his cherished car.

*Whereas every care is taken to publish accurate information, the Editor and the Committee of the TSSC do not necessarily agree with all the views expressed within The Courier (or Turning Circle) and cannot accept any liability from erroneous or misleading information found therein.*

**RECRUITMENT  
DRIVE 1985/86**

Firstly, apologies for not getting the August Courier draw results to The Editor in time for printing, so here they are - better late than never:

The winners of the £5.00 Halford vouchers are

Russell Haynes	83/5513
Adrian Thompson	7444

Congratulations to you both; thanks for all your efforts, particularly Adrian whose number I remember very well from previous competitions.

Now for this month's winners - again both win a £5.00 Halford voucher:

Paul Stringer	82/4508
Christopher Wilson	84/9264

and again, congratulations and thanks for your efforts.

Everything is going well, although many enquiries coming in still have no membership number or Area (number will do), tut, tut - don't you want to win any prizes?

The results of this 'seasons' competition prizes will be announced in next month's magazine, however, don't despair if you haven't put many windscreen leaflets out, or are a new member. The monthly prizes continue until the next 'Drive' and there are 'year' competition prizes which will also be announced next month.

So keep recruiting and put those membership numbers on the forms (see front of Membership Card or Courier envelope) and your local Area on the leaflets. If you have run out of leaflets, ask your Area Organiser for some, or contact me (details on inside, front cover).

**JONTY WILD**

# TSSC EVENT ORGANISERS - VERY VERY IMPORTANT

During the past few weeks I have spoken to a number of organisers of club events, both local and national and I have also spoken to the RAC. Two very important points have come to light.

**Firstly** - a number of Area/Event Organisers have either not received or not read the detailed letter on events that I sent out some time ago. Please, if you didn't receive a copy, then contact me now. If you have not read it, then please spare a few moments to do so. Even experienced organisers may find something in it that they hadn't thought of.

**Secondly** - and MOST IMPORTANT, organisers of club events, of all types, including local events (particularly those using public roads, i.e. treasure hunts etc.) are not always arranging adequate insurance cover; this is not difficult and must be done to protect both the organisers and the club from possible claims. This club is affiliated to the RAC (making insurance easy) and, consequently, we must abide by their rules which, when concerning our events, are mostly common sense anyway. If an event ever uses the local roads, then this must be done. If not, then participants may find themselves in trouble with the police or, worse, find that their car insurance becomes invalid.

To the organisers: if you are organising an event and haven't arranged insurance, or are in doubt as to whether insurance is necessary, then contact me now (see inside, front cover for details). If you have difficulty in contacting me and need to speak to me on an urgent matter, contact Trudi Squibbs during office hours for an alternative number.

**JONTY WILD**

# FINAL REMINDER

You will find inserted in this issue a final reminder to renew your membership to the TSSC.

Those members who have already renewed, may I say thanks for doing so, and to inform you that you should ignore the above-mentioned final reminder.

To the remainder of members yet to renew, let me please reiterate that subscriptions should be paid up no later than the last day of October. Don't forget, this will be the last copy of The Courier that you will read if you intend not renewing. You will also miss the Turning Circle on the Vitesse which is to be published shortly - a surely superb edition.

Renew your membership now for another exciting year with the 'Club That's Going Places'!!!!

**TRUDI SQUIBBS  
MEMBERSHIP SECRETARY**



The photograph shown here is a club car performing a most unusual role. Sid Jenson of Guildford, Surrey, had donated his car for the marriage of his daughter Alison to Mike Burgess. The happy couple, although not yet members of the TSSC, also drive Triumphs, namely a 13/60 convertible and a MKIV Spitfire. We are sure that we will be adding them to our mailing list once the honeymoon is over!



## BRANDS HATCH T&CC



### WALES MEET CALDICOT CASTLE

Plaques commemorating the first Wales Meet, held at Caldicot Castle over the weekend of 29th and 30th June are now available at £2.50 each (inc. p. & p.).

Would those members who attended the meeting and who would like a plaque to commemorate the event, please write to Marion Firman, 224 Newport Road, Cardiff CF2 1DN enclosing a cheque/P.O. for £2.50. Please make cheques payable to M.I. Firman and allow 28 days for delivery. (Any queries - please telephone Cardiff (0222) 490145 after 7.00p.m.)

### CALLING ALL CONVERTIBLE OWNERS!

John Hill has recently written to advise members of the following information:-

"At long last, following considerable pressure from convertible owners, we have taken the step to re-invest in the production of a convertible hardtop.

Due to our manufacturing agreement with British Leyland Heritage, we have chosen to design and develop a replacement hardtop for the convertible, based on the Herald Coupe. Development work is now well under way and we should have the prototype ready for testing by September

and, all being well, production will be well under way in order to meet the winter demand. Of course, as soon as we have some interesting developments and can get some photographs, we be able to advise members further as to the cost and availability."

Signed John Hill

### AUTOSUNDAY

#### 7TH JULY

Another successful show for the organisers - Rotary of Easthampstead - and for the TSSC. Good weather, good organization and good public response made this a very memorable day.

My sincere thanks to all who helped with the club stand and to our two conscientious judges, Steve and Tim for arriving at the following well deserved results:-

1st	Mr J Carter	Herald Estate
2nd	Mr Dollimore	GT6
3rd	Mr P McCarron	Spitfire

We had lots of interest from the public and should net a few more members as a result. Keep a date in next years diary - July 6th - always the first Sunday.

JOHN REED  
AREA ORGANISER E. BERKS

## NEW CLUB OFFICIAL POSITIONS

As a part of the club's planned improvements we would like to appoint one or two people to fill the following, important positions:-

### 1. LIBRARIAN

a) To collect examples of all club car manufacturers literature (technical, sales and advertising, general interest, etc.). All TSSC produced publications, audio visual records and photographic records.

b) To obtain copies off all club car orientated articles appearing in the Press.

c) To maintain and keep in good order all items held.

d) To keep an up-to-date index of all items.

### 2. HISTORIAN

a) To research the history of all club marques, models and manufacturers key personnel.

b) To produce articles at regular intervals for submission to the club magazine Editor(s).

### 3. ARCHIVIST

A person who is prepared to take up both positions.

\*\*\*\*\*

Naturally the two most obvious requirements for these posts are: i) sufficient space to store all the material, ii) a willingness to devote some of your spare time on a regular basis.

The club would allocate a budget with which the applicant would be entrusted to purchase material.

If you feel you have enthusiasm/ideas/ability/questions, please contact me:

BRIAN WATERS  
91 Elmwood Crescent  
Luton  
Beds LU2 7HZ

## BUDGET WELDING

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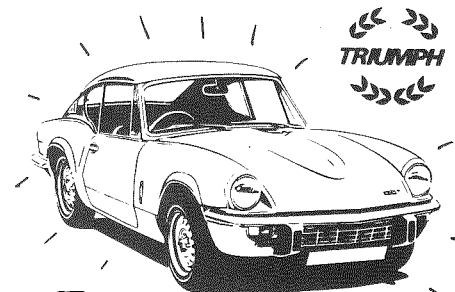
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# COP SHOP

## CAR HORNS - WHAT YOU SHOULD KNOW

### Summary of applicable legislation -

Motor Vehicles (Construction & Use) Regs. 1978

### Section 29 Audible Warning Instrument

Every motor vehicle shall be fitted with an instrument capable of giving audible and sufficient warning of its approach or position.

Sound emitted by instruments on vehicles first used after 1st August, 1973 shall be continuous and uniform. Except for Police, Fire and Ambulance purposes, no motor vehicle to be fitted with a gong, bell, siren or two tone horn.

### Section 118 Use of Audible Warning Instrument

No person shall sound or cause or permit to be sounded any instrument or apparatus capable of giving audible warning -

- When vehicle stationary on a road, (other than at times of danger due to another moving vehicle).
- In the case of a moving vehicle in a built-up area between 23.30 and 07.00.

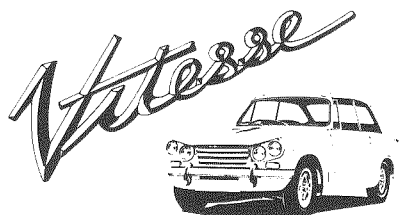
Exceptions: Car anti-theft alarms and Public Service Vehicle driver/conductor summoning assistance.

Common Offences: Horn not fitted/working  
Sound horn whilst stationary.  
Sound horn during night  
Fitted with two tone horn.

\*\*\*\*\*

If you have any ideas or queries about Road Traffic Law, contact:

**MIKE CREWES**  
24 Otterburn Gardens  
Isleworth  
Middx. TW7 5JJ



## ATTENTION Vitesse OWNERS!

Can you help with our forthcoming  
Vitesse Turning Circle Magazine.

We urgently need any  
Articles of a Technical Mechanical  
or Personal Nature.

Any information to:  
**BILL SUNDERLAND**  
Editor

## CLUB EVENTS CALENDAR

### SEPTEMBER:

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

Sat 28 - Sun 29 - Northern Classic Car Show, Belle Vue, Manchester - David Evans (0625) 871558.

### OCTOBER:

Sat 5 - The Malvern Motoring Event, 3 Counties Showground, Malvern - Justin Barwick (098981) 506.

### NOVEMBER:

Fri 1 - Sun 3 - Classic Car Show, Brighton Metropole Hotel - Jonty Wild (0462) 56315 (address inside, front cover).

# SEPTEMBER "SPECIAL OFFERS"

SPITFIRE-GT6-HERALD-VITESSE

BOOT RACKS  
Aluminium  
£ 15.00  
Chrome  
£ 22.00

Spitfire Mk.4/GT6 Mk.3 ¼ Valances ¼ VALANCES	F/GLASS	£ 14.90
	STEEL	£ 28.00
Vitesse Mk.2/GT6 Mk.2 WHEEL TRIMS		£ 17.00
Spitfire DOOR SEALS		£ 12.50 Each
GT6/Herald/Vitesse DOOR SEALS		£ 9.50
Spitfire Mk.3/GT6 Mk.2 SIDE INDICATOR LAMP	P.O.A.	
GT6/Vitesse OIL COOLER KITS		£ 13.95
Spitfire/Herald OIL COOLER KITS		£ 59.50
Spitfire CIRCULAR WHEEL TRIMS		£ 49.50
Vitesse/GT6/Spitfire/Herald LEYLAND BRAKE DISCS		£ 25.00 Set of 4
Vitesse/Herald SILLS - ORIGINAL		£ 15.00 Each
GT6 Mk.3 ROAD WHEELS 5½"		£ 9.90 Pair
		£ 22.50 Each

Spitfire/Herald CALIPERS	£ 42.00 Pair
GT6 Mk.3 LOCKING PETROL CAP	£ 12.50
Spitfire Mk.4/GT6 Mk.3 OUTER DOOR HANDLES	£ 15.00
	£ 22.50
	£ 9.90 Each
Spitfire SUNVISORS	£ 16.80
Spitfire/GT6/Herald/Vitesse LOWER WISHBONES	£ 4.95
Spitfire/GT6/Herald/Vitesse 1600 Upto 1967 BRAKE PADS	£ 12.90
CHROME BULLET MIRRORS	£ 19.00
DOOR GLASS Spitfire Mk.1,2,3	£ 15.00
Spitfire Mk.4	£ 6.00 Each
Spitfire/GT6 FRONT CARPETS	£ 12.50 Each
HEADRESTS - VARIOUS COLOURS	£ 15.00 Each
Spitfire/GT6 DOOR PANELS	£ 3.95
Spitfire Mk.4/1500 WORKSHOP MANUALS (Murray)	

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CARRIAGE

EXHAUSTS	R.R.P.	OUR PRICE
GT6 Mk.3 Complete Exhaust System	£ 97.00	£ 57.00
Spitfire Mk.4 Complete Exhaust System	£ 61.00	£ 36.50
Spitfire 1500 Complete Exhaust System	£ 73.00	£ 43.50

**British Sports Car Centre**  
299-309 Goldhawk Road, London W12 8EZ 01-748 7823/4



# TECHNICAL FEATURE

## SPITFIRE IV SILENCER CONSTRUCTION

Written by David E Bird

Why would anyone want to construct a silencer you might ask? Well, the one fitted to the Spitfire had a hole in it, and as I was attending a short course in welding, arranged for the Essex Area at the East Ham College of Technology, I decided to try.

The first few weeks of the course were spent practicing oxy-acetylene welding on various pieces of metal, after which our Lecturer, David Weedon, invited us to bring along any repairs we had, or to construct a piece of work. Kevin made a windscreen surround for his Bond (he may tell you about it sometime); other members repaired various odd items and I decided to construct a silencer.

I borrowed, from the local library, a book entitled 'The Scientific Design of Exhaust Systems and Manifolds' by P H Smith and J C Morrison. It is rather heavy reading but a very good book. From this book I extracted the following information:-

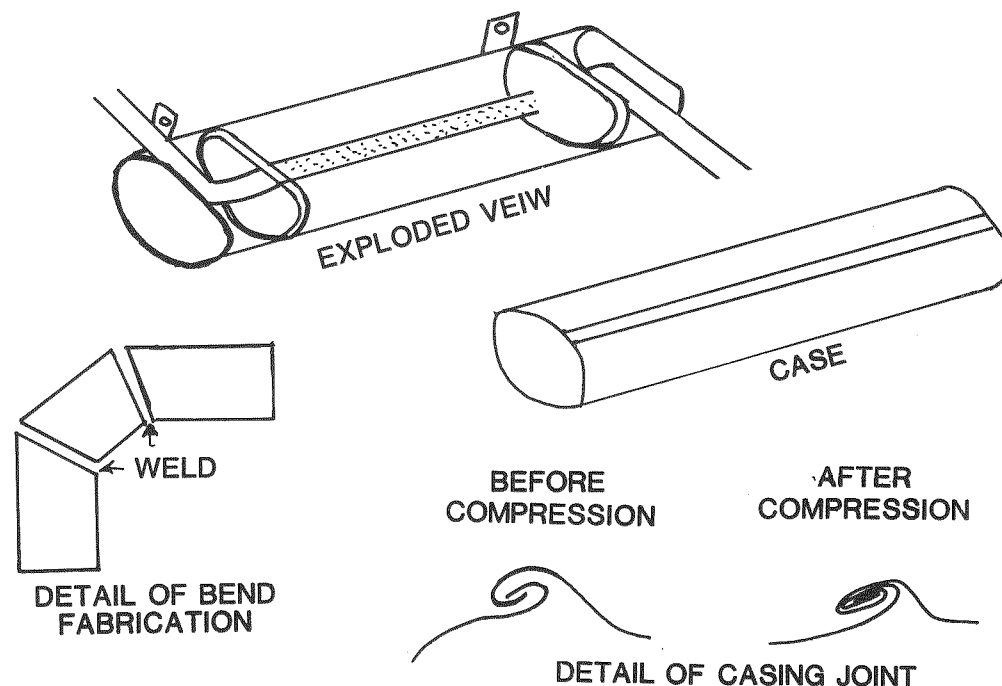
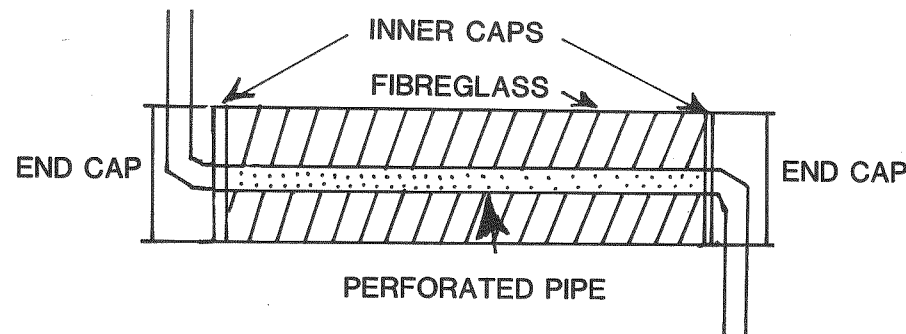
1. Test results show that the absorption type was found to be the most effective in terms of the trade-off between the silencing effect and the efficiency of the system.

2. The central pipe's perforations should be 0.125 inches in diameter and 0.25 inches apart. Smaller holes than this would become blocked with coke.
3. The absorption material (glass fibre), should not be less than 1.5 inches thick; over 3.5 inches appeared to have little effect on the level of sound absorbed.
4. Bends seem to have minimum effect on gas-flow as long as the pipe diameter is not reduced.

I decided that the silencer should look like, and be fitted in the same position as the original - i.e. oval and across the car. Various designs were considered and I finally decided on the one shown in the diagrams.

Our lecturer spent part of one evening demonstrating the use of the bender, roller, grooving tool etc., and I was then ready to start.

The outer casing was constructed from 21 gauge sheet steel and joined by folding and compressing using the grooving tool. This took one evening so I started doing homework by drilling the holes in the central pipe and cutting the pipe for the bends. I had better explain about the bends: I wanted to use the same pipe diameter throughout the silencer and I had selected 1½" diameter, as this fitted nicely over the exhaust pipe. However, trying to bend 1½" to the tight radius I required, proved almost impossible with the equipment available. So, to overcome this problem I used 1 5/8 diameter pipe, which fits inside the 1½" pipe, and fabricated the bends (see diagram). This did reduce the pipe diameter at the bends, but you can't always have perfection. After welding the bends and making the inner and outer end caps, I had all the component parts ready for assembly. The inner caps were welded to the perforated pipe, the glass fibre was wrapped around and the whole assembly slid into the outer casing. Next the inner caps were spot-welded to the casing, the bends and the end caps, and the in and out pipes could then be welded into position. The in and out pipes also required bending; this was again achieved by fabricating the bends. The brackets were cut from the old silencer and welded into place.



At last the silencer was finished - all that remained was to paint it with Hammerite and fit it to the car. Now the moment had come to start the engine and see what sort of noise was produced. Would it be too loud and attract unwanted attentions? I started the engine - a nice deep tone was emitted (well, it sounded nice to me), so I tried it on the road. The Spitfire appeared to pull better from low revs, but the top-end revs seemed unaffected either one way or the other.

I have now had the silencer fitted for a few months and my first impressions of its performance have not changed, also no

faults have occurred in the welding, which is quite pleasing. So what have I achieved? Well, I have a silencer that costs only a few pounds; I have gained a lot of knowledge both in welding and sheet metal work and also learned something of the science connected with the design of exhaust systems. By the way, the East Ham College of Technology is offering us, the Essex Area, a course in body repair, starting in September, 1985. If any other Area is interested in arranging courses of this type, I am sure that their local college will only be too pleased to help.



# OVERSEAS AFFILIATION SECRETARY

Yet another delightful summers day as I write, with the rain lashing against the window.

Today, being the Leicester National Event, our English weather seems to reserve it's worst for car clubs. Two weeks ago at the Birthday Barbecue, between running for cover from the showers, I was pleased to meet several of our Dutch members and two German members, who had made the trip across. Volker Schmidt and his girlfriend Danielle from Hamburg won the Long Distance Award, having travelled 750 kms to get to Cambridge. Well done.

