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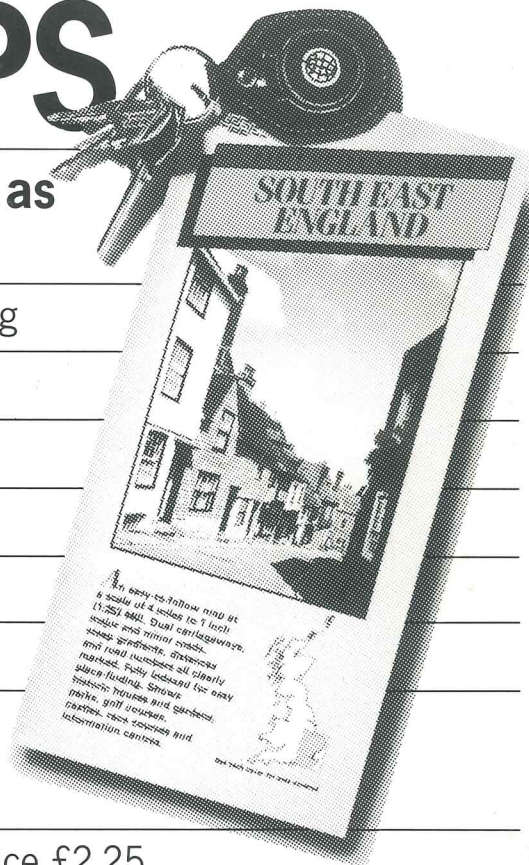
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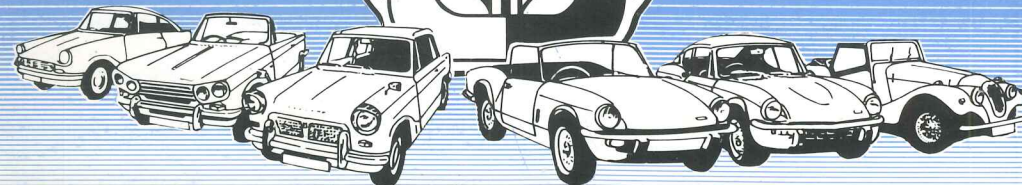
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FEBRUARY 1986



No.68



The COURIER



TSSC OFFICERS ••• 1986

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BILL SUNDERLAND 19 Prince Rupert Avenue, DESBOROUGH, Northants NN14 2PH Tel: 0536-760769

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EDITORIAL

For most of us, there was an introduction of snow to begin the year of 1986, followed by torrential rain and very high winds (elements which were a predominant feature of 1985). Well, I've heard through some very reliable sources that we are in for a scorching summer - let's just hope that they're right. I don't know about you, but I'm fed up of being rained on at the events over the last two years!

There is a hive of activity within the TSSC, with everyone rallying to get 1986 off to a good start. In this issue we provide the first 1986 Events Calendar and a very special TSSC Electronic Ignition special offer. This offer, detailed in last month's Courier, has been very well subscribed. We also have an offer for Chubb Fire Extinguishers; fires are something that we all dread and I suspect that many of you reading this have not catered for the possibility of such an event happening in your car. We as a club put safety foremost and the offer has been made with this in mind. There is no profit to the club to be gained through this offer, although we are able to pass on a 20% reduction in cost by the suppliers for these extinguishers. We would much rather that both our members and their cars did not go up in smoke! The product in question is, we are reliably informed, the best on the market and we strongly recommend that every member should have one. How many of you out there have heard of friends who have had the awful experience of a dashboard fire? Enough said.

The GT6 Turning Circle is now only two months from publication and we urgently need your contributions for this magazine. Any information that you wish to share with fellow members would be most welcome, whether it is of a technical or historical nature, or even just your experiences of owning/rebuilding/driving a GT6, would be gratefully received. All copy must reach us within the next four weeks in order that we meet the printing deadlines. We very much look forward to hearing from fellow GT6 enthusiasts.

Last month's Courier cover featured a Burlington Arrow, a detail which I forgot to mention. This car is owned by Ray Till and he is soon to be submitting an article for publication in the magazine.

Whilst on the subject of The Courier cover, I would mention that a new Area Directory will be provided in the March issue. Therefore, for those Area Organisers who have not yet submitted their nominations to Richard Bruford, please do so without delay, in order that full details of your Area can be included.

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Cover Photo: 13/60 Convertible taken at 1985 Anglia Birthday Barbecue.

PRESIDENTS INTRO

John Griffiths

How many of you spotted that I have moved? Good old NATWEST has had me on my travels yet again fourth house since the club started!