The following article and photograph is from Dieter Wozny of Koeln, Germany:-

"Where is that Herald from? Doesn't that number plate look a little strange to you? Well, the numbers look quite at home, but how about the funny letter? The secret: it is from the Sinhala language.

I found the car high up in the mountains of Sri Lanka (Ceylon) at an elevation of about 6,200 ft. (approx. 1900m) in the beautiful town of Nuwara Elya. I stayed at the St Andrew's Hotel, next to an excellent 18 hole golf course and surrounded by the world's best highland tea estates.

For dinner you should visit The Hill Club - I would never have expected such good service in this part of the world. It was just as if time had stood still since the period of the British planters at around 1890 as all the antique furniture and atmosphere had been maintained. British people are always welcome as I heard, sometimes even a German (like me) is allowed to enter after having been introduced to the Club Manager.



Touring the island of Sri Lanka I saw a lot of older British cars, mostly of the '50s and '60s, but only a few 'Triumphs' (no Spitfires at all!). The roads are not very favourable for the suspension of 'our cars'.

Although obviously not in concours condition, and with some 150,000 miles on the clock, the Herald on the picture accelerated quite normally with four passengers at this high altitude! All the people were waving their hands, really friendly people down there. All in all I would say that it is well worth a visit to Sri Lanka."

A most interesting letter, I think you would agree. Thanks for sharing your experiences with us Dieter.

I am preparing my GT6 for the trip to Holland, as I intend to do some sustained high-speed driving. With this in mind, I have fitted competition springs and spax adjustable shocks; the difference is amazing as it actually goes round corners. The next job is the oil control system with an oil cooler.

The other day Trudi Squibbs received a letter from a Vitesse owner in Japan wishing to join the TSSC - our fame is certainly spreading.

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# TECHNICAL TIPS

## FITTING AN UP-RATED CAM TO YOUR TRIUMPH

Fitting a re-profiled camshaft can transform or ruin the performance of your engine, depending on how you go about it.

I hope this article will help anyone contemplating this operation. Firstly, what is cam. re-profiling? It involves taking either a good, used or brand new blank cam. and reworking the lobes to increase the height of valve lift, i.e. the amount they open; to alter the point at which they open and the duration.

Companies generally produce a range of cams with different power-bands, so it's vital to get expert advice - don't just buy blind. For example, a cam. with a power-band of 3,500 - 7,500 rpm would be useless in a worn engine which was going to be used around town as the revs required would wreck the engine, and town driving would be impossible.

Kent Cams do an excellent range of brand new cams. in the fireball and Meteor range at half the price of SAH exchange cams. I am using their TH3 Fast Road/Rally in a Vitesse 2-litre MKII.

So let's assume that I'm going to fit this cam. to the engine.

It will arrive with comprehensive fitting instructions. The most important part is working out the cam. timing for no. 1 inlet valve.

A pair of numbers is given for no. 1 inlet and exhaust valves. They are 36/72 and 72/36 respectively. For single cam. engines one only needs to time the inlet valve, so the pair of numbers 36/72 are applied to the following equation:-

Add them	$36+72 =$	108
Add 180	$=$	288
Divide by 2	$=$	144
Take away first number	$- 36$	
		108

This means that the inlet valve must be fully open at 108° A.T.D.C.

It is now vital to obtain a Dial Gauge indicator (FIG 1) and a timing disk or circular protractor, marked in degree increments.

Build the engine up, leaving off the timing chain and cover. Bring the engine to top dead centre, put the timing cover on and fit the pulley on the crankshaft. Ensure the needle on the timing cover bisects T.D.C. mark on the pulley; fit the protractor onto the pulley, carefully lining up 0 (zero) degrees with the T.D.C. mark. Now turn the engine to 108° after top dead centre.

Remove the pulley and timing cover, and turn the camshaft until no. 1 inlet valve appears fully open. Refer to the diagram 2. Fit the dial gauge indicator with the clamp and stand very securely fixed to the engine, and the plunger needle resting on top of the valve. Turn the camshaft until the gauge shows the valve is wide open. The gauge will momentarily stop before going in the opposite direction. The point at which it stops is the point of maximum lift or opening.

Now fit the chain and cover, and, leaving the gauge in place, turn the engine until no. 1 inlet valve opens again. If you've fitted the cam. correctly, full lift should actually start at 105° A.T.D.C. and finish at about 112° A.T.D.C. True lift is half way between at 108° A.T.D.C. All is now correct and the engine can be fitted. When you first start, do not allow the engine to run at less than 2,500 rpm, as the new cam. can be easily damaged by scuffing at lesser speeds.

Finally, always use new cam. followers - it is expensive but important, as the old ones will wear to the profile of the old cam. and damage the new one, and I would recommend the Kent TH3 cam. as a good all-round choice with a power-band of 2,500 - 6,800 rpm. A full engine balance and SAH exhaust will allow fuller use of the power available.

STEVE ASH -  
PLYMSTOCK, PLYMOUTH

FIG.1. Dial Gauge Indicator

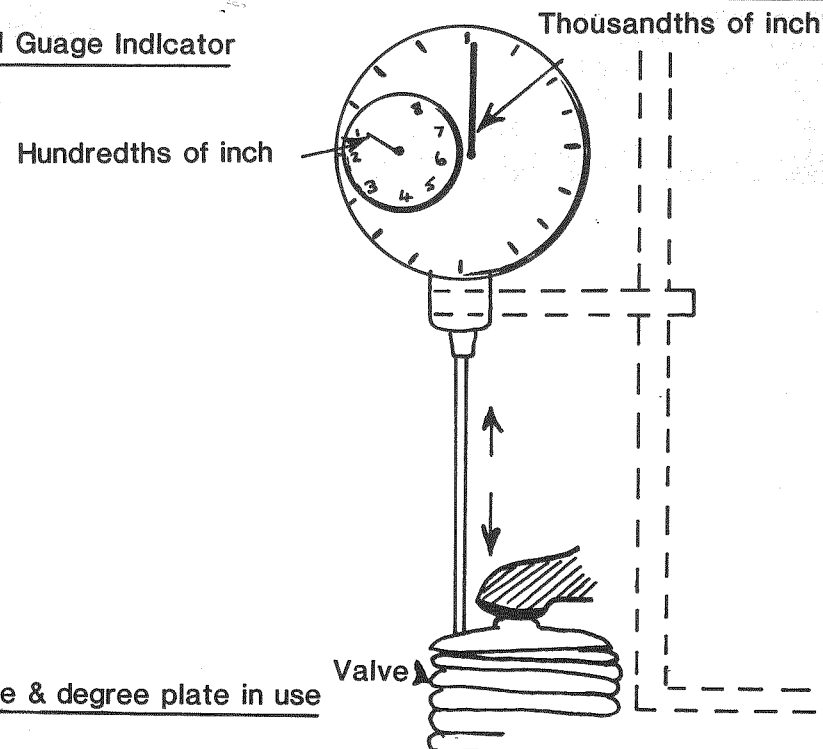


FIG.2. Gauge & degree plate in use

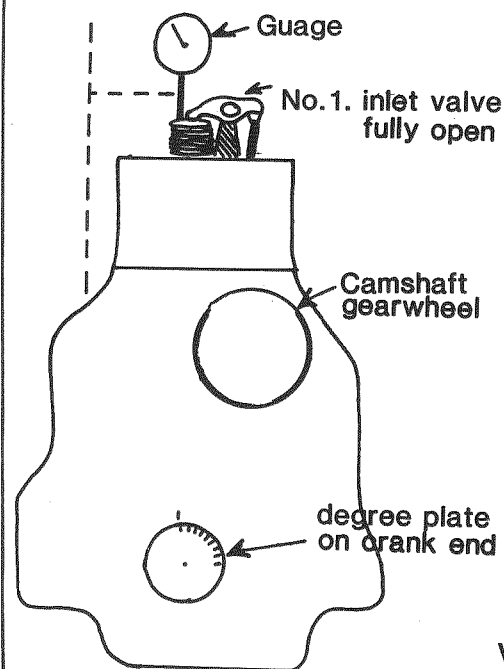
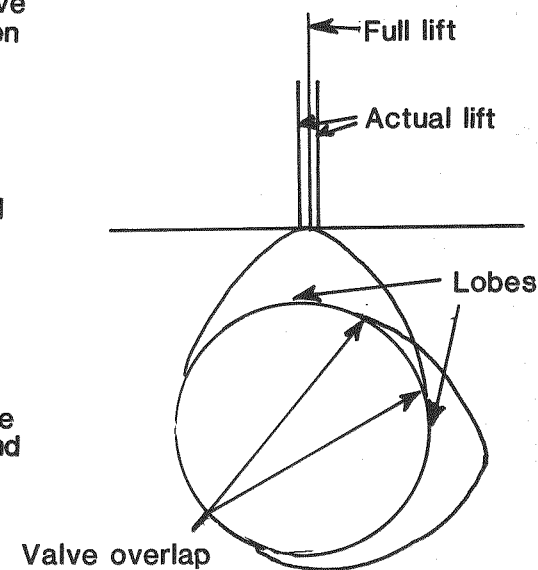


FIG.3. Diagrammatic view of camshaft







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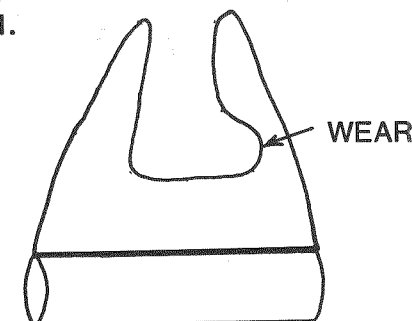
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## MISFIRE PROBLEMS

FIG. 1.



My MKII GT6 suffered from an intermittent misfire since I bought it. I changed the HT leads, coil, points, distributor cap, LT circuit, rotor arm, diaphragms in the carbs and a host of other things. It seemed that whatever I did cured the problem temporarily, only for it to recur after a few hundred miles.

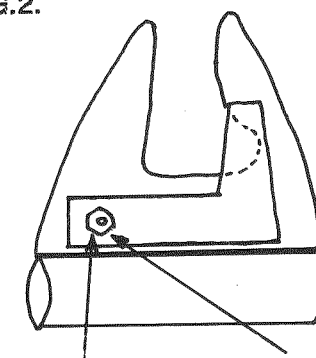
I had the car Crypton tuned and the fault was diagnosed as "wear in the distributor". Taking the bull by the horns, I started to dismantle it and found the cause of the misfire. On the Delco-Remy distributor the vacuum advance mechanism operates by a yoke engaging a pin on the mounting plate. When I removed the vacuum advance mechanism I noticed the yoke was badly worn (see Fig. 1). The point is that this is not noticeable until removed because the head of the pin obscures the actual gap in the yoke. I effected a temporary repair with a small bit of metal cut to fit over the yoke and held in place with a tiny bolt (see Fig. 2).

It is a bit fiddly to do but the change in performance is staggering.

The second point that could prove useful is to have several metres of  $\frac{1}{2}$ " and  $\frac{3}{4}$ " heater hose in the garage. Pre-formed hoses are expensive and often difficult to fit. The right length can be cut and fitted easily although, obviously, care must be taken to ensure that bends don't kink the pipe and that the replacement doesn't touch something it shouldn't (especially when the bonnet is closed).

MARK WILLIAMS -  
BONMIN, CORNWALL

FIG. 2.

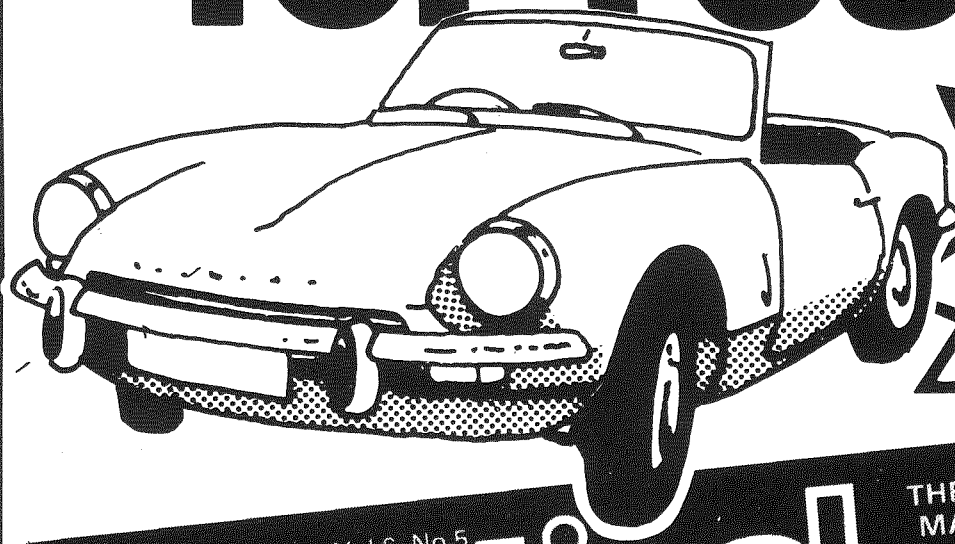


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# COMPETITION NEWS

GOODWOOD, SUSSEX  
SUNDAY 4TH AUGUST

Rain, rain and more rain is what this event will be remembered for, with conditions better suited to power-boats than cars. 5 members braved the conditions, which were at best dreadful and at worst just plain dangerous.

Scrutineering took ages and Andy Lacey had to site the Blue Book to get through as someone didn't like his non-laminated windscreen. Dave Young had problems with an over zealous noise official and failed the noise test at 128 dB, 13dB over the limit! A Fanta can bolted to the end of the silencer did the trick.

Practice was full of: lakes on the racing line, nil visibility, aquaplaning an soggy electrics. The basic technique seemed to be fast down the straight and then gently, gently round the twisty bits.

After lunch a convoy was run so that each competitor could decide whether to continue or not. 28% went home!

Our competitive runs were 'interesting' to say the least, most of us being about 30 seconds down on our normal times.

Hugh Davies (GT6) 147.23 secs.  
Andy Lacy (Vit. II) 154.30 secs.  
Dave Young (GT6) 157.53 secs.  
Giles Tinkler (GT6) 158.22 secs.  
Neville Heath (Her 13/60) 169.01 secs.

All drivers get 5 points except Andy Lacy, who gets 4. Incidentally, Dave Young won Class II and Hugh Davies was second in Class 8. FTD was beaten by a Peugeot 205 Gti, with a time of 127.04 secs.

DAVE YOUNG

## FUTURE DATES:

August 31st	Cadwell Park
September 15th	Gurston/N. Weald
September 29th	Goodwood
October 6th	Gurston
October 20th	N. Weald

## GI Transmissions

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Spitfire 1500/Spitfire Mk IV/	
Vitesse 2L/GT6	£320 J type O/D
Vitesse 2L/GT6 stage II	£380 J type O/D

Usual range of parts available, plus some surprises coming shortly! Consult J Kipping for requirements and continental orders.

## TSSC HILLCLIMB & SPRINT CHAMPIONSHIP

Oulton Park 13th July

A total of 5 club-type cars turned up with a further three non-starting. Unfortunately only 2 of the cars were entered in the Championship. There was an opportunity of at least two convoy runs and two practice runs before the timed runs in the afternoon, so there was ample time to get the hang of the circuit.

In the timed runs Andy managed to get consistantly slower throughout the day, but still managed to keep ahead of Hugh, who spun twice on his second run. Meanwhile, Julian was going well in the V8 engined Herald, but had to give second best to an extremely rapid Skoda.

Results from the timed runs were:-

COMPETITOR	VEHICLE	1ST RUN	2ND RUN	POINTS
Andy Lacey	Vitesse (Modified)	67.34	68.72	5
Hugh Davies	GT6 (Modified)	68.03	92.13	4
Julian Mendus	Herald (Modified)	61.04	60.46	-
S. Smith	Spitfire (Standard)	86.47	77.16	-
H MacFarlane	Spitfire (Standard)	78.36	78.01	-



## TSSC HILLCLIMB & SPRINT CHAMPIONSHIP

Curborough 14th July

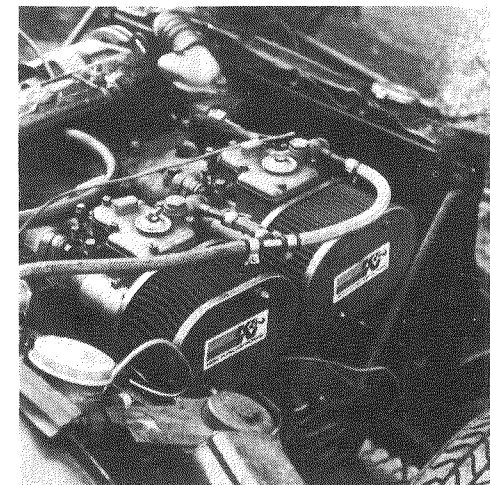
Again a total of 5 club-type cars were present for this round. However, 4 were eligible for the Championship.

Practice was uneventful with a steady reduction in times from ost of us, with only about 30 laps in total, timed runs were started before lunch, with the 2 remaining timed runs and an additional pair of runs in the afternoon. By this stage times were stabilising with only fractions of a second added or taken off. Heading the times was Andy, followed by Hugh, despite spinning off on two of the three runs. Then Paul, just keeping ahead of Ian in the GT6.

Results from the timed runs were:-

COMPETITOR	VEHICLE	1ST RUN	2ND RUN	3RD RUN	PTS.
Andy Lacey	Vitesse (Modified)	42.72	43.22	42.90	10
Hugh Davies	GT6 (Modified)	53.42	43.55	52.00	8
Paul Unwin	Vitesse (Modified)	46.10	45.96	45.48	6
Ian Malcolm	GT6 (Modified)	46.57	47.63	46.92	4
R. Budd	GT6 (Modified)	48.38	47.98	47.68	-

HUGH DAVIES



# CLUB REGALIA . . . 1985

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**STOP PRESS....STOP PRESS  
SEE PAGE 40**

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# 8TH CAMBRIDGE BARBECUE

The record crowd of 280 members found the new, improved venue for the Cambridge Barbecue a God-send, in view of the several, sharp downpours that occurred through the day. The Shelford rugby ground was the location, and it has a superb club house, which easily accommodated all TSSC members sheltering from the rain, as well as providing bar facilities and ideal cover for the indoor attractions, such as the regalia stall, technical books, the radio controlled auto-test and one of the highlights, the old British Leyland films, which are now on video and proved fascinating viewing.

Between showers and outside the club house, the ground provided an excellent setting for the other TSSC activities. The auto-test was unusual this year in that the competing drivers were blindfolded for all but one of the tests. As a competitor, I can assure you that it is indeed an odd experience to drive your 'pride and joy' and rely on a passenger who isn't quite sure of his left from right! Thanks Ian, you did a great job. The winners' car was a non-Triumph, but interesting for all that, being a Luxembourg registered and owned Caterham 7. Mark Bouchet had been touring England and came to the barbecue as the climax to his UK holiday.

This event is rightly well supported by members far and near, attracting 11 members from Holland, 2 from Germany, one from Luxembourg and one from Finland, who unfortunately had his beautiful red Vitesse convertible stolen in London. The food was superb, the dance band interesting and the organisation slick. Another success for the Anglia Area, and I will certainly look forward to the 1986 Barbecue.

## RESULTS & DETAILS OF EVENTS

The MG Montego turbo on display had been adorned with spots/dots. The object was to determine how many (some were in obscure places to ensure you looked at the car properly).

Correct answers were numerous and so the winners were drawn from the correct entries by Paul Sanderson of Practical Classics, namely Margaret Holland, Caroline Verwer and Suzanne Francis.

## CONCOURS

Best Herald	David Sleath
Best Vitesse	Hans Van Der Groot
Best Spitfire	Mark Woodard
Best GT6	Sharon Espin
Best Bond Equipe	Mr Hodgeson
Burlington (Special)	Ray Till

## NAME THE PARTS

An interesting board with some of the more obscure Triumph bits to identify was on display. Not surprisingly Denis Watson, who rebuilt the Clubs Herald JDX, won this event and was also presented with a trophy in recognition of his hard work and dedication in rebuilding and caring for JDX. While on the subject of JDX, we were delighted to welcome Mr and Mrs Turner as guests. Mrs Turner donated JDX to the club and was presented with a replica chassis trophy. Mrs Turner responded by giving us a lively impromptu talk on the 7 year history of JDX while in her hands.

## CAR SOCCER MATCH

Won by Andrew Perry. There was an unusual Haul the Herald competition which involved teams of four pulling a Herald car over a short but interesting course. The normal recorded time was around the 60 - 80 second mark. The winners, the Dutch team headed by Hans Van Der Groot, recorded 58 seconds.

## DISTANCE AWARDS

As usual, Dave and Liz Clements brought 707 JYB and recorded 287 miles to take the UK Distance Award and the Overseas Award was taken away by Volker Schmidt, who travelled 800 km from Hamburg.

Mark Hendry guessed the weight of the crankshaft and Maurice Howe won the lucky number draw.

According to my records, the raffle resulted in no less than two dozen lucky winners, with prizes such as a t.v., hair-drier, travel bag, and many more excellent and desirable items.

**MATT MAUDSLEY**

# T.S.S.C. LEICESTER AREA TRIUMPH CONCOURS

## RESULTS

AWARD	INDIVIDUAL	VEHICLE	REGISTRATION
(Spitfires UK Shield)			
Best Spitfire	Winner Bill Dixon	MK111	-
	Runner up David Jones	MK1V	FWK 845L
Best Vitesse	Winner Geof Fletcher	MK11	WEG 22H
	Runner up Stephen Shelley	MK11	TAO 486G
Best Herald	Winner Carole Judge	948	539 TPG
	Runner up Jim Carter	13/60 estate	OHR 309M
Best GT6	Winner Sharon Espin	MK111	PUO 716M
	Runner up Mick Maidment	MK11	URY 117H
Best Bond	Winner Clive Roulston	MK1	XCH 358G
	Runner up Not awarded.		
Best Special	Winner Bob Stanard	Moss Mamba	KWL 463G
Best All-comers	Julia Den Hoed	TR6	AGF 533G
Best Invitation Triumph	Winner P Champion	TR6	PPC 6
	Runner up M J Hadley	2500 PI	JRW 1N
(Autotrim Leicester Ltd. Trophy)			
Best Interior	Sharon Espin	GT6 MK111	PUO 716M
(Jarrold Publications Shield)			
Triumph of the Day	Julia Den Hoed	TR6	AGF 533G
Leicester Premier Award -			
The Finlux T.V. Cup	Sharon Espin	GT6 MK111	PUO 716M

May I take this opportunity, through the pages of The Courier, to thank all those club members who turned up in what was the most appalling weather I can ever remember for a club event, especially the concours entrants for their patience and continuous leathering offs.

I must apologise for the Concours over-running its time (I though we'd cracked this problem). It was due basically to two reasons - 1) The blasted weather and 2) The very high standard of the cars, for instance I understand from the judges that in the Spitfire section as little as three marks out of 1,000 separated four cars which, in fairness to all the hard work put in by their owners, had to be assessed in the final line-up.

Despite the weather, this was undoubtedly our best ever attendance (over 700) and leaves us wondering what would happen if we decided to hold our event on a fine, summers day (joke!).

Many thanks for all the hard work put in by those Leicester members who turned up. What happened to the rest of you? And especially thanks to Ken, John and Pete (the judges) for their dedication in such sodden conditions.

**JOHN THORPE**

P.S. Found 1 GT6 wheel hub cap centre (wire wheel type)  
1 blue (Peter Storm) anorak.



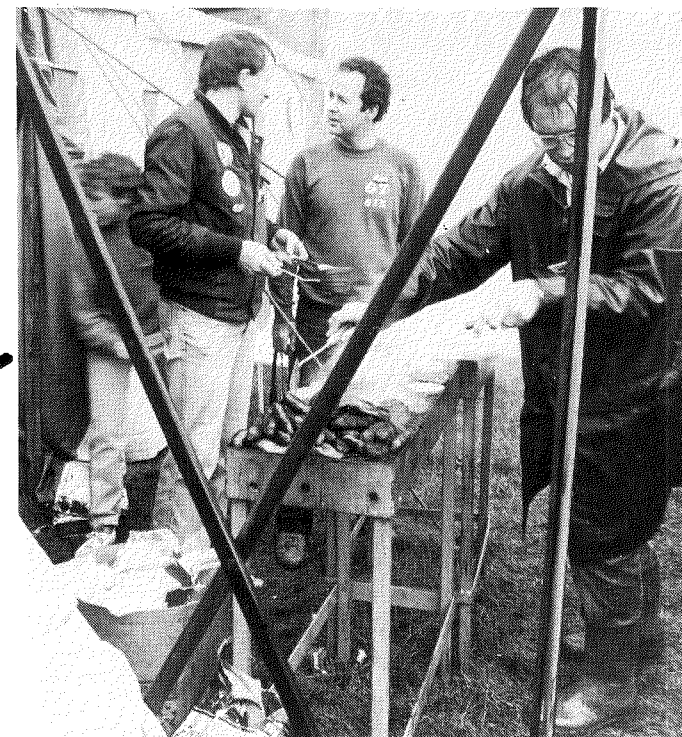


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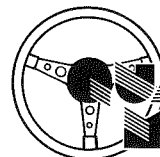
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# COMPETITION HISTORY

Written by Mike Costigan

Mention 'Works Rally Car' to the average TSSC member, and the chances are the Spitfire will spring to mind. It may come as a surprise to many, therefore, that the Herald had an equally distinguished rally career, with full Works support during 1959 and 1960, and several successful private entries both before and after the Works participation.

The Herald was announced in April, 1959, and at that time the Works Competition Department, headed by Ken Richardson was doing very nicely thank you in the international rallies with TR3's, although they were not above using both Standard Vanguards and Tens, both of which were used in the Monte Carlo Rallies in the mid-50's. The Standard Tens, particularly, used to do quite well in their class, and indeed, Pennants nearly won the 1958 RAC

Rally outright, finishing second and third overall. So there was, perhaps, good reason to look on the new Herald as a potential rally car. Unfortunately, it tipped the scales significantly heavier than the Pennant, and so it started its rally career with a built-in handicap. It handled well, however, and the revolutionary steering lock helped in the special tests, which were still a feature of many international rallies. Regretably it was Company Policy to keep the competition cars close to standard specification — the TR's suffered this restriction at Le Mans, as well as in rallies — and the Heralds were not allowed to reach their full potential. And then along came Eric Carlson's Saab and Paddy Hopkirk's Mini Cooper ..... However, we are getting ahead of ourselves.

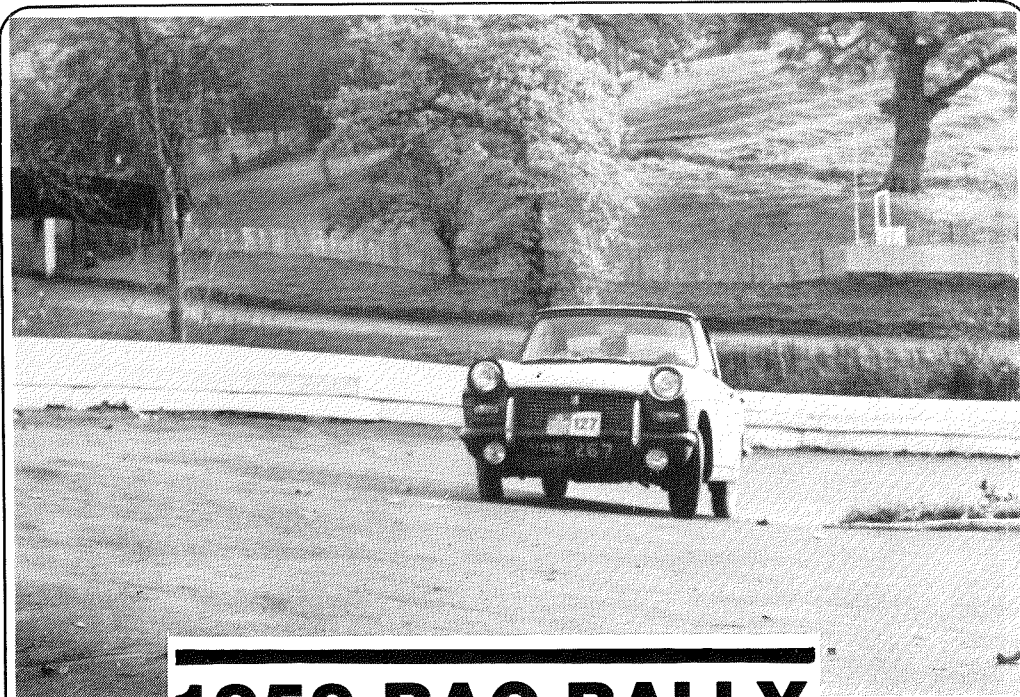
## 1959

Early in the production life of the Herald, probably around June or July, four red and white coupes were taken from the production line and delivered to Ken Richardson for rally preparation. These were registered YRW 266, 267, 268 and 269, and were destined to appear for the first time in the RAC Rally in November. Initially they were fitted with a pair of fog-lamps set into the front valance, and special seats with side supports and a headrest for the co-driver. The bonnet handle was removed and replaced by a full-length stainless trim, as subsequently fitted to 1200's. A sump guard was added, together with local strengthening of the chassis, and a towing hook was mounted on the front of the chassis, poking through the front valance.



Meanwhile, the Herald was already notching up a number of successes. The first international win was in the Scottish International Rally, when Sandy Morrison, a Standard-Triumph dealer from Stirling, won class one in his black and white coupe, NMS 100. Within a week he had again won his class in a local restricted rally. I.D.L. 'Tiny' Lewis gained the Herald's first major continental award, when he won a Coupe des Alpes for a penalty-free run in the Alpine Rally. With navigator H Nash, Lewis brought his coupe, TL 5, into 9th place overall, quite an achievement considering his was one of the smallest cars in the rally. Lewis, too, followed his international success with a national rally win, in this case the London Motor Club's Nor-Wester Rally in October. This was a particularly tough event - out of 82 starters only 10 were classified as finishers, Lewis losing a mere 28 points, finishing ahead of a VW and a Porsche 356. 'Motor Sport' saw fit to point out that all three cars featured a four wheels independently sprung, still quite a novelty in 1959.

November's RAC Rally produced a tremendous result for Triumphs. Lewis, partnered by Porter, in TL 5 came an excellent 16th overall, and third in his class, leading the Heralds to the second Manufacturer's Team Award. Ballisat and Brown, in YRW 267, came 23rd, Bolton and Swanley 25th in YRW 266. Both suffered quite severe accident damage at the front - Bolton's car actually finishing with a badly bent chassis, which seriously affected the handling. At the final test at Crystal Palace competitors were grouped into a series of races, Keith Ballisat winning his at 58.36 mph. Cyril Corbishley, in XHP 245, put up a noteworthy performance through the Yorkshire and Lake District sections, but was unplaced at the finish, as was WOY 180, a single-carb saloon (so anyone wishing to go historic rallying today does not need a coupe!). The Works TR3's won the Team Award, so the Triumph Motor Company could be well pleased with their cars, especially as a mere 40% of the entry reached the finish.



## 1959 RAC RALLY







### **1959 ALPINE RALLY**

I.D.L (TINY) LEWIS L.H. NASH WITH TL5 at the finish  
Coupe Des Alpes, First in class, and Ninth overall



## 1960

The first major rally of the new season was the Monte-Carlo Rally, for many enthusiasts the rally of the year. It may be difficult for younger enthusiasts to appreciate the significance of the Monte, but anyone who was anyone (or thought they were!) in the rally world had to have a go at the Monte. So it is perhaps no surprise to find a considerable entry of Heralds. There were Works cars for Lewis and Nash (YRW 268), Ballisat and Turner (YRW 269) and Milles Soisboul and Wagner (YWK 534) - the latter a new left-hand drive coupe specially prepared for this up and coming French driver - with a Works-assisted entry for Corbishley and Roberts (XHP 245). A Works-assisted saloon, 7051 AR, was also entered, but although the driver appears in several photos taken during preparations for this event, his identity has so far eluded me. These Works-prepared cars featured a spot-lamp mounted centrally on the radiator grill in addition to the previously-fitted fog lamps, and a roof-mounted adjustable spot lamp was also fitted. Suction-mounted screen heaters and full-width 'fly-screen' across the bonnet top were also used, and additional strengthening of the chassis, including bracing and boxing-in of the side valances, were further modifications.



PREPARATIONS FOR MONTE - CARLO

In addition to these Works-prepared entries, there were several British-registered saloons and coupes entered, and at least one French-registered coupe. Unfortunately, in spite of all this effort, no Herald featured in the results.

The next major international rally was the Tulip Rally in May, when Lewis and Nash in YRW 267 narrowly won their class from a newcomer to the international rally scene, Geoff Mabbs from Bristol, in his own, privately-entered coupe, 650 GHW. Three more coupes, driven by La Trobe and Crawford, Stoddart and Burn, and Wright and Doble, came 4th, 5th and 7th, a remarkable class result for the Herald.

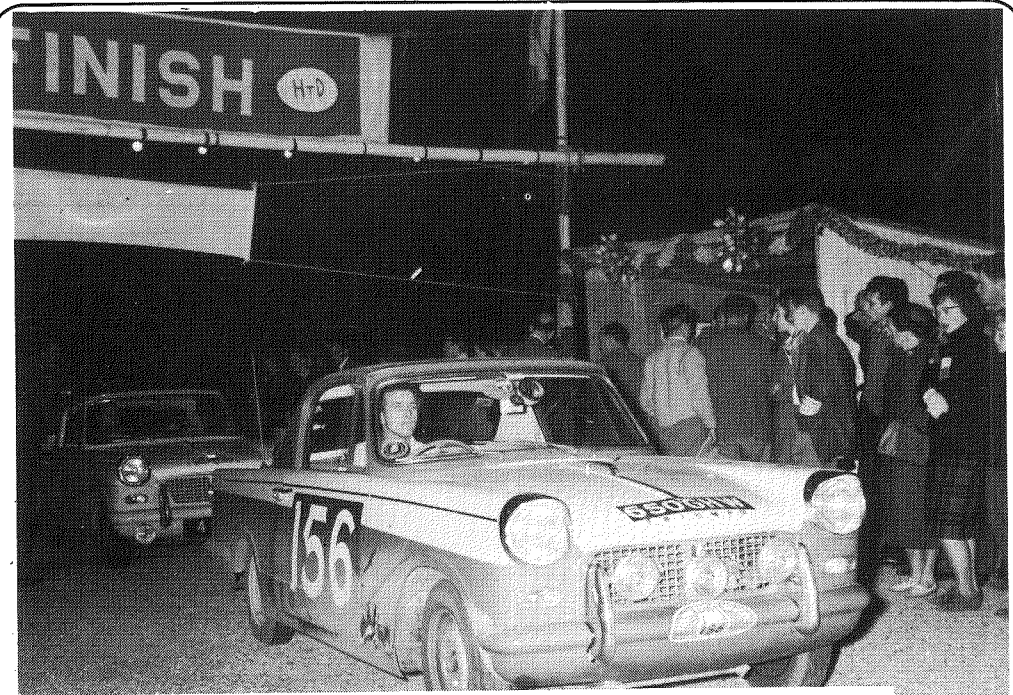
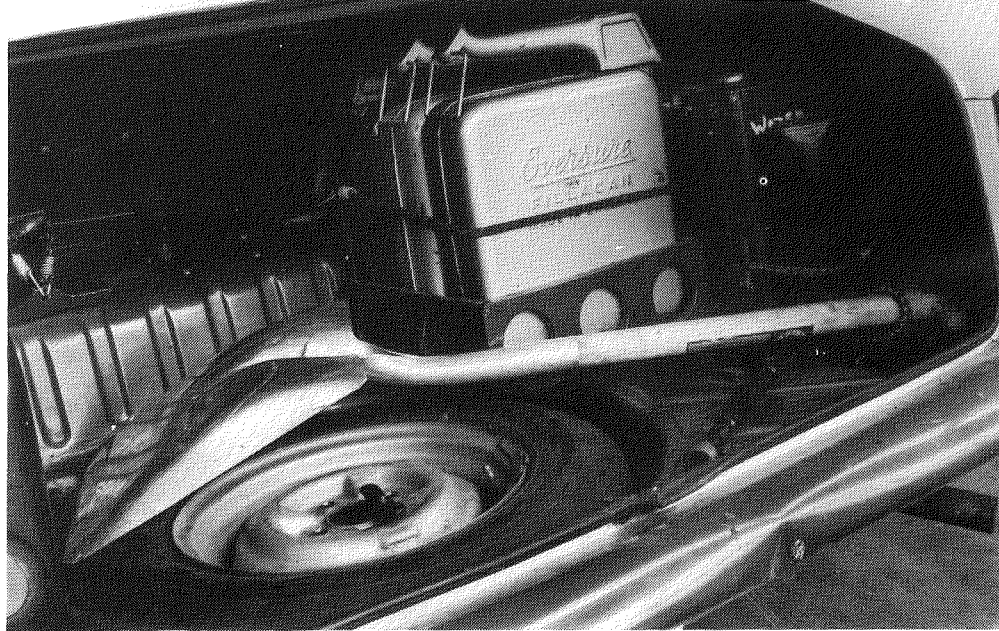
For the Alipine Rally in June, the Works concentrated on the TR3 entries, with just one Herald, YRW 269, for Lewis and Nash. Unfortunately, they could not repeat their previous year's performance, and did not gain an award.

Immediately following the Alpine, the rally teams of Heralds and TR3's were disbanded, so that the Competition Department could concentrate on the TR5 entries in the 1961 Le Mans race. This was effectively the end of the Works team of Heralds, although the department continued to 'assist' with private entries, sometimes using the team cars.