In mid-August last year I started working in the City of London in the Planning Unit of the Domestic Banking Division. Between then and Friday 13th December (our moving date) I commuted weekly from the sunnier, warmer climes of Devon. Four months in a hotel has seen me spread a little; even the removal man said I looked like an egg on sticks!

Pam and I and our two young ones are now settled into Chelmsford and our new address and telephone number is: **6 Chuzzlewit Drive, Chelmsford, CMI 4XQ, tel Chelmsford 443125.**

We live only a few miles from Glyn the Treasurer, so we will be able to keep an eye on each other!

I must apologise to those of you who have tried to contact me by telephone, but British Telecom. were somewhat dilatory and it has taken far longer than I expected to get back on the line.

It is, of course, with much regret that Pam and I leave Devon and we are particularly sorry to say goodbye to all our great TSSC friends in the Area. We wish you every success for the future and look forward to seeing you from time to time, especially at the Yeovil Festival of Transport. Don't forget to try and organise a North and South Devon meet later this year. Camping at Westward Ho sounds fun!

We now look forward to meeting all the Essex members, many of whom we already know. I understand they run a full and entertaining calendar, so we have obviously moved from one good Area to another.

I am sure you will all agree with me, that the Area Organisers are the unsung heroes of the Club. They provide a tremendous service and deserve to have their efforts acknowledged. I do hope that many of you this year will make a New Year resolution (better late than never) to support your local Areas in '86 IT CAN BE FUN!

INSURANCE

Surprise, surprise, even during the Christmas/New Year holidays, insurance valuations flooded in.

I hope last month's good news about FROZEN RATES and BETTER TERMS was well received. Naturally, we now look forward to receiving many, many more valuations from you during the coming months.

Please do remember that if you do take out Club Insurance with Footman James, you must have a TSSC valuation. If you don't, Footman James will cancel your cover after a reasonable period. If you need a new valuation form, just contact Pam or I by telephone on Chelmsford 443125.

Incidentally, speaking earlier of unsung heroes, perhaps this is a good opportunity to tell you that all the clubs valuation administration work is done by my wife, Pam. Those of you who do telephone, particularly during the day, for advice etc., will normally speak to her. She is well versed in these matters, having now run the scheme for almost ten months.

If you do have any sort of problem, please either contact us or Bill Sunderland on Kettering 760769.

REVALUATIONS

I would also like to remind those of you who have had your cars insured for almost 12 months under the scheme, that now is the time to think about a revaluation. We - strongly recommend that you revalue your car on an annual basis, because apart from any improvements you may have made, club cars naturally increase in value.

To revalue your car, all you have to do is obtain a new valuation certificate from Bill or us (a self-addressed, stamped envelope would be appreciated) and submit it to us at Chelmsford with a new up-to-date, colour photograph (not Polaroid) and just £3.00 including VAT. We will inform

Footman James, the broker, of the revised value. All cheques should be made payable to the Triumph Sports Six Club.

YOU OWE IT TO YOUR CAR
ACT TODAY!

SHOW CAR REGISTER

Denis Benson was recently elected the new Show Car Register Secretary. It is Denis' job to prepare a list of cars and owners within the club that are suitable to exhibit! (just the cars not the owners).

The list will be used to assist organisers staging local, national and even international events. Obviously, you as the owner have the say as to whether you want to participate.

To date the register has been rather thin. We all know that there are lots more beautiful cars out there, many of which have never been seen in public, so to speak.

The Insurance Scheme has brought to light a number of these cars and it is our intention to draw up a list from the files, which will then be used by Denis.

Please do not, therefore, appear surprised if you receive a letter from the club asking if you would like to have your

car placed on the Show Car Register. You never know, the next time one of the major national magazines asks us for a particular type of car to photograph for an article, or the next time we are looking for a suitable car to represent the club at a major event it could be yours.

Unless we have your name on the register we won't know how to contact you. Obviously, there is no obligation on you to participate, but we all hope you will.

AUSTIN ROVER CARS ATTRACT DOLLARS WITH THE STERLING

Triumph name remains spare.

Tradition has gone to the wind and Austin Rover have come up with an all new name THE STERLING. Actually the American public choosing it, would be buyers saying it was synonymous with Britishness!

It is somewhat ironical that it was Sterling that caused A.R. to withdraw from the U.S. five years ago, when the Pound's sudden escalation against the Dollar made exports unviable.

The new car will be known as the Rover 800 when it appears in British showrooms.

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On the 10th December Austin Rover Group announced its new name for the executive car which is to spearhead its drive back into the U.S. market.

We have all be waiting eagerly for the announcement of this, known-to-date simply as Project XX. Historically the jewels in Austin Rovers crown in The States have been Jaguar, M.G. and Triumph. Austin and Rover in The States mean little apart from a few flops, like the AUSTIN AMERICA, which was an automatic I300.

Naturally, I had hoped and speculated that this could be a Triumph, bearing in mind that of the three jewels, only the Whatever the name, we wish them every success.

BOOK REVIEW

Title: Triumph Herald and Vitesse
 Author: Graham Robson
 Publisher: Osprey



I shall be eternally grateful to Graham Robson for the pleasure I obtained reading his new book during lonely evenings in London hotels during my "suitcase" period.

Actually, I had been involved with the book at the beginning of 1985 and had the chance to read the proof copy in April. But the passing months were sufficient for me to thoroughly enjoy my re-acquaintance with this authoritative document on the Herald and the saloon cars it spawned, (i.e. principally the Vitesse and Bonds), although the

book does also deal with its close relatives of more recent years; the various specials.

We have, of course, all eagerly awaited this book, especially as Graham wetted our appetite with his first tome on our cars - "Triumph Spitfire and GT6".

We are not disappointed Graham and thank you and the publishers, Osprey, for your confidence in supporting the Classic nature of "our cars",

No matter how much of an expert you are on matters Triumph, I am convinced that all members will learn from this excellent book. For example, did you know that the twin cam. Sabrina engined "Zoom" sports car (which might have gone into production during 1961 if there had been enough money available), was to have been called Triumph Vitesse!? there are also good chapters of Heralds and Vitesse's in motor sport and their existence in the U.S.A., plus coverage of the TSSC today. There are many more interesting facts and figures, plus new photographs. But the greatest thing of all is that the information is in print. The history of the clubs cars is now documented for eternity. All that is needed now is a book on the history and development of the Bond!! How about it Graham?

Don't forget you can obtain your copy from Quad Marketing

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 The Complete Story
 By Graham Robson

As he managed to do with Triumph Spitfire & GT6 (also available) Graham has once again sorted the Mystery from the indistinct, and told his interesting story with feeling and insight - for he was employed by the company during the Herald and Vitesse's heyday.

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Triumph Sports Six Club

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WOULD NEED A GOOD KNOWLEDGE OF CLUB CARS AND BE PREPARED TO WRITE FOR THE COURIER MAGAZINE

SEND DETAILS TO:

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RECRUITMENT DRIVE

1986

Unfortunately, in my pre-Christmas blur, I forgot to send details of the monthly prize winners. I apologise for the delay. The January winners were:-

81/2038 Ray Kelly
 8809 Ian Dickson

And for this month they are:-
 81/2321 David Rix
 7444 Adrian Thompson (again)

All receive £5.00 Halford vouchers (overseas winners get the cash equivalent). Well done to all of you and thank you for your efforts.

The Recruitment Drive is still going well and followed the normal pattern for this time of year, i.e. a little bit of a rush before Christmas as memberships were bought for presents (what better gift for a non-member). Things were slack over the festive period and then back to normal by about the second week of January.

The leaflets in the December Courier with my new address on are being well used.

Finally, a welcome to all recently joined members, many thanks to members who are putting leaflets out and don't forget the year prizes have yet to be won and it's certainly not too late to have a go, i.e. £60 to the member gaining the most recruits since the end of season prizes and £40 to the member gaining the next highest number of recruits since the end of the season prizes. (Note: the end of the year is the Courier deadline for the March issue). The monthly prizes will continue as normal.

JONTY WILD

TSSC OFFERS ELECTRONIC IGNITION

(Full details in January Courier)

Following the article in last months Courier, I have received many requests for further information. If only a fraction of those who have expressed an interest take up the offer, then we will have no problem in obtaining the offer price published, i.e. normal price £60.47 (including VAT), OFFER PRICE £44.43 (including VAT and post and packing). The total saving being £16.04.

If you are interested but have not yet requested further details, it's still not too late. Send a stamped, addressed envelope to:

JONTY WILD
 13 COMMON RISE
 HITCHIN
 HERTS
 SG4 0HN

Don't send any money until you have received an order form, as I must have information concerning your car and distributor.

Unfortunately, the electronic ignition on offer (i.e. Lumenition) does not fit possitive earth cars, although there will be no problem if the polarity is changed as per recent Courier articles.

I anticipate the closing date for this offer to be the 28th of February and hope to send out the first batch in the middle of February. If you require a system after the end of February, let me know and I will try and make the arrangement for the offer price to be maintained.