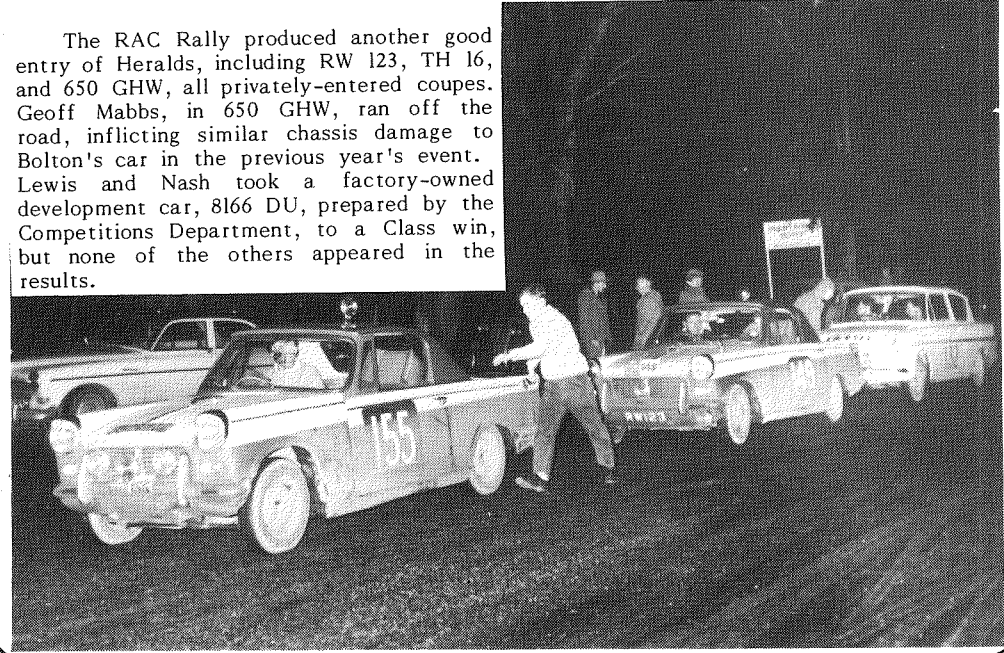
MONTE - CARLO RALLY

## ALPINE RALLY SPECIAL EQUIPMENT



## 1960 TULIP RALLY

The RAC Rally produced another good entry of Heralds, including RW 123, TH 16, and 650 GHW, all privately-entered coupes. Geoff Mabbs, in 650 GHW, ran off the road, inflicting similar chassis damage to Bolton's car in the previous year's event. Lewis and Nash took a factory-owned development car, 8166 DU, prepared by the Competitions Department, to a Class win, but none of the others appeared in the results.





## 1961

Lewis and Nash had yet another Works-assisted entry for the Monte-Carlo Rally, when they gained the RSAC Cup for the highest-placed starter from Glasgow, in YRW 266. 7051 AR, previously Works-prepared, competed for the second year, and at least one other Coupe, SPN 134, also competed.

By now the Herald was beginning to struggle against the competition, and so perhaps they didn't start the Tulip Rally as the class favourites that the 1960 clean-sweep might have implied. Nevertheless, by half-distance, Geoff Mabbs in 111 LHW, bought to replace the damaged 650 GHW, was leading the class. In the second half he put up the fastest class time on every special test, and was clearly set to win the class. However, close behind was 'Tiny' Lewis in YRW 266, and these two were well clear of the next in the class. First and second in the class for the second year running would be an excellent result, but Lewis, seasoned campaigner that he was, saw the possibility of something even better .....

For some years the Tulip Rally had been run as a handicap event and the 1961 event decreed that the winner would be the competitor who won his class by the greatest margin. And so Lewis, arriving at the finish in a secure second place, refused to hand in his time sheet, and retired, leaving Mabbs with a huge lead in the class, and outright victory in the rally!

It is perhaps, ironic that this, the high-point in the Herald's rallying career, was achieved by a private entrant (in only his third international rally, incidentally) after the official works team had been disbanded. Indeed, Lewis' drive in YRW 266 was the last entry by a Works Herald, and they were sold off to the trade, and oblivion.

Mabbs and 111 LHW were to enter the 1961 RAC Rally, but in an event with no handicap, and the growing trend away from special tests towards the current style of special stage, the Herald was completely outclassed by the more highly developed Anglias and Minis, not forgetting the Saab of Eric Carlson, which won the rally outright.



With this changing character of major rallies, and the development of more competitive models, the Herald's serious competition history was finished, although it was still widely used at club level, where for the next few years the emphasis was still on navigational skills and manoeuvrability in special tests.

It should be stressed that my researches to date have only just scratched the surface - none of the drivers or mechanics have been traced and questioned, more specific details of individual cars have not been established, and, indeed, not all entries, private or works, have been identified. However, this article has documented all the major successes and provides an insight into the significant contribution that the Herald made to the rallying successes of the Triumph Motor Company. I have tried to identify as many registration numbers as possible, in the hope that the subsequent history of these cars may be discovered.

In conclusion, I would like to express my thanks to John Griffiths, who inspired and encouraged my research in the first place, and to Graham Robson, who very kindly provided details from his new book on the Herald and Vitesse, to be published this Autumn, and who introduced me to the photographic archives in Coventry, which provided most of the photographs used in this article.



**1961 TULIP RALLY**  
OUTRIGHT WINNER GEOFF MABBS (right) with KEN RICHARDSON  
and 111 LHW back at Coventry

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## HERALD REGISTER

**REGISTER REVIEW  
OVERSEAS HERALDS - BELGIUM**

Claude Buntinx of Belgium has kindly sent me information on Herald chassis (commission) numbers known to him through his own cars and other cars in the Triumph Club de Belgique. The chassis numbers are recorded in Table 1. One interesting point to note is the great abundance of MK1 1200 Heralds recorded. Seven out of the 10 1200's recorded have chassis numbers pre-GA80,000, and all the saloons are MK1's! Oliver Guerin's 948 coupe, BY 937L, is the third oldest coupe on the TSSC register and Claude's 1200 MK1 convertible is the third oldest of this marque on the register; this car is under restoration at the moment. Claude's other convertible BGA 111043LCV has also been completely restored and came fourth in the concours at the International Triumph Weekend at Samois-sur-Seine in France.

**CHRIS LONGHURST**



**TABLE 1  
BELGIUM TRIUMPH HERALDS - CHASSIS NUMBERS**

	Convertible	Coupe	Saloon	Estate
948		BY939L**		
1200 MK1	BGA4793LCV*	BGA47703LCP	1GB49318LDL 1GB49328LDL 1GB55987LDL 1GB56415LDL 1GB59387LDL	
1200 MK11	BGA111043LCV* BGA115546LCV			BGA139941LSC*
13/60	1GE7489LCV		1GE30869LDL* 1GE52764LDL 1GE54559LDL*** 1GE58119LDL 1GE78976LDL	1GE67575LSC

\* TSSC member Claude Buntinx

\*\* TSSC member Olivier Guerin

\*\*\* TSSC member Raymond Schoeter





## GT6 REGISTER

One thing that seems evident from your calls and letters is that a number of you are tuning your engines or installing other engines, in order to go a bit quicker. In doing this, it is almost inevitable that at some time you will need to stop or turn quicker.

'Chassis Tuning' is more important than engine tuning, especially from the safety aspect and should be carried out before the go-faster bits. There are various tuning companies that offer a multitude of goodies and useful advice in their catalogues. I have found those produced by Terry Hurrell (TriumphTune) and SAH extremely helpful - if you are into modifications I would recommend you obtain a copy from them.

Another popular modification is the installation of a servo. This is a relatively simple operation; the Works Manual gives superb details covering the Girling Power-stop set-up and this is the easiest method. However, you may find the kit hard to obtain. The late MKIII had a servo fitted as standard, so if you can find one in a scrap yard or one of the second-hand dealers may have one, this too is quite an easy job. I am told that a Marina servo fits but I have no details of how!

If you decide to fit a servo, please remember that it should operate on the front wheels only, unless you want to reassemble a carousel every time you touch the brake pedal. Also, if your chosen servo is of second-hand origin, please check it thoroughly or have it checked - they do wear out!

So, before you install your Spitfire engine (Merlin Spitfire - 27-litres) or convert to a screamer, make sure your car is a stopper and turner as well; at least your Insurance Company may load you a little less heavily!

### NOT WHAT YOU MAY EXPECT

This is not a job but a source of what seems to be an elusive part. The little plastic seat belt hooks and anchorage covers seem to eject their centre discs quite regularly. They may be found in mid-seventies Renault 4's - the scrap yards seem to be full of these

### PIG JOB OF THE MONTH

No 'Pig Job' this month, as the replacement of steering column bushes was covered by others last month, so a few observations on this exercise.

For reasons unknown to me, I have found it necessary to replace these bushes on numerous occasions. The new bushes are of the stepped type and a different length to the originals; once you have installed these, it seems that the inner plastic sleeve wears quite quickly. However this sleeve may be replaced without removing the complete bush. It's a little bit fiddly but easier than taking out the blasted rubber bit - the only snag is that you have to buy the entire bush to get the inner sleeve!

**BARRY THURGOOD**



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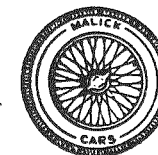
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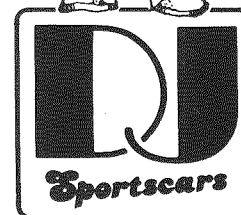
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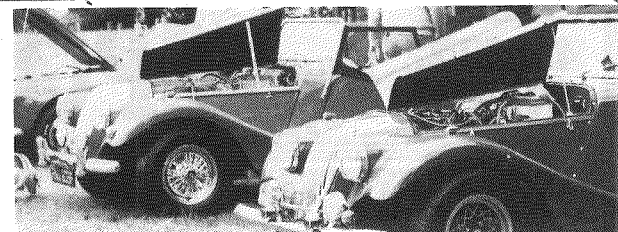
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# SPECIALS REGISTER



Three items of news for specials builders and anyone else with an interest in kit-cars and special.

On May 20th a fire destroyed the factory of Aquila Design at Liversedge near Wakefield. This company is the manufacturer of bodies and panels for Moss Cars. At the time of the fire all the moulds for the entire range were in the building and, obviously, these have been destroyed.

However, Aquila have obtained new premises and are making new moulds so production should be underway very soon. Should you be about to order a Moss, a call to John Cowperthwaite on 0742-690039 should elicit the latest position.

The second piece of news is about Tripper Cars. Remember the Trippers? A very curvy beach buggy type of vehicle that could take Herald to TR6 running gear. Well, if you fancy becoming a car manufacturer, here is your opportunity to buy the moulds at a very reasonable price. Interested? Contact Mr Taylor, telephone 01-546 4622.

Finally, Kitcars and Specials magazine are holding an Action Day at Castle Coombe circuit near Chippenham on September 21st. Apparently many of the manufacturers will be there and amongst other things, test and demonstration drives around the circuit will be available.

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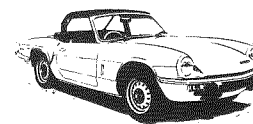


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# PEN TO PAPER

## LETTER FROM GARETH THOMAS - GT TRANSMISSIONS:

I feel moved to write in reply to the article of Mike Thomas on the history of Triumph cars because I feel that he falls into his own trap ..... intelligence is no substitute for learning.

He bases his attack on TR5 and 6 fuel-injection entirely on hearsay and not on personal experience. Is he aware that Lucas (not Bosch) fuel-injection was first fitted on Ferrari models in MK1 guise in the early sixties. Ferrari are not in the habit of making unreliable power units. It has been used on countless Cosworth Formula 1 engines, many of which are still winning races. Moreover, it is one of the most sought after, and most easily modifiable fuel-injection systems in the world, and is easily maintained.

Experience with the 2.5L engines fitted in the saloons leads one to conclude that the Pi system is the most reliable bit. It is the engine, which was well over-stretched especially in the TR models, which was the Achilles heel, as well as problems repeatedly with transmission.

Furthermore, although I appreciate a certain amount of nostalgia for the subject and the considerable achievements made by Triumph cars in the late sixties/early seventies, I feel their downfall was as much due to a failure to appreciate market economics and lack of cashflow. This means to be successful, you must have high turnover/high sales. Ford survives because it recognises this basic fact. It rationalizes by making what sells most, in few basic models, with luxury options. It sells most, by making what the market wants. The market does not care too much about well-styled cars, or some of the things that a minority of enthusiasts feel important. It is, however, very fashion conscious. B.L. had problems because it got stuck with unfashionable,

unreliable models. In automotive design, there is no substitute for being two years ahead of the market fashion. Triumph got stuck because the Herald was in some ways innovative and advanced, but in some other critical areas, very far behind. The management sat on their laurels too long and the labour force were restless. When time ran out for these models, B.L. was faced with a financial catastrophe, the pieces of which several Governments attempted to pick up, while trying not to burn their fingers too much.

I would disagree about long-term planning for Austin-Rover. Surely the reason for such restructuring, (an euphemism for shedding excess labour) is because, for the first time, B.L. management were forced to think about the long-term viability of the U.K. vehicle mass-production and whether they could have a place in that future.

The reason for badge engineering is, as market research shows, that it sells more cars. European car manufacturers have a serious problem of over-capacity at present: they can make 2,500,000 more cars than they can sell. In such a competitive market, they are forced to use all the techniques possible to maintain their market share.

If B.L. don't, it is you indirectly as the tax payer who suffers. If you doubt this, ask how much the French coughed up for Renault this year!

Island peoples, like Britain and Japan, need to trade, that is sell to the rest of the world. To forget this is to invite economic disaster. That is one reason why we had to be rescued in the late seventies by the International Monetary Fund and why we have high unemployment now.

Club cars can be fun, but let's have more realism and less back-slapping!

## LETTER FROM IAN MCKEGGIE - PUBLIC RELATIONS OFFICER:

I have just returned dripping from Stanford Hall, and I would like to congratulate Tony Mee and his team for putting together a truly excellent weekend. Although dogged by bad weather for two years on the trot, the enthusiasm shown by the Leicester Area culminated in yet another very successful event for the TSSC. Thanks for a truly memorable weekend and roll on 1986.

## LETTER FROM STEPHEN BOYNE - YORK:

Two recent TSSC events took place in the Yorkshire and Humberside area and I would like to take this opportunity to thank those who were involved in their organisation and participation.

Firstly, the Humberside Air Fair and Car Show, which was held at the Humberside Airport, Kirmington. 16 club cars were present on the TSSC stand, which attracted a great deal of interest from the public; I reckon that over 100 enquiry forms were taken from our stand, hopefully indicating plenty of prospective club cars in the area. Many thanks to the contingent from South Yorkshire and Humberside, I hope you all enjoyed your day out. Makes a change to be at a car show without hoardes of MGB's about the place!

Secondly, the TSSC visit to RAF Fylingdales, on the North Yorkshire Moors. This establishment is one of three Ballistic Missile Early Warning Stations for the West, and is recognised by the three 'golf balls' (actually called Radomes) towering above the Moors.

23 club members took advantage of what was a very interesting and entertaining visit, which included a film/slide presentation, conducted tours of the control room (including a mock attack demonstration!) and up into the inside of one of the Radomes, together with a coach tour around the complex. I think everybody earned their drinks later in the local hostelry.

Full credit must go to Dave Webster for organising the visit "on the inside" (hope you managed to eat some of the chocolates, Dave!) and I, on behalf of all those who attended, wish you and your wife well on your new posting over on the other side of the Atlantic Ocean, and look forward to seeing you again in three years time.

## LETTER FROM PAUL BUTCHER - WYKEN, COVENTRY:

As a relatively new member to the club, I have written in to say how much my fiancée and I enjoyed the meeting at Stanford Hall.

We arrived at the rally after a short journey of less than 30 minutes from Coventry, just before 11am. Neither of us were very sure of what to expect. How-

ever we had a great day looking over other members cars, which were generally in excellent condition. We enjoyed the barbecue, which we thought was very cheap and reasonable. Inside the marquee we found the video show of old Triumph Works films very interesting. I was wondering if these are available on video for home use.

One criticism I had was the amount of trade stands; I only saw a couple of vans parked behind the marquee. I didn't know, being my first meeting if this was usually the case, or if the weather was responsible.

When we arrived in the morning we parked my Spitfire 1500 along the long line of other members cars of the same make - some of these being in showroom condition

We found our fellow members to be very friendly and helpful and we hope to see them again shortly. Unfortunately, we could not stay long enough to hear the presentations, but our congratulations to those who won awards.

## LETTER FROM DR M J PUGH - LONDON EI7 6EA:

The article "To Le Mans" (page 20 August Courier) mentions some doubt as to the durability of boot-lid hinges. I do not know if the MKIII and 4 differ in this detail; I can, however, offer the following comment.

When I first owned my MK4 Spitfire, my wife and I went camping on the continent. I fitted a boot rack by four bolts and did not use the clips. We loaded clothes etc., into the boot, I put my old school trunk on the rack, and then loaded it with all the camping gear, including the Frame tent. Although it was just possible for me to lift the trunk off single-handed, it was really a two-person job. More by luck than judgement, it was also possible to open the boot with the trunk on top and hold it on the support strut. 55,000 miles, and eight years later, I have just replaced the boot lid but the original hinges are still fine. Incidentally, we covered 2,700 miles in three weeks on 260 litres of petrol. With the hood down and the trunk on, the vehicle looked very much like a snail! The large wing mirrors put on by the original owner, were a God-send for that journey, and subsequently with a caravan.



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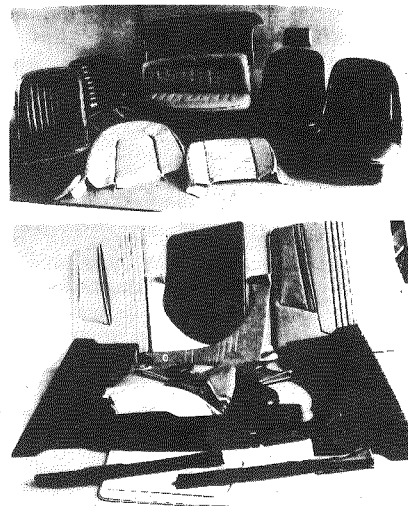
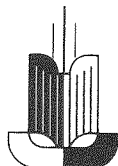
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# NATIONWIDE

## ANGLIA - GILES TINKLER:

Many thanks to everyone from the Anglia Area who contributed to the success of this years Birthday Barbecue.

### September:

**Thursday 5th - Monthly meeting - incorporating a technical corner.**

**Sunday 15th - Map Reading Quiz - leave Coach & Horses at 3pm.** Short quiz organised by Barry Newitt, followed by a barbecue, so bring something to cook and drink.

**Thursday 26th - Area AGM Coach & Horses, 8pm.**

The Area meetings are presently passing through our annual lull in attendances, due to holidays, but we still seem to have a steady flow of new members attending meetings, whom we hope to see at future events and occasions.

## AVON - SUE LIPPIATT:

Tuesday July 9th saw a very interesting visit for some of us around Harveys of Bristol wine vaults. A very informative tour and, of course, the tasting of 5 wines and sherries made it a very enjoyable evening, which was finished off by a spell in a nearby pub, drinking coke for those who had driven there and not expected the tipples to be quite so large!