JONTY WILD

SHOWCAR REGISTER

Further to my introduction in last month's magazine, the results have been most disappointing with a grand total of three cars coming forward to date. Possibly Christmas had taken priority over all club car matters, or even frantic re-builds occupy every spare second, or did a severe case of apathy contaminate last month's mag?!!

This register will play a very important role in all club and non-club events and to make a success of these, the right cars need to be on display at the various stands not only to entertain the existing enthusiast but to encourage prospective club car owners and even bring in new members.

I need a much larger response than that to date so even if your car is on the old show car register, I need the additional information to make the re-styled register work to its maximum efficiency.

So please read last month's article and if your club car falls into one of the six categories, send me an S.A.E. and I will return a registration form (please see address on inside front cover).

Let's start seeing a few club stand prizes coming our way in 1986.

DENNIS BENSON

LEN STOLEN STO LEN STOLENSTOLI

Slate Grey Vitesse MK1 bonnet from my back garden in Hendon, London NW4. The item was stolen in December and, needless to say, I would like to hear if it has been seen by or offered to any club members. The bonnet was at some time fitted with "side" flashers so it should not be too difficult to identify. **£10 REWARD** goes to the person responsible for the recovery of this precious item. If you can help, please contact me:-

MARTIN REBOUL
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FJ Footman James

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GOOD NEWS!!
ALL RATES
FROZEN FOR
1986

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ANNUAL GENERAL MEETING

SUNDAY 23RD MARCH 1986

Notice is hereby given that the Annual General Meeting will be held on Sunday 23rd March at 10.00am.

Venue: Gartree Prison, Nr. Foxton, Market Harborough, Leics.

Proposed Agenda:

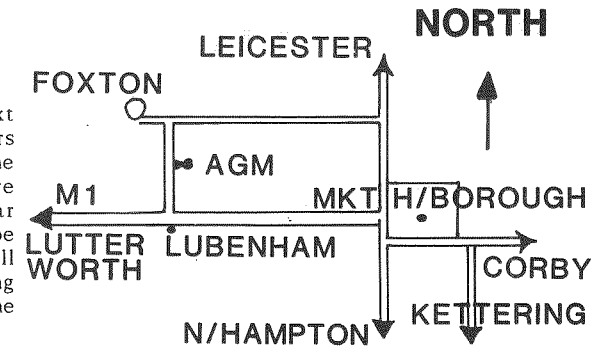
- Changes to the Articles of Association to enable paid officials to become non-voting members of the Council of Management.
- Re-election of Members of the Council of Management.
 - In accordance with the Articles of Association, the following will retire and are eligible for re-election:
John Cudmore
Mike Long
Chris Squibbs
Chris Longhurst
Richard Bruford
Ian McKeggie
 - The following has resigned and is eligible for re-election:
Jonty Wild
- Re-election of other Club Officers, to include Area Organisers and Register Secretaries.
- Report on Club Activities since the last A.G.M.
- Financial Report and presentation of Accounts.
- Re-election of Auditors - Haywood & Company.
- Report on Membership since the last A.G.M.
- Report from Forward Planning Committee.
- Any other business - any member wishing to add an item under this section of the Agenda must do so 14 days before the A.G.M. by submitting such items to the General Secretary in writing and signed by two club members.

All nomination forms to be submitted to the General Secretary, to arrive by the first post on Saturday, 1st March, 1986. Forms received after this date to be treated as null and void.

BOB NOTLEY
GENERAL SECRETARY

HOW TO GET THERE

Another year has rolled by and our next A.G.M. is due. As the Gartree Officers Social Club has proved so popular in the past, we have booked it again. They are still offering exceptional value at the bar and, as usual, a buffet lunch will be available. To round the day off, there will be a Triumph in competition. The meeting starts at 10.00am prompt (follow the Duckhams signs).



It was decided unanimously that individuals wishing to be elected to the Committee of Management should submit a more detailed proposal form, containing more information about themselves and their aspirations for the club in general.

This would then be distributed at the A.G.M. All votes at the A.G.M. will be a card vote and stewards will be on hand in the case of a split vote.

PROSPECTIVE CANDIDATES SHOULD ATTACH THEIR PROPOSAL WITH NOMINATION FORM

IMPORTANT: YOU MUST BRING YOUR CURRENT MEMBERSHIP CARD WITH YOU IN ORDER TO BE ADMITTED TO THE A.G.M.

APPOINTMENT OF CLUB OFFICERS NOMINATION FORM

(Management Council Members

Register Secretaries)

I (block letters)

Membership Number

WISH TO NOMINATE
(block letters)

FOR THE POST OF (block letters please)

Signed:

I (block letters)

ACCEPT THE ABOVE NOMINATION AND AGREE TO STAND FOR THE POST OF
(block letters)

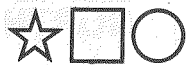
Signed

Membership Number

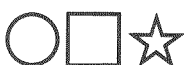
THIS FORM MUST BE SENT TO THE GENERAL SECRETARY, TO ARRIVE BY THE FIRST POST ON SATURDAY, 1ST MARCH, 1986.

MR BOB NOTLEY
GENERAL SECRETARY TSSC
25 HOOPERS LANE
ASTWOOD BANK
REDDITCH
WORCS. B96 6AP

FORMS RECEIVED AFTER THIS DATE WILL BE TREATED AS NULL AND VOID.



TOP TRADERS



The following list shows traders who have, on the whole, recently given satisfactory service according to the collective opinions of members supplying information. No recommendation is implied.

- | | |
|-------------------------------------|--------------------------|
| 1. BL Network | Parts |
| 2. John Kipping, Coventry | Parts |
| 3. Transpeed, Hove | Parts |
| 4. Spitfires UK, Leicester | Parts |
| 5. Unipart Network | Parts |
| 6. John Mann, Chesterfield | Parts |
| 7. SAH (Dunham & Haines), Luton | Parts |
| 8. Crowden Coachworks, Bourne End | Bodywork |
| 9. Mechtronics, Chiswick | Mechanical Repair/Tuning |
| 10. Smedley's, Bowthorpe | Used Spares |
| 11. Skip Brown Cars, Ridley Green | Rolling Road/Balancing |
| 12. Greenwich Autos, London SE10 | BL Agent |
| 13. Warrens, Plymstock | BL Agent |
| 14. Sports Car Supplies, Gateshead | Parts |
| 15. John Hill, Redditch | Parts |
| 16. A C S Classics, Burton-on-Trent | Restoration |
| 17. Bits For Spits, Chatham | Parts |
| 18. B L Garage, Colwyn Bay | B L Agent |
| 19. Intensive Care, Erith, Kent | Bodywork |
| 20. Mann Egerton, Norwich | BL Agent |

During its absence recently, the Top Traders system has been considerably re-organised, making it easier for Traders to get on to the list but more difficult to stay there. This will give smaller or newer firms a better chance of exposure, whilst any problems with those already on the list will show up quickly. Basically, the list will be more accurate and up-to-date.

Thanks for all the Top Trader forms in January, but where are the rest?

If you wish to contact me with regard to Top Traders, my address is:-

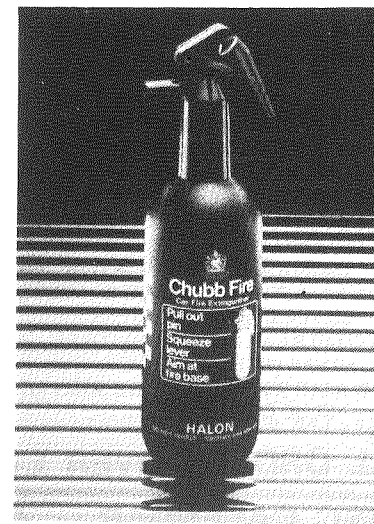
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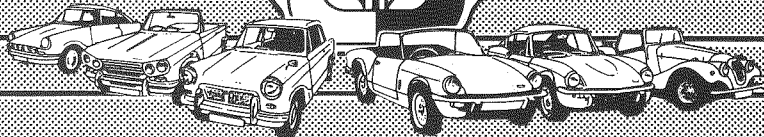
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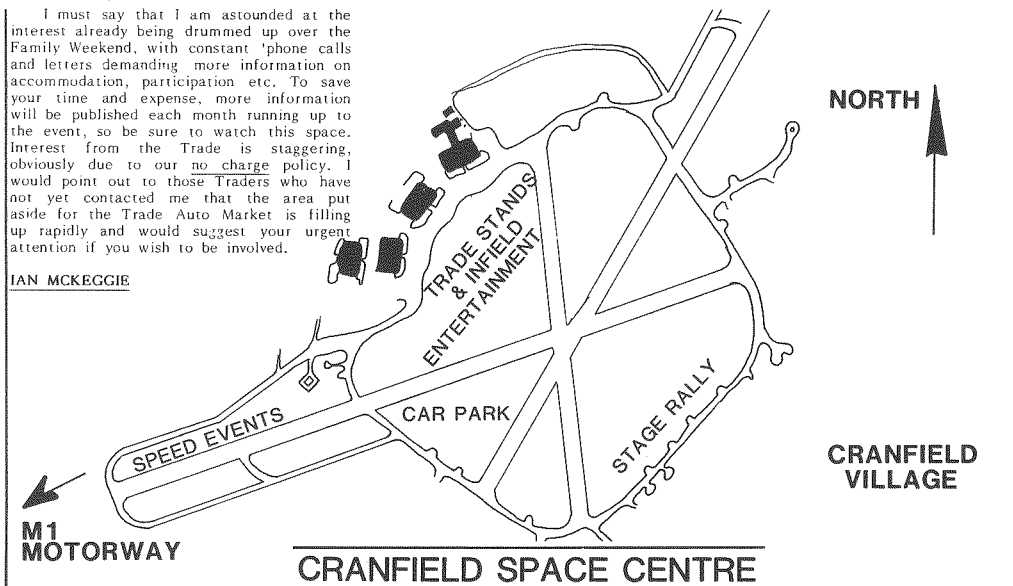
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INTERNATIONAL TSSC WEEKEND