Our next jaunt came on an absolutely sodden Sunday, August 4th, when all 7 of us made our way over the bridge to an equally wet Wales to visit the Big Pit Mining Museum at Blaenavon. Had the weather been more favourable, I'm sure it could have been a much nicer trip, enabling us to take a more leisurely look round all the buildings on the surface as well as spending a very interesting hour underground.

Forthcoming events include a treasure hunt on Sunday, September 8th (come to meetings for more info) and a skittles match against the local M.G. Owners Club on Friday October 11th. See next Courier for details.

## AYLESBURY VALE - BILL GREGORY:

Disappointment on a glorious summers evening, saw a grand total of attendance of 21. Has everyone gone on holiday all at once? The evening was highlighted by my chance meeting with an excellently converted Vitesse 1600 estate.

At the Anglia Area Barbecue (a great day) Herts North challenged the AVA to a rounders match. A hastily arranged contest saw AVA loose. My thanks to the Area team and my apologies for not showing up, due to work commitments.

Our August meeting at The Cock and Rabbit was a success; 12 attended, giving a varied range of conversation.

## CLEVELAND - KATHY SLEIGHHOLME:

On Tuesday 9th July a group of York. TSSC members and ourselves were taken on a conducted tour of Fylindales Early Warning System. Thanks to Dave Webster for an interesting evening, and best wishes for his two year visit to America.

Our last pub meeting at The Ladle, Middlesbrough was well attended. In the car park were: a Vitesse convertible, Herald 13/60 estate, Herald 1200 saloon, Spitfire MKIII, two Spitfire 1500's, GT6 MKIII and one MG Midget (owned by a club member!!\*\*\*??).

We are still waiting for summer to arrive.

On 3rd August we travelled down to Leicester for the annual concours weekend. Despite the miserable weather, hundreds of cars turned out on Sunday. It was well worth the 400 mile return trip. Thanks to John and Mary Thorpe for all their hard work.

I hope that all those intending to go to the Northern Concours at Rosedale Abbey on Sunday 1st September have remembered our intention to drive in convoy from The Ladle car park at 9am.

Our next club meeting is on **Wednesday 25th September**, at The Ladle, opposite Stewarts Park, Middlesbrough.

## CORNWALL - DAVID BUXTON:

July saw the beginning of our annual events with the barbecue, hosted once again superbly by Jack and Jean Hart. We all thought 1984 would be hard to match but, with the weather clearing for one day, we thoroughly enjoyed ourselves, especially one of the children who went for a swim in the goldfish pond. Also Les and Caroline would like to thank Jack for the loan of his van to get home that night and Jim for his assistance in getting the car going the following day.

The normal monthly meeting was attended by John and Vi Cox from Wolverhampton and I trust they enjoyed their visit to Cornwall - thank you for visiting our small gathering.

**Forthcoming events** are the treasure hunt, starting at 4.00pm on 22nd September in London Quay car park and finishing a couple of hours later in Scandinavia.

In addition, the October meeting has been replaced by a wine and cheese party, organised by Bob and Judy Armstrong at their home 'Foxgrove'. The Drive, Trearath, Mevagissey (tel: 842748). Please let Bob know should you wish to attend but bring your own wine (not anti-freeze). This will take place on Saturday 2nd November, which means it will soon be time to organise the Christmas lunch.

## CUMBRIA/LAKE DISTRICT - MALCOLM BUTLER:

August's meeting was a poor turnout with only 4 members attending. Although so far we have had a poor turnout this year, we are still hoping to represent the club at Holker Hall again. This year's event is on 15th September.

If any other Areas would like to come along and join our Area, please let me know as I can arrange free admission and half price vouchers for the motor museum and hall. We also have our own class in the show and a prize is to be awarded to the best Triumph on the day. Judging takes place at 10.45am.

**Next meeting September 4th**, where Holker Hall will be under final discussion.

## DORSET - ANDY TOPP:

I would like to start by thanking you all for turning up to the barbecue and to Dave and Pippa for running the 'feely bag' competition - end result as follows: A Martin does it, winning yet another prize, also winning were Helen and Tom from the Wessex Area.

As you all know, the weather changed very quickly on Sunday at the Festival of Transport with the end result of a very pleasant day, but I know a few campers

who, obviously, though likewise and had left by the time I had got there on Sunday.

I hope to see you all at the next Area meeting on **September 25th**. Please see if you can drag along a few new members or a few old ones.

## ESSEX - PAUL HARRIS:

How can I describe our Area picnic? After much thought, I came up with ..... WET! None the less there was a good turnout but, unfortunately, due to late arrivals, there were two groups, neither one aware of the other. My group confined itself to indoor amusements on the pier and everything turned out well. My thanks to everyone that supported the event, especially those from adjoining Areas, and all that eat at Rona's (you know who you are).

The French trip is to go ahead and is scheduled for Saturday the 12th October. Crossing will be Dover - Calais. Approx. cost per person is £12 return, which depends on a block booking. Please send SAE and £12 per person to me, payable to The Triumph Sports Six Club (Essex), at 115 Collingwood Road, South Woodham Ferrers, Chelmsford, Essex CM3 5YH. Entries close 30.9.85. All Areas welcome. Essex members are politely requested to support your Area.

## HASTINGS - ADRIAN THOMPSON:

After several telephone enquiries from local members, I expected about 10 people to turn up at the first Hastings meeting. However, due to holidays and other lame excuses, only 2 other club members turned up with a third non-member coming along to see what the club was all about. Even so, the evening was not a complete wash-out, as, with the local Stag Owners Club adding another five people, interesting conversations regarding the relative pros and cons of Triumph cars and the general

ridicule of an Acclaim, which happened to be sandwiched between a Stag and a Spitfire. Points to mention, however, included a discount available at Abercrombie Tyres, Bexhill and Smith and Humphry's Garage, Sidley. Therefore, if anybody is in the area in need of tyres or welding etc., these are the people to contact.

Before I sign off, I again repeat my 'phone number (Cooden 5813) and say that the Area is meeting at The Wheatshaf, Little Common, every second Monday in the 'Snug Bar'.

## N. HERTS/S. BEDS - STEVE BEDFORD:

Our Area certainly should feel proud for organising the driving test for the Birthday Barbecue at Cambridge. It was very successful. I would like to thank Steve Antolic for helping to design the course and for providing all the equipment that made it seem so professional. Also thanks to Bob Prebble and Mike Clarke who helped me run the event continuously throughout the day. It is ironic that the Essex Area, who organised the previous driving tests, won this year's event: well done Paul Harris. David Sands, from our Area, came a very commendable second. It was a very good and enjoyable day, with quite a few from our Area attending. I still think that the Anglia Area organise one of the best national events in the club calendar!

The deadline for The Courier was on the day of our treasure hunt and I was, therefore, unable to announce the winners last month. Mike Clarke came first and Dave Young a very close second. Well done to both of you on what was a very pleasant afternoon around the country lanes of Hertfordshire. Commiserations to Brian Waters who had to retire because of

an intermittent electrical fault; sorry about the damaged bonnet stay!

The joint rounders match with the Aylesbury Vale Area was well attended with over 30 members from our Area present. Redbourne common and The Cricketers pub seemed to be the ideal location for the match and the food afterwards. Everyone enjoyed themselves, except for the aching limbs the next day!

### Forthcoming events:

**Sunday 8th September** - Area barbecue, to be held from 6pm onwards at The Eagle and Child at Whitwell. Please give me a ring for further details.

**15th September** - Gurston Down to support Dave Young in the TSSC Sprint Championship.

**22nd September** - Treasure hunt with Jaguar Driver's Club at Cricketers, Redbourne 1.30pm.

**29th September** - Lunchtime meet followed by rounders with Hert Classic Sports Car Club and Jaguar Owners Club at The Cricketers, Redbourne, 1.30pm

Come along and support your Area at the above events.

## E. KENT - DAVE BRIDLE:

Our August meeting attracted about 20 people, including 4 new members.

Our day trip to Margate went off well, although the rain seems to have discouraged quite a few people. 7 of us went and it didn't stop raining until we came home. Maybe our trips are jinxed, because the following week 3 of the cars broke down!

Remember, September 6th - 8th Camping Weekend at Dover, ring Clive on (0474) 59974 for details. **Next meetings 4th September and 2nd October** at The George.

## W KENT/E SURREY - RICHARD & SUE FRANCIS:

We are sorry that we do not have much to report this month, but we would like to take this opportunity to thank all our Area members who attend our meetings regularly. There are always at least 25 cars at The Grasshopper and it is very nice to meet you all.

If by any chance, you receive your Courier before 1st September, you may be interested in attending our trip to The Bluebell Railway on that Sunday. We will be leaving The Grasshopper Inn, Westerham at 11am, conveying to the railway and having a picnic when we get there.

The Kent Area of the TR Register have challenged us to a darts match, and this will take place on Friday 4th October at their meeting place, The Orchard Spot in Maidstone. If you are any good at darts and would like to represent us, please give us a call or please make an effort to come and support us - we would like as many cars as possible.

Don't forget our meetings are on the first and third Tuesday of each month at The Grasshopper Inn, Westerham. We have a massive car park so there is plenty of room. By the way, one of the most famous cars from our Area is up for sale: Ben and Carrie have decided to sell their customised Spitfire. It would be nice to keep it in the club, so come and have a look or give us a call.

## CITY & EAST LONDON - GRAHAM TRAFFORD:

En route (from Wembley) to the Area meetings (at the Isle of Dogs), I'm quite amazed at the number of Club cars that I pass. I'm sure that you City dwellers don't ALL have something better to do on the first and third Thursdays of each month, than come to your Area meetings!

Come along a few times and see what we are all like!

Enough of recruiting, and on to the rest. Firstly let me say 'Hi' and 'Welcome' to our latest new members. Next, by the time you read this, five of us in three cars will have braved the seas and Europe, to have been to and hopefully, returned from the International Spitfire Weekend in Holland, and also been to the Electronic Music Festival in Sheffield (which requires more courage, I wonder!). This month we are risking all by going bowling in Dagenham on Friday 13th September.

For more info. on the Area meets, and the bowling, 'phone Peter on 01-986 5153.

## MANCHESTER - DAVID EVANS:

Things are picking up for the Manchester Area these days. If July's meeting was anything to go by, The Nag may be packed full with Sports Six enthusiasts soon. We'd all like to see that couple from Liverpool way who haven't shown up recently.

Has anyone any ideas for making this years stand at The Northern Classic Car Show look respectable (in September). The two cars have been provisionally chosen, these are one beautiful white Vitesse MKII saloon and Kevin's garden shed, which should have enough filler on it by then to look like a Herald convertible. Kevin is now our Area Spares Co-ordinator and has a brain full of facts about interchangeability and I'm sure he will be a great benefit to us all. Incidentally Kevin, congratulations on your BSs.

Please come along to our next meeting to find out about our summer evening run or 'phone me on Poynton (0625) 871558.

## NORTHAMPTON - IAN MCKEGGIE:

The first Sunday meeting at The World's End, Ecton was great fun - albeit wet. This will be a regular monthly meeting at lunchtime on the last Sunday of every month. At the meeting the Land Lord quickly came up with a small marquee for our benefit, which was very accommodating I must say. Let's see you next month to eat, drink and be merry in a truly family atmosphere and get those bits you require at the same time.

To the future: Val and I are working on entertainment to while away those winter nights. I will be putting a full calendar in next month's magazine. See you at either The Stag's Head, Maidwell on the third Wednesday of the month or at The World's End.

## NORTH EAST - DAVE MARTIN:

On Saturday 21st September, there is a visit to Sports Car Supplies at Dunston. The proprietor, Andy Haw, is eager to show club members what he can do to help them with their cars. Andy has offered a prize for the best and worst club cars that turn up on the day.

The arrangements are to meet at The Bowes Incline, Eighton Banks at 12 o'clock and travel to Sports Car Supplies at 1 o'clock - all members will be welcome.

## PETERBOROUGH - SHARON ESPIN:

Thanks to everybody who attended the Springfields Vintage and Classic Car Rally, despite the downpour, which lasted ALL DAY. We had 8 club cars on display and recruited 2 new members, one with a lovely MK1 GT6.

The barbecue was a great success and I would like to thank Diana for her superb cooking. See you all next month at The Plough, Deeping St. Nicholas, where we shall be holding a competition for the cleanest engine.

### Forthcoming Events in September:

Sunday 1st - North Yorks Moors Run -

anybody fancy a camping weekend in Pickering? Please ring me.

**Sunday 8th** - Boston and District Motor Cycle and Light Car Club Classic Car Show - We have been invited to attend at the above event, which is to be held at Oldrids Downtown, Grantham Road, Boston from 10.00 to 5.00. See you there.

**Monday 9th** - Monthly Meeting at The Plough, Deeping St. Nicholas.

## RIBBLE - BILL COULSHED:

Sorry there was no news last month - it must have just missed the deadline!

Now then, Ribble Area, where are you all? I know some of you have been on holiday, but numbers at meetings are getting very small. It's hard to get anything organised if only 4 people turn up (and one of them is only 7 years old!). Ring me if you're not sure where we meet (but after 6.30pm please).

The Woodvale show was an interesting day out, wasn't it? It all started so well with a convoy of 6 cars setting out from Preston (even if one was a Lanchester!). Disaster struck on the way, though, when a brand new brake hose split on Chris's Spitfire. Congratulations on missing everybody else and the telegraph pole, Chris! The weather let us down at the show, I'm afraid - it rained all afternoon, but at least it didn't put out our barbecue. We'll have been to the Westhoughton Automania Show by the time this is printed, so I hope we've had better weather for that.

Two more shows for your diaries next month: Holker Hall and Blackburn Lions Gala. I'll have more details at the meeting.

## SALISBURY - NEIL WILLIAMSON:

The August meeting at The Three Crowns was an overwhelming success with an amazing 39 members making the effort to attend with 26 cars. The 'Clean Car' competition was won by Ken Ockwell of the Wessex Area, who displayed his superb MKII Vitesse. The interest shown in the last couple of months has given me great pleasure, and I am sure that we can have a regular turnout of 40 plus at each meeting.

In collaboration with Jerry Woodward of the Wessex Area, we will be organising a Christmas Party to be held in early December - more later. The Landlord of The Three Crowns has offered a trophy if we can organise a treasure hunt against the MG Owners Club.

### Forthcoming Events:

September 7/8th - Beaulieu Autojumble.  
September 15th - Gursdon Hillclimb.  
September 29th - Goodwood.  
Finally, a tremendous thank you to everybody for the best turnout in the Salisbury Area's history!

## CENTRAL SOMERSET - ROD WARREN:

The first meeting at our new venue, The Manor Hotel at Pawlett, was very disappointing with only 6 members attending, but the video show went ahead and proved to be quite interesting. The July meeting at The Creech Castle, however, was attended by around 20 members and the entire meeting was held in the car park discussing and admiring our cars, as it was such a nice evening.

The second round of the Treasure Hunt Competition held on 25th July was attended by 9 club cars. After putting the road signs back to where they should have been pointing, everyone got around the route without getting lost. The treasure hunt ended with a barbecue at Sarah's house and I think that all those who attended

thoroughly enjoyed themselves. The round was won by Mr and Mrs Trelfall in their Herald estate, with Sue and Di coming second, and Mike and Dave Threlfall came third. If we are not careful it looks like the Threlfall family will take over! I would like to thank Mike and Liz Goldsmith for their help with the treasure hunt and barbecue.

Many thanks to those members who represented the Somerset Area at the Yeovil Festival of Transport on 10/11th August. Although no cars from the Somerset Area were on our club stand, a few members did enter their cars in the non-concours class and, hence, were on show anyway. I think a good time was had by all despite the rain on Sunday.

The third and final round of the treasure hunt competition will be held on Sunday 6th October at 2.30pm at The Creech Castle Hotel, Bathpool, Taunton. There will be a trophy for the overall competition winner (current member only) plus prizes for the runners-up. See you all there!

#### Dates for your Diaries:

Wednesday 11th September - meeting Manor Hotel, Pawlett.

Thursday 26th September - meeting Creech Castle Hotel, Bathpool, Taunton.

Sunday 6th October - Treasure Hunt (as above).

#### SOUTHERN - TONY FARBY:

A change of venue for our 3rd Thursday meeting. As from the September meeting on the 19th, we will meet at The White Hart in Denmead. We haven't been kicked out of The Ship & Bell but the car-parking facilities there have always been a problem. Our meetings at The Good Intent on 2nd Tuesday of each month will continue as usual.

We have secured a stall at the Beaulieu Autojumble this year so do come along and see us, we will be on stall B144.

#### THAMES - MIKE CREWES:

Our second Area treasure hunt appeared successful and most people seemed to enjoy themselves. Not quite so good this year - a few people got lost. It was won by the dynamic duo of Chris Childs and Chris Bailey who were last years winners too! They didn't win, incidentally, just because they were the only ones to buy me a drink, it had absolutely no bearing on the scores - HIC. Chris and Chris scored 32 out of a possible 39 - well done. Mike Westropp and his two children came a close second with 30 points and the broken piston goes to Gary Couch with 6 points. I think Gary went the wrong way out of the car park. Never mind, as long as you all enjoyed it.

This month we have all been doing our bit for Live Aid. One night I had a 'phone call - "My name is Michelle and I have been told you're the best people to help me get my Spitfire ready to auction it for Live Aid". We had less than two weeks! The car apparently needed a new engine and a re-spray, it had been hand-painted. An engine was supplied in bits by East Berks and assembled and installed by Thames members. On inspection of the body, we realised that in preparing it for a re-spray we would encounter a lot of hard work and filling. We adopted Plan B to rub it down with light compound to get rid of the brush marks and restore a shine. All hands on deck. Just then, enter stage left - a member with a polishing machine. Things looked to be going OK with a week left. Then the publicity went wrong, so did the polishing machine. At the moment the car is half finished with a good offer of £1,000. Michelle un-decided

upon her next step. We are hoping that the car will be finished shortly so that she will be able to make her mind up properly. I'll keep you posted.

#### Events for September:

12th and 26th - meeting at The Firestone.

October 10th - Area Organiser voting night at The Firestone.

I am resigning as a A.O. to concentrate on events. I would like to thank you all for your support for the last two years and hope you carry on supporting my successor as I know you will. Any nominations to me by 26th September please, and a really big turn out on 10th October. This is your chance to influence the way the Area will be going next year.

#### TRENT - MIKE COSTIGAN:

Our August meeting saw a convoy of 5 Spitfires, one Vitesse and one Bond take to the highways and bye-ways of Nottinghamshire for an evening amble to the country 'watering-hole'. Fortunately, Andy found the sausages just as good as at The Robin Hood! Unfortunately, some members turned up just after we departed, and were not given the details, which I had carefully left at reception - red faces and apologies all round.

Make a note now of the date - Sunday 13th October - our Autumn treasure hunt. Full details to follow next month. Start sharpening your pencils now!

#### W. MIDLANDS - TONY SPICER:

Moxhull Hall is now becoming very popular with other clubs - Aston Martin, the TR Register and Porsche meet there. So we are in very good company. If you have never been, please come along. The predominate car still is the Vitesse with a few Heralds. Don't forget the treasure hunt after the next Sunday meeting. Next meetings Tuesday 10th September and lunchtime 29th September (including treasure hunt).

#### WOLVERHAMPTON - JOHN COX:

Congratulations to Steve Shelley (Vitesse) and David Jones (Spitfire), who both won second prize in their respective classes at the Finlux shows. Many thanks to the Leicester Area who organised the event.

Vi and myself called in on the Cornwall Area during the month. David and his members made us very welcome - pity their venue was the pub with no beer!

Graham Swingeford and his family returned from holiday for the second year running with their Triumph on the back of an AA Relay truck. Chris Allen from the West Midlands Area, our favourite AA man, wants to know if Graham wants booking in for next years.

This month's quiz was set by Ann Rowley. Anthony Burrows won and has agreed to set next month's quiz, which is on September 9th. Paul Skitt will give us a talk entitled 'Racing Cars on a Budget' at the September meeting. Other speakers are being invited for the forthcoming meetings.

#### WORCESTER - E. MC KAY:

An enjoyable evening with a good turnout including several visitors. John Thorpe and his wife, and also Carol Judge in her Herald, including several enthusiastic new members.

Thank you to everyone who turned up for a publicity photo for our new Sunday lunchtime venue, The Brook Inn, Elcocks Brook, Nr. Redditch on the second Sunday in every month.

#### NORTH YORKS - SALLY HURD:

Talk about a good night - it was fantastic! We've never had such a big turnout, and so many visitors! It was the best evening

of the year - here's hoping it's a fore-runner to the concours event itself. Thanks go especially to the visitors: James Sutherland from Aberdeen, Ed and Anne, Marie from Cottingham near Hull, two members from Glasgow (sorry, I didn't get your names), Kathy and Dave from Middlesbrough; the new member, Ellis Pitt from Boroughbridge, and prospective new members Damian Horner and Nick Barley (all I can say is look out Sussex and Kent!). Thanks too to the good old stalwarts for making it a night to remember.

Sorry I missed last month's Courier, but I waited until we'd been to Fylingdales. Thank you very much to Dave Webster for taking us around. Next meeting September 4th, when the concours will be a foregone conclusion.

#### S. YORKSHIRE - JON WOLLARD:

Thanks to everyone who turned up for the Rotherham Tatoo; 14 cars in total made it the biggest turnout yet. Thanks also to Steve Boyne for organising the 'Humberstone Airshow' club stand - what a great day out. For anyone who missed it, make sure you don't miss next years. Steve even organised the weather!

Our Sunday meetings seem to have dropped in numbers, so come on down to the Norfolk Arms on the A57 between Sheffield and Lady Bower on the second Sunday in each month at noon - don't let the weather dampen your spirits.

#### W. YORKSHIRE - CHARLES HENDERSON:

August's meeting was fairly well attended; welcome to no fewer than 4 new members - John Fawcett (Vitesse convertible), Alex Kurley (Herald 1200), David Armstrong (GT6 MKIII) and on Beesting (Herald 13/60). By the time you read this, there will have been a large (by our standards) convoy to Doune on 25th August.

The big (non) event in August was the Area's appearance at the Hebden Bridge Historic Vehicle Rally on August 11th. It rained non-stop the whole day, and as no one else from the Area brought their cars (and I don't blame them!), I didn't do anything about it on the day. Never mind, the weather can't be worse next year (unless it snows).

#### Forthcoming events:

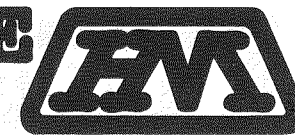
September 7th - Oldham Car Show - details at meeting on September 3rd.

September 15th - Holker Hall Classic Car Show. Anybody interested? See me at the next meeting.

September 27/29th - Leeds Kit-Car Show. If anybody in West/North/South Yorks/Humberside would like to display their Triumph-based kit-car (Moss, Burlington, Marlin, Spartan etc.) at this event, please ring me on (0422) 45607.

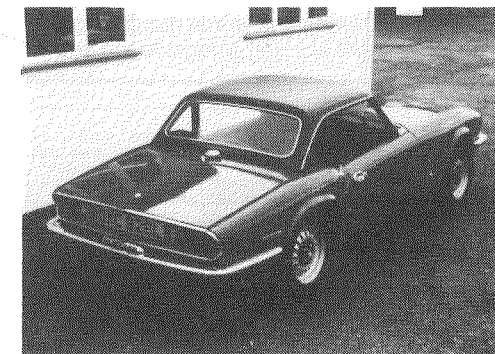
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# CARS FOR SALE

**Herald, 948 coupe, 1961:** colour red, white; used daily until March; sound chassis; new tyres, ignition system; 6 months MOT and tax. Ideal restoration project. £350. Contact: Neal Keeling, tel: Manchester (061) 798 0566 - N/A.

**Vitesse convertible:** white, 2L with 13/60 bonnet, boot. Much restoration done. Many new parts inc. hood. Tax/MOT 'til October. Space forces sale. £400 o.n.o. Contact: Harris, tel: Poole (0202) 678623 - 84/7177.

**Spitfire MK1:** reg. 4015 PH. No modifications. Ideal for restoration. Growing family forces sale. £350. Contact: Brian, tel: Kingston (01) 399 7213 eves or w/ends - 85/2616.

**GT6 MKIII, 1972:** totally mechanically rebuilt inc. suspension, 2.5 TR engine, O/D g/box, 3.27 diff, 165/70s, spax, servo, aeroquip hoses, SAH exhaust, sunroof, many new body panels. V. reluctant sale after 5 yrs. ownership. Contact: Phil, tel: Crewe 67055 - 81/2187.

**Spitfire MKIV, 1973:** complete car for restoration or spares. Body and hood poor, but mechanically sound. £225 o.n.o. Contact: Tim, tel: Essex (01) 508 3307 - 85/9863.

**13/60 Herald:** £400. Recon. engine, rad. 4,000 miles. New exhaust, windscreen, brakes, floor. Chassis good condition, body needs attention. Also wire wheels, adaptors and spinners for Spitfire, £80. Contact: D Blockley, 46a Walmgate, York YO1 2TJ - 85/10154.

**Vitesse convertible 2L MK1:** Signal Red; MOT May '86. Stripped to chassis and totally rebuilt. Recon. throughout. Recent respray. Rare motif wheel trims and four extra wheels. Offers £2,200 +. Contact: E Bensley, tel: Fulham (01) 381 1815/5329 - non-member.

**Herald 13/60 estate 1968:** 36,000 miles. One registered owner. Beautiful, original cond. throughout. Rustproofed from new. Original tools, Logbook, Handbook, invoice. Probably the best, original example remaining. Taxed, MOT. £1,650, offers? Contact: Charles Plumridge, tel: New Malden (01) 647 3307 (day) or (01) 942 5151 (eves) - N/A.

**Triumph Vitesse convertible MKII, 1967:** Racing Red; recently refurbished throughout. Tonneau. Excellent cond. Used daily. MOT and tax November. Genuine reason for sale (club member). £1,100 o.n.o. Contact: M Murray, tel: Folkstone 39392 - 85/6514.

**Original Spitfire 4, 1963:** reg. no. 69 UVC. Hard and soft tops. MOT for lyr. Pre-seat belts. Good condition throughout. Spares incl. recon engine, also axle and gearbox. Offers approx. £1,000. Contact: D Pentum, tel: Combwich 652454 - 82/4406.

**Two Vitesse MK1 and MKII for restoration.** Work presently being done for MOTs. Also Herald 13/60 conv., K reg.; restoration almost completed - requires respray; has new bonnet, boot and hood. Offers? Contact: Ben, tel: (051) 724 1236 - 84/7931

**Vitesse MK1 partial rebuild:** perfect chassis, de-coked engine, all new shells and rings; tatty bonnet and doors. Will not split. £300 the lot. Perfect for Specialists. Contact: Nick, tel: Finchley (01) 346 3680 eves or (01) 831 8001 day - 84/8153.

**Herald 13/60 convertible:** first registered Mar. '73, Valencia Blue with black trim; 51,500 miles. One of the last made, featuring steering column lock and 'GK' engine. Present owner since '78. Car parts. 'Phone if more details required. £650 o.n.o. Also Herald 1200 saloon. No MOT. £100 o.n.o. Contact: Tim, tel: Storrington (09066) 4289 - 84/9416.

**Spitfire 1500:** S reg; red; immaculate condition; lady owner; 59,000 miles; years MOT; 6 months tax. Undersealed, Wax-oiled. Tonneau; fog and spot lights; air horns; 5 1/2" white 5-spokes with 185 tyres. Need bigger car. £1,575. Contact: E P Judge, tel: Reading (0734) 473230 - 84/7857.

**Herald 13/60 saloon:** new radiator, two new tyres. Been standing for some time. Ideal for restoration. £80. Plus Spitfire MKII/III spares. Contact: M Kitchen, tel: Weston (Herts) 505 - 82/4207.

**Concours Vitesse 6, 1965:** one owner, genuine 33,000 miles. Some service history. Recent respray costing £650. Immaculate and ORIGINAL car - must be one of the best. £2,700. Contact: J Lawless, tel: Ealing (01) 840 2717 or (01) 998 2844 - 84/9561.

**Herald 12/50, 1967:** sunroof; good runner; needs bodywork for MOT. £200 o.n.o. To view, contact: P M Johnstone, tel: Cambridge 811640 after 5pm - 82/4163.

**Bond Equipe convertible:** May '71; v.g.c. 2.5L competition spec. engine (200 miles). Injection or carbs. Servo; Spax conversion; front comp. gas Spax; comp. roll bars; Halogen headlights; Wolftrace 185/60's. Spare engine/gearboxes etc. £1,600 o.v.n.o. Contact: Dave, tel: Cheltenham 526076 - non-member.

**Triumph TR4a Roadster I.R.S., 1967:** white, O/D, v.g. bodywork/mechanics. Recent inner wings, sills and valances - all steel but GRP front wings, hence £1,500. May p/exch. cheaper 1500 MKIV. Details contact: Clive, tel: Market Deeping (0778) 347559 - non-member.

**Triumph GT6 MKIII, 1972:** MOT; new gearbox, exhaust etc. £1,500 o.n.o. Contact: Martin Niblett, tel: Coventry (0203) 618469 - non-member.

**1968 Herald 13/60 Saloon:** red, colour code 22; good cond; MOT to October; resprayed bonnet just fitted for £112. Will take convertible in an exchange deal or sell for £359. Contact: Graham, tel: Dorset (0297) 89609 - 85/11156.

**GT6 MKIII:** L reg; Tax/MOT; many recent new parts inc. g/box; good mechanics; kept in garage and extremely well cared for. All MOT's and bills last 7 years inc. outriggers, clutch, discs and front calipers, excellent Dunlop D75 tyres all round. Car in very exceptional cond. with perfect original type hood. Caring owner wanted. £1,450. Tel: Wolfe 05645 6058 - 81/2233.

**GT6 MKII 1969:** G reg., white, sunroof; original fitted rear seat; good body work. Car in Bournemouth. Offers around £700. Contact: Bob, tel: Shorelitch (01) 729 1313 after 6pm - 84/9537.

**Herald 1300:** J reg, white, v.g.c. £580. Also Herald 12/50, 1965: 2-tone green, sunroof. For renovation. £140. Contact: Alan, tel: Leicester (0533) 717854 or (01) 349 4301 - 85/111593.

**1978 Spitfire 1500:** £1,750. O/D; Carmar Red; hard/soft tops; tonneau; 175/70's; stage 1 head; rad/cassette; electronic ignition; Dukes of Hazard horns; tax and MOT. Contact: Chris Webber, 23 West Oak, Beckenham, Kent. Tel: (01) 650 7619 - 84/9481.

**Vitesse 1600 convertible:** much recent work to attain present exceptional cond. Cherry with beige interior and hood. 51,000 recorded miles. Years MOT. Impending Jaguar forces sale. £895 o.n.o. P/ex possible. Contact: Andrew, tel: Middlesbrough (0642) 825272 - 79/00843.

**Vitesse convertible 1967 2L MKII:** good body and tyres. White/red interior. MOT expired. Current Logbook. Offers around £300. Tel: Market Harborough (0858) 64984 or Kettering (0536) 525155.

**13/60 convertible:** white with double skin cloth roof (new). 1969. MOT May '86. Tax Nov. Good runner. New wiring, clutch, dynamo. Sound chassis, body fair, good carpets. Offers please. Contact: Elliott, tel: Watlington (Oxon) 2024 eves - 85/10573.

**Dutton Phaeton:** based on MKIII Spitfire mechanicals. Unfinished kit but with most sound body - just needs slight attention to paintwork, hence bargain at £795. Contact: Richard, tel: Crowborough 2276 (E. Sussex) - 83/6790.

**Immaculate Vitesse 6 Saloon, 1600, 1964:** documented 64,000 miles, just undergone prof. bare metal respray, white with cherry stripe. 11 months MOT, 6 months Tax. Immaculate interior, repolished wood. Very original incl. as supplied stickers. Genuine potential concours winner. Exchange for v.g.c. Vitesse convertible. Contact: I O'Reilly, tel: Hayes (01) 561 2691 - 84/8355.

**Spitfire MKIII, 1998cc:** GT6 MKIII mechanics; O/D; GT6 oval hole wheels; Triumph-tune twin exhaust. £825 or offers. Good all round car. Steel hard top, soft top, tonneau. Reluctant sale due to company car and impending mortgage. Contact: Peter, tel: Ealing (01) 840 2308 - 84/7487.

**Spitfire MKIII, 1971:** for spares or repair. Will break if necessary. Recon. engine (10,000 miles); canvas hood (lyr), fastback hardtop. Needs rear wing and chassis weld. Offers. Contact: Justin, tel: Cambridge (06755) 3106 - 85/11443.

**Vitesse 1600, 1966:** white with red flash/interior; saloon, full length sunroof, O/D, GPS tyres, Triumph Tune exhaust, 73,000 genuine miles, v.g.c., second best Vitesse S.E.M. '84, MOT 'til July '86. £850 o.n.o. Contact: Scott, tel: Crowthorne 772905 - 83/5741.

**Spitfire MK4, 1972:** 73,000 miles. For spares or repair. £100 or offers. Contact: Ian Kennedy, tel: bishopston, W. Glam. (244128) 3581 - 84/8529.

**GT6 MKIII, 1973:** 10 months MOT, tax, new tyres, new exhaust, recon g/box, O/D, v.g.c. £1,400 o.n.o. Contact: A Court, tel: Cardiff 614953 after 5pm - 84/8380.

**Spitfire MKII for sale.** Contact: Clive Price, tel: Alsager 78402 - 84/8018.

**Club Triumph car of the year 1985.** Triumph Spitfire MKIV, 1982 Pimento red, concours condition, winner of many trophies and shows. Baby forces sale. £2,900 o.n.o. Contact: Alan, tel: Nottingham 874164 or (061) 301 4120 - 83/5465.

**Triumph Spitfire MKII:** collectors car; 38,000 miles. Immaculate condition. 8 months MOT. £1,500 o.n.o. Tel: Shoreham (07917) 4290 eves. or w/ends - non-member.



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Vitesse MKII O/D, 1970: new MOT, Tax Dec., Laurel paint, tan trim, v.g. original cond. Club car 12 years. TOC 410H. New carbs. £775 o.n.o. Contact: John Cochrane, tel: Kidderminster 751087 - 84/7791.

GT6 MKI: one lady owner, 33,000 miles. Assembled in Malta. White with red upholstery. Ziebarted and resprayed when returned to UK in 1974. Must be unique. Offers over £2,000. Contact: Stokes, tel: Ipswich 216415 or Colchester 34581 - non-member.

Triumph Vitesse 1600 convertible: 1965, red/white top tonneau and hood well covers. Fully restored, lovely cond. throughout. Radio, MOT July 14 '86, tax Sept. '85. £1,150. Contact: G Taylor, tel: Ramsey (0487) 840622 eves - non-member.

Vitesse MKI convertible, 1967: O/D, prepared for sprinting and road. MKII engine, Triumphtune cam, 175 Strombergs, modified suspension, rollbar, harness, compomotive CX wheels. 185 x 60 P6's, good bodywork, many spares, £995. Full details, contact: Paul, tel: Brentwood 212822 - 80/01058.

Red Spitfire 1500: 1980, W reg. 2 owners, 45,000 miles. Tax, MOT. Full/half tonneau, h. top, available; specialist maintained, beautiful and original car throughout. £2,700 o.n.o. View at Burton on Trent or Reading by arrangement. Contact: M A Clamp, tel: Reading (0734) 693345 - 83/6228.

GT6 MKIII, 1973: 60,500 miles, original paint, no rust; concours winner Woakey. MOT May, Tax Nov. Tyres as new, radio, new clutch, battery, extra spare wheel and tyre. £2,500 o.n.o. Contact: Christine, tel: Bristol (0272) 575582 - non-member.

Vitesse convertible 2L MKII, 1969: white, 2 new side channels, all new rear valances, rebuilt g/box. 3 months MOT but will supply new one. Yr. MOT. £750 o.n.o. Contact: G Hadley, tel: Hemel Hempstead (0442) 43392 24hr. ansaphone - 82/4197.

1960 Herald convertible 948cc: 12 months MOT, taxed. V.g.c. Reg: 2192BY. Original Log Book. £995 - no offers. Contact: C Howard, tel: Shoeburyness (03708) 5139 - 83/6737.

Vitesse MKII, 1971 convertible: towbar recent tyres, hood. No MOT £325. Vitesse MKI convertible 1967: MOT Jan '86, late MKII engine, recon. g/box, body untidy. £300. No offers. Contact: Tim, tel: Ely 860680 after 6pm - 83/7678.

Vitesse saloon 2L, 1968: Valencia Blue, v.g.c. Good chassis, underealed. No tax, short MOT. Can not afford to run due to loss of job. Owner for last 7 years. £300. Contact: John Walker, tel: Coventry (0203) 618223 - 82/4274.

Vitesse estate MKII, 1971: Signal Red. Body, chassis, mechanics v. g. 1 yr. MOT. Offers around £600. Contact: Paul Ashley, tel: Rugby (0788) 816776 - 84/7118.

1965 Herald 12/50: mint condition; low mileage, one lady owner. Tax, MOT Feb. '86. £1,300. Will negotiate. Contact: Rose, tel: Stockport (061) 483 0949 eves (6pm - 8pm) - non-member.

GT6 MKIII: MKI Feb. '86; licenced. One owner driver. Good condition. Sunshine roof; stereo radio/cassette. £1,250 o.n.o. Tel: Copdock (nr. Ipswich) (0473) 86352 -

GT6 MKII, 1968: (rebuilt) O/D, elec. windows, rear window heater, sun top, burglar alarm, lockable bonnet, seat belts, rad/cassette, perfect re-spray. MOT August '86. Tel: Church Stretton 723708 - non-member.

Vitesse MKII saloon, 1969: white; MOT July '86; only 63,000 miles; excellent performer. £750. All offers considered. Can be seen at Woodbridge, Suffolk or Eastbourne. Contact: J Rees, tel: Woodbridge (03943) 5853 or East Dean (03215) 2350 - 78/522.