I must say that I am astounded at the interest already being drummed up over the Family Weekend, with constant 'phone calls and letters demanding more information on accommodation, participation etc. To save your time and expense, more information will be published each month running up to the event, so be sure to watch this space. Interest from the Trade is staggering, obviously due to our no charge policy. I would point out to those Traders who have not yet contacted me that the area put aside for the Trade Auto Market is filling up rapidly and would suggest your urgent attention if you wish to be involved.

IAN MCKEGGIE



T.S.S.C. EVENTS CALENDER 1986

Well, here is the first edition of our Events Calendar. If your event doesn't appear, then get in touch with me - immediately.

I would like to thank all the event organisers who have given me their information - your promptness helps me enormously.

At the end of this calendar is a list of events to which we have been invited, but as yet we are not participating. If you are interested in taking one on, please let me know as soon as possible.

TSSC ORGANISED EVENTS

MARCH

Sun 23 - TSSC AGM, Gartree Prison, Market Harborough.

MAY

Sat/Sun 10 & 11 - SEM (South of England Meet), Chessington Zoo - Mike Crewes, tel: (01) 568 1870.

JUNE

Sat/Sun 14 & 15 - Bond Equipe Weekend, The Three Horseshoes, Yaxley, Nr. Peterborough - Dennis and Diana Watson, tel: (0733) 243571.

Sat 14 - West Midlands Fun Day, The Unicorn, Hampton Lodge, Bridgnorth - Tony and Janice Spicer, tel: (021 353) 9961.

Sat/Sun 21 & 22 - Wales Meet, Caldicot Castle. John Reese, tel: (0291) 421264.

JULY

Sat/Sun 5 & 6 - Kent Area Event (official name to be announced), Chatham Historic Dockyard - Dave Bridle, tel: (0634) 682145.

Sat 19 - 9th International Birthday Barbecue Shelford Rugby Club, nr. Cambridge - Barry Newitt, tel: (0223) 841407.

AUGUST

Sun 3 - 4th Leicester National, Stanford Hall, nr. Lutterworth, Leics - Tony Mee, tel: (0533) 889079.

Sun/Mon 24 & 25 - TSSC International Weekend, Cranfield Space Centre, Cranfield, Beds - Ian McKeggie, tel: (0858) 63934.

NATIONAL AND LOCAL SHOWS which are worth attending:

MARCH

Sat/Sun 22 & 23 - Bristol Classic Car Show, Bristol Exhibition Centre - Jonty Wild, tel: (0462) 56315.

MAY

Sat 3 - Mon 5 - National Classic Motor Show, NEC, Birmingham - Tony and Janis Spicer, tel: (021 353) 9961.

JUNE

Sun 29 - Bromley Pageant of Motoring, Bromley - Richard Francis, tel: (0689) 36288.

JULY

Sun 27 - Springfields Vintage Vehicle & Classic Car Rally, Spalding, Lincs - Sharon Espin, tel: (0775) 88335.

AUGUST

Sat - Mon 23-25 - Town & Country Festival, Royal Showground, Stoneleigh - John Cox, tel: (0902) 330940.

OCTOBER

Sat 4 - Malvern Motoring Event, Malvern Showground - Ewan McKay (0789) 772480.

Now the events to which we have been invited but as yet we are not participating in them:-

JUNE

Sun 1 - Pendle and District Rover Association Classic Car Show, Towneley Park, Burnley.

Sat 21 - Best of British Vehicles Spectacular, Thamesmead.

Sat - Mon 21-23 - Hagley Motoring Event, Hagley Hill, Midlands.

JULY

Sun 27 - Autoshow, Hillingdon Showground.

Sun 27 - Humberside Air Fair

AUGUST

Mon 25 - 17th Merton Concours D'Elegance, Morden Park, Surrey.

SEPTEMBER

Sat/Sun 6 & 7 - 3rd International Spitfire Weekend, Arcen, Holland.

Any further entries please to:-

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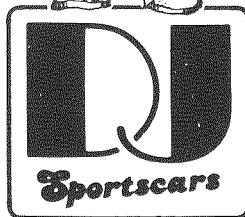
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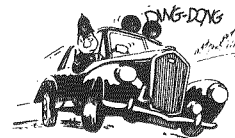
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EUROPEAN ROAD SAFETY YEAR

The EEC has embarked on an intense programme of legislation, education and publicity in a campaign to cut the colossal cost of accidents and prevent casualties.

Look out for the campaign symbol - a wheel with the twelve member states as the spokes and the letter E for Europe as the hub.

The number of fatalities on EEC roads is actually falling but the accident toll keeps rising with an estimated five million bumps, bangs and crashes every year making a massive financial drain on society.

Britain's statistics are typical, with road deaths delining from 7,700 in 1970 to 6,100 in 1983. But the total cost of accidents in 1980 alone was £1,996 million to the Exchequer.

This includes not only the cost of the material damage, injuries and compensation for loss of life but also loss of production in industry as well as police, administrative and legal fees.

The top priority in European Road Safety Year will be to bring down the death toll still further.

The campaign is being co-ordinated by the European Commission, which is contributing £600,000 towards national attempts to spread the message.

Legislation is already proposed together with an education programme aimed mainly at tomorrow's generation of drivers.

The Commission believes many lives could be saved by tightening up vehicle roadworthiness checks, making them identical throughout the EEC.

During 1986 the Commission also hopes EEC Governments will introduce better braking standards, particularly by using anti-lock systems on heavy vehicles.

Other planned rules include compulsory side-guards for lorries and equipment to reduce wheel spray.

Controls on the transport of dangerous chemicals are being recommended, together with research into coach safety standards.

Imporved accident investigation and better safety for the elderly, children and cyclists are also part of the 1986 campaign.

CUSTOMS AND EXCISE SEARCHES AT PORTS

Each year more and more club members are driving to club events in Europe. Vehicles are often subjected to a thorough search by Customs & Excise on return, mainly because of the drug trafficking through Amsterdam.

Are Customs & Excise men obliged to make good any damage they cause when searching a car?

Cars have been known to have been dismantled during such searches - and left in pieces, event though the search revealed nothing.

Following approaches by the AA, H M Customs & Excise has assured the Association that, after a fruitless inspection, dismantled cars will be restored to their proper condition.

But, warns the Association, the onus of moving luggage and loose parts of the car or its equipment to facilitate a normal search rests with the driver.

SEAT-BELT LEGISLATION IN RELATION TO CLUB CARS

**Motor Vehicles
(Wearing of Seat-Belts)
Regs. 1982**

Who has to wear a seat-belt?

Drivers and front seat passengers of any vehicle that must by law have front seat-belts fitted. That is all club cars first registered after 31st December, 1964 and light vans first registered on or after 31st March, 1967.

Applicable Exceptions:

1. If you are driving a vehicle (or a qualified driver supervising a learner) and carrying out a manoeuvre which includes reversing.
2. If your seat-belt has become defective on your journey; or previously and you have arranged to have the belt replaced or repaired.
3. If your inertia-reel seat-belt has for the moment, locked because your

vehicle is or has been on an incline - but you must put the belt on as soon as the mechanism has unlocked.

Rear Seat Belts:

Since the highly successful introduction of compulsory seat-belt wearing for people in front seats in January, 1983, the safety of unrestrained rear seat passengers is being monitored by Birmingham University's Accident Research Unit.

They estimate that - without wearing rear seat-belts - during 1985 some 180 rear seat passengers will needlessly become accident fatalities. Also, the unit anticipates that 120 front seat passengers will die as a result of being struck by unrestrained rear seat passengers who have been hurled forward in an accident.

Since 1981 the inclusion of rear seat-belt mountings has been mandatory in new cars. The first essential step will be to make the fitting of rear seat-belts in new cars mandatory.

Motoring organisations consider that since the public acceptance of compulsory seat-belt wearing - further compulsion may not be necessary. The legal profession anticipate rear seat-belt legislation to be implemented within two years. However, it is unlikely to effect our club cars.