Herald 13/60 convertible, 1970: v.g.c. Saffron Yellow; MOT; radio; well maintained. £495 o.n.o. Contact: R Cartwright, tel: Luton 842074 (Markyate) - 80/01543.

Spitfire 1968: white; MOT July '86; Tax Dec. Much work done inc. recon. engine and clutch 6,000 miles ago. Garaged last 3 years. Good, sound runner needing only minor tidying. £450. Contact: Parry, tel: Caterham 43082 after approx. 15/9/85 - 80/01668.

GT6 MKIII: February '74, good Minosa paintwork, genuine mileage, tinted windows, sunroof, alarm, built in speakers. New clutch/gearbox/O/D, Dinitrol treated, undersealed from new. £2,500. Contact: Ayres, tel: High Wycombe (0494) 37664 - 82/4475.

GT6 MKI: F reg., white, wire wheels. 11 months MOT. Many new parts inc. tyres, battery, exhaust, petrol tank, engine overhauled. Many new panels. Other rebuild projects forces sale. £995 for quick sale - no offers. Contact: Grimwood, tel: Powys (0597) 2864 - 80/01754.

Vitesse convertible MKII 2L, 1971: O/D, MOT, 39,000 miles, white, excellent condition, including history. £2,495 or offers. Contact: Babb, tel: Worthing 713577 - 84/8022.

Marlin Roadster 2L: Vitesse based. O/D; alloy wheels. All mechanical parts o/hailed or replaced. Two-tone blue. Full weather equipment. Very low mileage since built. £3,000. Contact: Lowe, tel: Frinton-on-Sea (02556) 79566 - non-member.

Herald Coupe 1200: converted from saloon; MOT end of Jan. '86; 59,000 miles; v.g. runner, used daily; solid all round cond; red with white roof and stripes. Reluctant sale. £375 o.n.o. Contact: Janet, tel: Liverpool (051) 256 9697 - 85/11108.

Triumph Spitfire MKII, 1969: G reg., suitable for spares or repair. Good hardtop and bonnet. Hood frame plus four new tyres. Would buyer please arrange to collect. £160 o.n.o. Contact: S Strong, tel: Chichester (0243) 527527 - 84/8855.

Triumph Herald, 1963: superb condition. One owner. MOT 1 yr. 58,000 miles. £525. Contact: K Rawlingson, tel: Basildon 415231 - non-member.

GT6 MKI: good bonnet, new front wings, no engine or gearbox. £150. GT6 MKII: new rear wings and sills, one side fitted. Not bad condition rest of car. £225. Contact: K Smith, tel: West Wellow 23259 - 83/6385.

White Triumph Spitfire 1500: July, 1981; one of last made; super condition. Coupe/soft top. 20,000 miles. Full service history supplied. Taxed and MOT Apr. '86. Radio/cassette, tonneau. £2,900. Contact: McNulty, tel: Hemel Hempstead 68671 - non-member.

Vitesse convertible MKII: v.g.c. before dashboard fire. Easy repair. All parts needed included with car. O/D, v.g. hood, bonnet, chassis. Driveable but not road legal. £400 o.n.o. Contact: Tebbitt, tel: Malvern (068-45) 63315 - 81/2408.

GT6 MKI, 1967: engine seized, otherwise v. g.c. Taxed; MOT Jan. 100+ chrome wheels with good tyres (one brand new). £250 o.n.o. Contact: Tony, tel: N13 (01) 886 5516 - 83/6342.

Triumph Herald estate 13/60: K reg., red. Years MOT; 6 months tax; v.g.c. New clutch/gearbox/carpet. Resprayed. Good engine. £525 o.n.o. Lady owner 5 years. Tel: Welwyn Garden 321695 - non-member.

Triumph Spitfire MKIV, 1972: Saffron Yellow respray; new metal bonnet, hood, carpets, sills, battery. Good cond. Genuine reason for sale. First offer over £750 secures. Contact: Michael, tel: Banbury 811363 - 84/9011.

Vitesse MKII convertible: 2,500cc; T&T. Servo brakes; new hood; recon. box; Group 2 condition; spare O/D diff and prop, complete dashboard, drivers door, 2 2000 engines. Other spares with O/D box. Needs attention. £1,000 complete. Contact: P Summerfield, tel: Crewe 666677 - 85/11130.

Spitfire 1500, 1977: v.g.c.; steel hard-top; heated rear window; soft-top with cover. Recently resprayed and many parts replaced. MOT'd August '86. Stereo rad/cassette. Underealed, alarm, partially sound-proofed. £1,750 o.n.o. Contact: Andy, tel: W7 (01) 567 3327 - 84/9311.

Vitesse 1600, 1967 saloon: sunshine roof; O/D; 49,500 miles; green; immaculate; MOT until April '86; taxed 6 months. No known faults. £1,150. Contact: Alfred, tel: Crayford (0322) 521069 anytime - 85/11286.

Vitesse MKII convertible O/D: first registered June '71 with original steering lock. Saffron Yellow; totally immaculate condition throughout; 76,000 miles. SAH exhaust; twin silencers; new MOT; full and quarter tonneaus included. £1,375 o.n.o. Contact: Duncan Watts, tel: Bristol (0272) 273316 - 84/7560.

1970 Herald 13/60 convertible: taxed Oct., MOT Jan. '86. Smart blue/white two-tone paintwork, well maintained. Many new parts. Reliable friend. £825 o.n.o. Contact: Martin Gray, 39 Swallow Drive, Frome, Somerset. Tel: Westbury (0373) 822819 - 81/2460.

Vitesse 1600, 1963: 65,000 miles for spares or re-building. Offers? Contact: Taylor, tel: Wheaton Aston (Staffs) (0785) 841242 - 85/10317.

GT6 MKIII: M, black, O/D, tints, mechanics, body sound (except for bonnet and fabric sunshine roof); tyres good. Used regularly until recently. Genuine reason for sale. No MOT, Tax hence £750 o.n.o. Contact: R Stephenson, tel: Romsley (0562) nr. Halesowen 710193 - non-member.

Spitfire 1500, 1976: Brookland green, recent re-spray; recon. g/box; engine rebuilt; overall v.g.c. but requires new diff, hence price £700 o.n.o. House purchase forces sale. Contact: Paul, tel: Huntingdon (0480) 53919 - work hours - 84/7904.

Triumph Vitesse MKII convertible: beautiful condition throughout; 55,000 recorded miles; owner 4 yrs. Only used in summer. £1,600 o.n.o. p/lex cheaper club car. Contact: Robert, tel: Doncaster 726558 - 82/3575.

441 BMJ Triumph Herald 1200cc: twin-carb saloon, 1960. Original faded paintwork - burgundy and white. 64,500 miles. Standing under cover. Contact: Rowell, tel: Cambus. (0354) 57577 after 5pm - non-member.

1960 Herald coupe: fitted with 1200cc engine, otherwise v. original. Lots of period extras. Comprehensive service history. 12 months test. £375. Also Herald Coupe, late MKII model: pre-suffix registration number, good mechanics and immaculate interior but body needs attention of a competent welder! £75. Contact: Mike Costigan, tel: (0636) 814050.



**HEY, STOP** - my GT6 is up for sale. Its body is tatty but the rest is brill. 12 months MOT; O/D g/box; few new parts. £410. Contact: Simon, tel: Chichester 528118 after 6pm - 83/6975.

**GT6 MKII, G reg:** MOT April '86; new leather upholstery and carpets; recon. diff, gearbox; new servo; good tyres. Body exceptional - red. This car must be seen. £2,000 o.n.o. Contact: Jim Beesley, White Oaks, Welbourne Common, Mattishall, E. Dereham, Norfolk, tel: (0362) 850 160 - N/A.

**Spitfire 1500:** S reg., yellow; fair cond; new hood. Needs work for MOT. Offers invited. Contact: Dev or Geordie, tel: (01) 647 6836 eves - N/A.

**GT6 MKII, late '73, M:** cloth trim model. V.g.c. F/glass bonnet. Over £1,000 recently spent. Taxed and tested. Needs minor mechanical attention to make fine example - hence £875. Contact: J Howard, tel: Redcar (0642) 486294 - 85/10351.

**Spitfire MKIV, 1972:** Valencia Blue; MOT; recent sills, tyres, alternator, UJs, trunnions. Not immaculate but good condition. £495. Contact: McKeechne, tel: Lindfield (04447) 2386 - 85/10495.

**Spitfire MKIV, 1300cc:** 6 months MOT; dark blue; soft top; 5 new tyres. £700. Contact: Harrison, tel: Belper (0773) 820384 - non-member.

**GT6 MK1:** green, running but needs attention for MOT. £250. Contact: P Gardiner, tel: Witham (Essex) (0376) 517101 day or (0376) 28508 after 7pm - 81/2392.

**GT6 MKIII, 1971:** v.g.c., brown, sunroof, new clutch and SAH exhaust. £1,250 o.n.o. Contact: Cartwright, tel: Luton (Markyate) 842074 - 80/01543.

**Collectors car - Triumph 2000 MK1 Automatic:** late tyre; v. low mileage, concours interior in leather. Excellent all round; full MOT. Must be seen. One of the best. One previous owner. Totally original. £850 o.n.o. Contact: Bell, tel: Peterlee 868737 - 81/1910.

**Vitesse convertible MKII:** June '71; one of the last fifty made; O/D; MOT July '86; taxed; superbly maintained; excellent cond. £1,800 o.n.o. Contact: Muggerside, tel: Milton Keynes (052526) 217 - 79/00895.

**Vitesse convertible, 1596cc:** Green; good condition; new hood; radio; MOT Aug. '86; 2 owners; carefully maintained. £900 o.n.o. Contact: Williams, tel: Witchampton (Dorset) 840505 before 3.9. or after 21.9.85 eves. - non-member.

**2L Herald convertible:** rebuilt to Vitesse spec., ground-up rebuild; chassis and underbody sand-blasted. MKII rear. New parts inc. bonnet, door skins, valances, outriggers, recon. susp., all parts cleaned and painted. 90% complete - main jobs to complete wiring, plumbing, body paint and few smaller parts. £895 for quick sale. Contact: Barry, tel: Wolverhampton 788647 - N/A.

**GT6 MKIII, 1973 L:** French Blue; O/D; bodywork excellent and completely original car. Recent new exhaust. Reluctant sale for a more practical car. Must be seen. £1,400 o.n.o. Contact: Jon, tel: Leicester (0455) 43561 after 6pm please - 82/4769.

**Herald 948:** Signal Red; good cond. after 176,000 miles with same family. Rare chance to acquire 3rd oldest Herald on road. Interesting early history. Offered at a very reasonable price, in long MOT and tax. Contact: John Moon, tel: Fleet (02514) 28510 - 84/8619.

**Spitfire 1500, 1979:** Vermillion; genuine 47,000 miles; O/D; tax; all factory extras; warranty; nice car. £1,995. Contact: Smallwood, tel: Pevensey (0323) 27740 anytime - 85/9936.

**Spitfire MK4, 1971:** black; 6 months MOT; sound body; good mechanics except for clutch problems, hence £250 o.n.o. Contact: Mason, tel: Rogate 690 (Sussex) - 85/10338.

**Triumph GT6 MKIII, 1973:** years MOT; Sundym; brown cloth interior; rebuilt engine; not yet run-in. Many new parts; good bodywork. House forces sale. Offers? Contact: Newman, tel: Medway 577272 daytime - non-member.

**Vitesse Estate 2L MKII:** sunroof, O/D, electronic ignition, alternator. £395. (Many Herald and Vitesse spares). Contact: Frank, tel: NJ9 (01) 272 6907.

**Herald 13/60, 1968:** 48,000 miles genuine. One owner; sunroof; MOT Mar '86; tax end Nov. '85. Good cond. Sensible offers considered for this well-kept vehicle. Tel: Birmingham (021) 459 2079 - non-member.

**Triumph Herald 13/50:** D reg., green, new clutch and recon. engine. MOT and tax. Needs new g/box, otherwise v.g. runner. Offers? Contact: Phillips, tel: Little Chalfont 2811 - non-member.

## CARS WANTED

**Spitfire MKIV or 1500cc:** must be in good condition and no resprays. Midlands area - will travel. Contact: Mike, tel: Yoxall 473044 - 84/7921.

**£500 CASH** for first class Herald within reasonable distance of Wirral. Any model considered but Saloons preferred. Contact: Maxwell, tel: Bromborough (051) 334 2105 - non-member.

# PARTS FOR SALE

**Herald and Vitesse doors** - note these doors are reskinned and rebuilt as new. 1 Her/Vit hood frame; 1 Her Est rear door; 1 Vit 1600 2L rad; Her/Vit conv. windowns; Her/Vit. conv. back seat (black); Her 1250 front grille; GT6 MKIII chassis with out-rigger (new); 1200 or 13/60 Est. fuel tank; GT6 MKI/II manifold with carbs. New stand. parts for sale: diff rubbers, upper; new rear hub Her 948 1200 early; boxes and boxes of exhaust valves and inlet valves. Lots more - for list ask Bob Rowland, tel: Hayes (01) 561 0671 - 81/01937.

**New, genuine Stanpart tonneau covers** for Herald. Limited number, only £25 each inc. P&P. Orders to: Peter Buckroyd, 1 Greenfields, Nyewood, Petersfield, Hants GU31 5JH, tel: Rogate (073080) 435 - 84/7606.

**Vitesse 2L MKII parts:** bonnet, roof, doors, bootlid, petrol tank, gearbox, suspension, transmission and many other bits. Also Workshop Manual and other books - all must go £50 the lot o.n.o. Contact: Dave Greatbatch, tel: Warley (021) 559 1022 - 79/00970.

**GT6 parts:** late 1973 engine, £15; O/D prop, £10; MKII rear side panels, black leather cloth, £3; Workshop Manual (Bentley), £8; Leyland Parts Catalogue (MKIII), £7. Contact: Barry, tel: Bourne End (Berks) 26177 - 81/2965.

**Herald 13/60 bonnet:** reasonable cond, £40. Contact: Simon Daubeney, tel: Fareham 289419 - 83/5209.

**Herald 13/60 convertible spares:** wide range of parts. Mainly secondhand but some new. G/box; propshaft; electrical, mechanical and trim parts. Contact: Alan, tel: Castleford (W Yorks) 516912 after 4pm - 85/11410.

**Complete fuel injection system** from Triumph 2.5PL. Offers? Contact: Mr Langdon, tel: (061) 962 1317 - non-member.

**White 8-spoke wheels** to fit most vehicles, 13". £85 set of 4 inc. P&P VAT. Contact: Leo, tel: Preston (0772) 24867, Access/ Visa card holders order by 'phone - non-member.

**Vitesse six rebuilt engine, gearbox and D-type O/D.** Vitesse 2L MKI rebuilt chassis. Vitesse sunroof, v.g.c. Two sets of trim, blue and black. Contact: Mark, tel: Droxford 877321 - 84/7676.

**SPECIAL OFFER** by a new business in the North East of England: service kits comprising points, plugs, oil, air filter(s) - Herald 1200, 12/50, 13/60 - £9.10. Spitfire MKII, III, IV - £10.95. Spitfire 1500 - £11.95. GT6, Vitesse 2000 and MKII - £12.45. Please give appropriate details of car. Above prices include P&P. Spitfire 1500 NEW short engines, £160 - club members only. Orders to TRIUMPH SCENE, 35 Borough Road Industrial Estate, Darlington, Co. Durham - 84/9549.

**GT6 spares:** MKII - 2 bonnets, need work, £50 each. Pair seats, average, £30. Body panels pt. nos. 907157, 907158, £10. Chassis, £30. MKI 2L engine with carbs. Condition unknown, £25. Contact: Jerry, tel: Hemel Hempstead (0442) 45641 - 83/6908.

**Pair 40 DCOE weber carbs.** Exc. condition. Will need re-jetting etc. For club car. £60. Contact: P Hall, tel: Uxbridge (01) 561 1458 - 85/9727.

**Breaking GT6 MKIII:** most parts available; black cloth seats, commission after KE20, 00L. Contact: John, tel: Nottingham (0602) 251233 - 84/7273.

**Vitesse MKI engine, £35** and Herald 1200 spares. Contact: Tim, tel: Ely (0353) 860 680 - 83/7678.

**MKIII Spitfire spares:** bonnet and fittings, white, good cond, £50. Hard top, white, good cond, £50. Complete chassis, excellent cond, £50. All enquiries to William or Denny, tel: Winstone (021) 449 1731 - 84/8653.

**Odd bits GT6:** unheated rear window, £2; tailgate + HRW, £15; tailgate hinges and torsion bars, £3; 2 rear quarter lights, £2 each; 4 front quarter lights £3 each; windscreen surround, £1; front bumper, £4; various rear bumpers and overriders, exhaust manifolds. Spitfire bonnet with 6-cyl. buldge, £10; T2000 g/box and overdrive, £30; GT6 gearbox, £15; GT6 n/s driveshaft and hub carrier (needs bearings) - free. Contact: Peter, tel: North London (01) 9506077 - 81/2606.

**New Spitfire parts:** crankshaft (MKIV), brake calipers (MKIII on), spring damper units, driveshafts. SECONDHAND: rear 4 bumpers, O/D prop, inlet manifold plus carbs (MKIII). GT6: MKII bonnet, tailgate, wheels, wheel trims. Contact: Richard, tel: Bristol 423017 - 81/2266.

**Cellulose paint** Triumph white (19), 3 litres. Also 5 litres of cellulose thinners and primer. All for £25. Contact: Paul, tel: Portsmouth 660023 - 83/6252.

**Four Avon safety wheels** (ex GT6), £70 o.n.o. Will haggle. Astrali sports steering wheel, £8 o.n.o. Contact: Ken, tel: Littlehampton 724744 - 85/10186.

**Vitesse 2L parts:** O/D and g/box - condition unknown, but seems good, £50; brand new diff, good, £35; Spitfire MKIV 1300 O/D prop, good, £15. Contact: Butler, tel: Guildford 892166 - 79/883.

**New spares:** (Herald) sills, £8 pr., door/glass seals, £3; brake shoes, £5 set; water pump, £15. (Spitfire) 4 de-coke set, £10. (Herald) bootlid, £10. (Vitesse) corner bumpers, £5 ea. Used Vitesse (MKI) chassis, 1. susp., bonnet, (MKII) rear body, bonnet, fuel tank, gearbox, b.w. 35 Auto-box + converter. All must go - offers? Contact: Hughes, tel: Solihull (021) 706 4623 - 83/5257.

**2L SAH stage II engine** c/w carbs, manifolds; full receipts can be seen running in car; can deliver, £345 o.n.o. 3 40 DCOE Webers, brand new, £180 o.n.o. No split. Contact: W Gregory, tel: Cheddington (0296) 661909 - evenings. No joy riders please.

**Breaking Spitfire IV** (front end damage), was v.g.c.; excellent mechanics, O/D and prop, £70; hood/frame, £50; tonneau, £30; wooden dash, diff, suspension, front and rear, alternator, rebuilt carbs, v.g. tyres, instruments etc., etc. All prices o.n.o. Contact: Jonny Wild, tel: Hitchin (0462) 56315 or 35118 - 79/852.

**Extractor exhaust system** + 2 silencers Vit MKII; pair GT6 seats; Spit. radiator; pair 165 x 13 x 4 1/2 Dunlop Sport tyres; Vit 2L g/box non-O/D; Her/Spit g/box; Vit MKII silencer; Her/Vit boot lid Valencia Blue; doors; radio + speakers. Contact: Ashwell, tel: Leighton Buzzard 379959 - 84/7289.

**Herald 13/60 engine, £25;** Stromberg manifold, £9; Spitfire twin SU carbs with manifold, £15; g/box, £30; set wire wheels with adaptors, £75. Contact: S Croft, tel: Kidlington (08675) 77582 - 85/11164.

**GT6 MKIII bodysheet** - offers? Many trim items available for Spitfire 1500 chassis, diff. price. Several other odds and ends. Contact: Robin, tel: Coventry (0203) 599068 after 5.30pm - 85/10472.

**Hardtop Spitfire MKIII** - one steel works type hardtop lined, £40. Contact: J Heatley, tel: SW4 (01) 622 3075 - 84/93115.

**FREE 6-cyl block** 2.0, 2.5 cranks - need grinding. 0.75 brake master cyl., new, £15; MKI 2.0 Vit engine, £35; twin 1 1/2" SU carbs on manifold, £35. Contact: A Short, tel: Reading 51369 anytime - 84/7497.

**Herald 13/60 saloon hardtop roof**, excellent cond., £25; front w/screen, £6; rear w/s £5; side glass £3 ea; tail light covers and mounts, fuel tank, various other parts inc. 4 old style mag wheels. Contact: O'Neill, tel: Luton 429217 - N/A.

**Unused Leyland panels:** Spitfire MKI/II/III O/S front wing, £20; MKIV/1500 rear valance £18; Triumph 1300 front l/panel, £10; pair Her/Vit Stanpart front chassis mainrains, £20. Contact: Ralph, tel: Tamworth (0827) 53004 - 83/5879.

**New bonnet** MKI/II, £175; wire wheels, £100; O/D g/box, £100, 1200 engine bits: crank and bearings, £20; valves and springs, £15; oil pump, £10; new water pumps, £3; 3 early cars, £50 ea. Contact: Maltas, tel: Harrogate (0423) 880633 - non-member.

**Spitfire MKIII, 1296cc** full engine (brand new). For sale. Contact: Clive Price, tel: Alsager 78402 - 84/8018.

**GT6 spares:** 3.89 diff., standard propshaft and leaf spring. Contact: Howard or Trevor, tel: Farley 760 - 85/6718.

**Breaking 1975 Triumph 2.5 PI estate:** excellent fuel injected engine, Bosch fuel pump. Everything to make your GT6 a 'Sturn Rocket'. 4 excellent 185/13 tyres. Contact: Paul, tel: Billingham 4582 (W. Sussex) - 84/7837.

**Spitfire III entire car** for spares: complete original engine and g/box. V.g.c. £110. 5 good wheels/tyres, £60; bonnet £35; hardtop tonneau - many good pieces. Contact: M Davis, tel: Nottingham 865588 after 6pm - 85/11256.

**Spitfire IV breaking:** all parts available. Excellent chassis, £65; gearbox £35; diff £35; halfshafts hubs etc., £20; doors £35/£50. Black reclining seats mint, £70. Hard tops. Many more parts. Postal service available. Contact: D Sharp, tel: SE3 (01) 534 1981 - 82/5004.

**Vitesse 13/60** two bootlids, no rust, £20 each. Two black front seats, £10 each. Spitfire MKII/III windcreens, £10. Hood and frame, £10. Two doors, £5 each. Gearbox tunnel cover, £7. Many other bits - all good cond. Contact: Carl, tel: Hassocks (W. Sussex) 4170 - 81/2656.

**Crashed 1968 registration GT6** for sale for rebuild or parts. Wolfraze wheels with 2 new tyres; engine, g/box, diff working. Damage front, driver's side, suspension, bonnet and rad. Remaining bodywork v.g.c. Sensible offers please. Contact: Clatworthy, tel: Withernsea 3943 - non-member.

# FACTORY REPRINTED WORKSHOP MANUAL FOR:

## SPITFIRE 4, MKII, MKIII VITESSE 1600 HERALD 1200, 12/50, 13/60

**£19.95 INC. P&P**

Orders to: QUAD MARKETING

19 PRINCE RUPERT AVE DESBOROUGH  
NORTHANTS NN14 2PH

Hard top for Herald conv: good cond, £75.  
Contact: Carter, tel: Beccles 712273  
(Suffolk) - 85/11432.

Spitfire MKIII good engine and g/box, £170  
or may break. 2 hard tops, frame with  
new hood, 2 good doors, pair of new Pirelli  
P3s, 155 x 13. Also f/glass valences to fit  
Spit 1-III, GT61 and II. Contact: G  
Anderson, tel: Billingshurst 2501 (Sussex) -  
83/5289.

Spitfire Parts: non-O/D g/box (3-synchro)  
cylinder head, carbs (in bits), cylinder  
block (rebored; needs skimming). Most  
other engine parts. Also MKIV bonnet,  
Pimento, looks nice, rusty underneath.  
Offers? Contact: Andrew, tel: (Sussex)  
(04447) 2386 - 85/10495.

Breaking Spitfire 1500: all parts available  
inc. engine, O/D, hard (f/glass) and soft  
tops, wheels with new Grand Prix S tyres.  
Contact: N. Hodson, tel: Berkhamsted  
(04427) 75217 - 84/8957.

Triumph Vitesse MKII half tonneau, new  
front discs, new 5 1/2 wheels and tyres 4,  
GT6 wheel centres, new and nuts, 4 1/2  
wheels, wooden door trim, new exhaust  
pipe, new tan interior + vinyl, recon. diff.  
used radiator, recon. Vitesse 2L engine.  
Also O/D diff., O/D propshaft, good drivers  
side door, front discs, wooden trim saloon,  
large petrol tank, 4 1/2 wheels, Spitfire  
wheel centres, full tonneau cover, radiator,  
complete Vitesse dash board. Contact  
Frank Roper, tel: Sutton Coldfield (021  
308) 3364 - non-member.

Breaking MKII Vitesse convertible: rebuilt  
engine and O/D g/box, brand new BL  
passenger door, set of Spitfire wheels with  
good tyres. Some Vitesse MKI and Herald  
13/60 parts. Contact: Dave Jones, tel:  
Edgware (01) 952 0815 - 82/4425.

Spitfire IV/1500 new BL panels: r/wings  
£50; f/wings, £35; bonnets, £210; valances,  
£30. Also h/top, hood frames, boot racks,  
doors etc. Sell or exchange the above.  
Tel: Burton 219456.

Breaking GT6 MKI: complete car. Good  
steel bonnet, £50; new steel front valance,  
£20; bodyside, new r. wings, sills, needs  
floor £40. Also doors, tailgate etc. and  
many other parts. Contact: Richard, tel:  
Abingdon (Oxon) 835298 - 84/7305.

Vitesse MKII engine heads, bonnet top,  
boot lid, dashboard, bumpers, glass, prop-  
shaft, dampers, distributor, petrol pump,  
wiper motors, grille, water pumps, mani-  
folds, spring tool, rear side valances,  
gearbox casings, SAH silencers. No reason-  
able offer refused. Contact: Richard  
Goldschmidt, tel: Hounslow (01) 577 3294  
after 6pm - 77/00007.

Engines Vit MKII, Herald 13/60: hear them  
run, £50/£40; new hood, £30 (Vit/Her);  
Vit/Her doors, £10; 13/60 bonnet, £15; 1200  
and 13/60 dashes. Contact: Frank, tel: N.  
London (01) 272 6907 - 85/3489.

Alloy wheels 5 1/2 x 13 fit Herald, Spitfire.  
Believed Wolfrae. Good condition - would  
polish up nice, with wheel nuts, caps. £60  
- no offers. Contact: Goldfinch, tel: thanet  
33306 - 85/10205.

Herald 12/50, 1968 - for spares: could be  
restored but poor body. Good engine.  
Interior tan. All instruments, dash etc. in  
excellent cond. Contact: Steve, tel:  
Manchester (061) 486 3507 - 83/6085.

Genuine Drivers Handbooks: GT6 MKII  
/GT6+ (545057), Vitesse 2L MKI (545006).  
Also GT6+ tailgate badge (622497). All  
N.I.S. from BL. Price each £4 UK, £4.50  
overseas. Contact: Leslie Pickett, 6 Luton  
Road, Chatham, Kent. Tel: (0634) 42968 -  
non-member.

# PARTS WANTED

Wanted Spitfire or GT6 spares. Tel: Burton  
219456.

Wanted 13/60 estate rear door and roof.  
Vitesse MKII overhaul bits, bearing,  
suspension, rubbers etc. 3.63 calibrated  
speedo. Contact: Frank, tel: N19 (01) 272  
6907 - 85/3489.

Set of rubber bumpers in v.g.c. for Herald  
13/60. Contact: K McGilchrist, tel: Dundee  
(0382) 642331 - 85/10434.

Petrol tank urgently required for 1971 13/60  
convertible. Also black driver's seat,  
original steering wheel - must be v.g.c.  
Can collect West Essex/London area.  
Contact: J Nunn, tel: Theydon Bois 2693  
eves. - 84/8157.

Wanted Spitfire MKII front bumper. Good  
price paid. Can arrange for collection.  
Contact: John, tel: Derby (0332) 792834 -  
85/10835.

For Triumph Herald Coupe 948, 1960:  
chromium plated bumpers - front, rear and  
rear side pieces. Write giving prices,  
telephone number and best times for  
'phoning to The Occupier, Westwood, 139  
Queens Park Avenue, Bournemouth, Dorset  
BH8 9HA.

Please help: original speedometer required  
for non-O/D MKI GT6. Please contact:  
Dave, tel: Dagenham (01) 517 4924 -  
84/9452.

Wanted speedometer for GT6 MKII. Must  
be NON-O/D. O/D speedometer for  
exchange. Contact: Stephen, tel: (0703)  
868409 - 84/7189.

Vitesse original transmission tunnel. Con-  
tact: Ralph, tel: Tamworth (0827) 53004 -  
83/5879.

Urgently wanted O/D g/box, any cond. or  
good mainshaft. Contact: A Short, tel:  
Reading 51369 anytime - 84/7497.

MKIV hard top. Contact: S Croft, tel:  
Kidlington 77582 - 85/11164.

Spitfire MKII inlet and exhaust manifolds  
and pair of SU carbs. Contact: Denis  
Brown, tel: Stoke (0782) 657064 - 84/7923.

Steering wheel Vitesse II '68. Contact: D  
Saulson, tel: Great Shelford, Cambs. 842186  
- 84/8137.

GT6 MKII driver's door and windscreen  
frame wanted. Must be in good cond.  
Contact: Sahun, tel: Coventry 61061 -  
85/9853.

GT6 g/box + O/D req'd in good cond.  
Suitable MKII/III. Why not ring Camberley  
23078 and reverse charges. Contact: D G  
Argyle - 77/00163.

Standard speedo and O/D prop. Contact:  
Howard or Trevor, tel: Farley 760 -  
85/6718.

Spitfire 1500 hood and frame. Anything  
considered. Also roll bar. Contact:  
Barry, tel: SW4 (01) 720 5993 - 85/11535.

Urgently required: one Spitfire MKIII  
bonnet in v.g.c. Pair of GT6 MKI doors. A  
Spitfire 1500 engine (suitable for recondi-  
tion). Contact: David Herriman, Schiller-  
straat 188, 5924 CT Venlo, Netherlands,  
tel: 010 31 77 26631 - WILL COLLECT  
FROM UK.

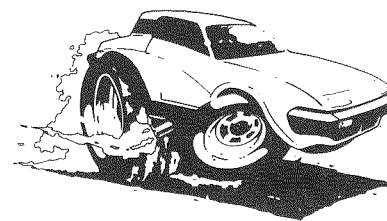
Herald Fibreglass hardtop wanted to fit  
convertible. Contact: David, tel: NW7 (01)  
954 7233 - 83/6172.

Britax sun roof in good cond for Vitesse  
MKII. Also fuel tank sender unit, rev  
counter, rubber grummet around petrol  
cap, rear metal Vitesse number plate  
surround. Contact: Neil, tel: Stoke-on-  
Trent 644628 - 85/3167.

Herald 13/60 bonnet: must be in good  
condition. Also valance plus crossbar.  
Contact: Quaddy, tel: Exmouth 277621 eves  
or w/ends.

A pair of doors to suit 13/60 Herald. Pref.  
to suit conv. but any considered. South  
Staffs/West Midlands area. Contact: Andy  
Knight, tel: Rugeley 6514 9am to 5pm -  
84/9506.

Wanted, MKIV Spitfire outlet manifold.  
Also drivers inner door handle mechanism  
and door panel. Pref. Midlands or South.  
Contact: Simon Price, tel: Stratford (0789)  
778887 - N/A.



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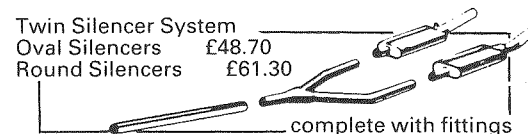
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### SPLITFIRE MODELS

#### SPLITFIRE MODELS



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MkIII-IV 1296 1500 £54.00



Twin Silencer System  
Oval Silencers £48.70  
Round Silencers £61.30

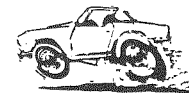
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## AREA DIRECTORY 1985

AREA	AREA ORGANISER(S)	TEL. NO.	VENUE	MEETING DAY
01 ANGLIA	Giles Tinkler	0223-210666	The Coach & Horses	1st Thursday
02 AVON	Leslie Wrixton	0454-321531	Travellers Rest/The Talbot	1st Mon/3rd Wed
50 AYLESBURY VALE	William Gregory	0296-661909	The Cow Roast	4th Tuesday
55 CLEVELAND	Jimmy Johnson	0642-469380	The Ladle	last Wednesday
03 CORNWALL	David Buxton	0726-883140	The Farley Hotel	last Thursday
04 COTSWOLD	Susan Ind	0285-61137	The White Horse Inn	3rd Tuesday
46 CUMBRIA	Malcolm Butler	0946-850017	Ye Old Queens Head	2nd Wednesday
05 DERBY JUNCTION 29	Geoff Parr	0623-652279	The Elm Tree	1st Wednesday
06 DEVON	Andrew Topp	0963-251189	The Antelope	2nd Sun/Last Sun
51 DORSET	John Reed	0626-890214	The Sun/Uncle Tom's Cabin	Last Wednesday
07 EAST BERKS	Mike Atkinson	0628-33365	The White Bear	1st Mon/2nd Wed
08 ESSEX	Paul Harris	0245-323681	The Loughpool	1st Sun. lunch
10 GLOUCESTER/HEREFORD	Justin Barwick	098981-506	The Royal Oak	2nd Tuesday
11 HANTS & SURREY	Gerald Norman	N/A	The Eagle & Child/Bird in Hand	2nd Wednesday
12 HERTS NORTH & S. BEDS	Steve Bedford	0923-23549	The Coach & Horses	1st Wed/3rd Tues
13 SOUTH HERTS	Jeffrey Moore	01-363 7960	The Rushmere Falcon	Last Wednesday
45 IPSWICH	Clive Goldwell	0473-830437	The George	2nd Wednesday
15 KENT WEST	Richard Francis	0474-59974	The Grasshopper Inn	1st & 3rd Tuesday
16 LEICESTER	Tony Mee	0533-880079	Bath Hotel/Gate Hangs Well	last Thurs/2nd Sun
53 CITY & EAST LONDON	Peter Tashis	01-986 3153	The George	1st & 3rd Thursday
17 MANCHESTER	David Evans	0623-471538	The Fountain	3rd Thursday
48 NEWBURY/READING/B' STOKE	Geoff King	0908-315025	The Badgers Wood	3rd Wednesday
19 NORFOLK	Norman Smith	07356-4629	The King's Head	2nd Monday
47 NORTHANTS	Mark Randall	0603-502486	Stag's Head/End of World	3rd Wed/last Sun. lunch
21 NORTH EAST	Ian McKeggie	0858-63934	The Ravensworth Arms	1st Monday
22 NORTH MIDLANDS	Steve Willis	091-2847225	Old Hall Tavern/Rising Sun	2nd Mon/last Mon.
23 NORTHERN IRELAND	Don Halliday	0582-699896	The Three Crowns	3rd Thursday
24 NOTTINGHAM	Rob Millar	096-03-44690	Glenavoy Hotel	1st Sunday 2pm
25 OXFORD	C. P. Roultton	099-389555	Redgate Lodge - racing circuit	2nd Wednesday
52 PETERBOROUGH	John Cudmore	0775-389555	The Grapes	Alternate months 2nd Mon.
26 RIBBLE	Sharon Espin	0772-323271	Three Horseshoes/The Plough	2nd Mon/4th Sun
27 RUGBY	Bill Coulshed	0203-452541	Black Horse/Bridge Inn	2nd Monday
28 SALISBURY	Andy Jones	0425-52301	The Fox & Hounds	1st Thursday
30 SCOTLAND EAST	Neil Williamson	0334-34796	Hawes Inn	2nd Sunday 1pm
29 SCOTLAND WEST	I. Wheatley/A. Cooper	0292-56624	The Lugton Inn	2nd Wednesday
32 SOMERSET	John Malcolm	0708-424234	Manor Hot./Crech Castle Hot.	1st Tues/3rd Thurs
33 SOUTHERN	Rod Warren	0275-324065	The Good Intent/Ship & Bell	2nd Wednesday
34 SUSSEX	Tony Farby	0444-413607	The Farmers	2nd Wednesday
49 SUSSEX WEST	Colin Harrison	0293-30473	The Five Bells Inn	Last Wednesday
35 THAMES	T. Di Francescomarino	01-568 1870	The Robin Hood	Alternate Thursdays
36 TRENT	Mike Crewes	0636-814050	The Firestone Inn	1st Thursday
37 WALES NORTH	Mike Costigan	08242-4136	The Golden Lion	2nd Tuesday
38 WALES SOUTH	Patrick Faleur	0222-891400	Caesars Arms	2nd Tues/last Sun.
39 WESSEX	R. L. Pugh	0202-602651	The Skittlers/The Dudsbury	2nd Monday
40 WEST MIDLANDS	Jeremy Woodward	021-3539961	Modall Hall	Last Tuesday
54 WOLVERHAMPTON	T. & J. Spicer	0902-330940	The Merry Hill Inn	1st Wednesday
41 WORCESTER	John Cox	0789-772480	The Coach & Horses	2nd Sun lunch/4th Thurs
42 YORKS NORTH	Ewan Mackay	0904-39420	The Hoptrove Inn	1st Tuesday
43 YORKS SOUTH	Stephen Boyne	042784-4007	Norfolk Arms/Lunley Arms	
44	Jon Woolard	0422-45607	The White Bear	
	Charles Henderson			