BRITISH STANDARD FOR VEHICLE SECURITY

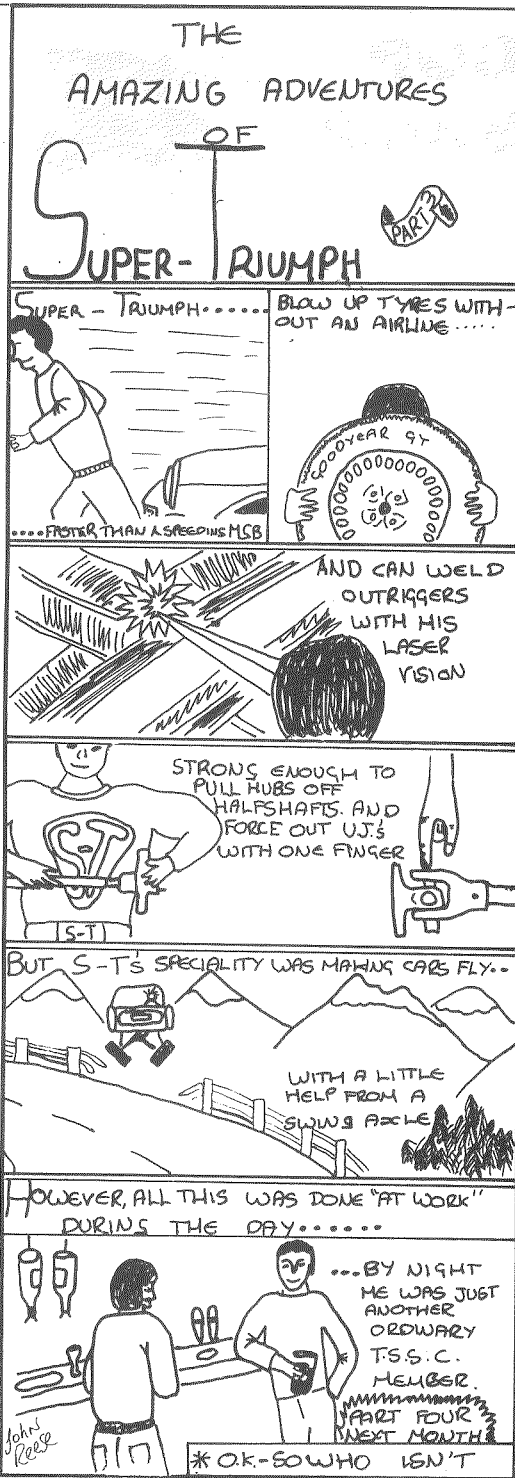
The Crime Prevention Conference presided over by the Prime Minister, Margaret Thatcher at 10 Downing Street, on the 8th January, 1986, decided that a British Standard for vehicle security will be formulated by the Autumn of this year.

Let's hope that this will begin a new era in preventing the theft of the private motor car. I must warn you, however, that as the modern car is becoming near theft-proof, the older cars such as our 'club cars' will become more obvious and frequent targets.

In subsequent articles I hope to give you more details of how to prevent your vehicles being stolen.

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

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NOVEMBER 1985 Vol.6 No.7

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MY LIFE AS A VITESSE 6

John Noe – Blanquefort France

As a Triumph Vitesse 6 of 1964 vintage, I was spurred on to write to you on behalf of my owner, by the article that appeared in December's Courier written by new Register Secretary, Martin Brown.

To give you a brief history of my life, I was obviously born in Coventry in late 1963/early 1964 and lived a life of Reilly in Essex until 1972, when my present owner took me over. Since that time I have travelled about a bit. First we stayed in Essex until 1973, when we moved to another side of London and spent two exciting years in Buckinghamshire.

the numerous children constantly climbing in and out.

In around 1980 my master decided that my chassis was beginning to show signs of age so that Christmas, already with 130,000 miles on the clock, we decided to come over to England and visit Spitfires UK for a chassis rebuild. Whilst there, they also put on a new nearside door-skin. I looked and felt so smart after this that we decided to go to the TSSC Xmas Weekend and show ourselves off.

Finally we returned to France. During the whole trip we clocked up 2,000 miles



In April 1976 I received a big shock. The whole family, including myself, moved to Bordeaux, France.

With a name like Vitesse (French for speed), I had no problems adapting to the new life, although my owner had more problems with his French.

However, to really look the part, I had to change registration plates and became 5321 EE 33. This tells everyone that I live in the Gironde area of France.

During all this time, I was being used as the second car. I got knocked about a bit and became very scruffy inside due to

and I averaged an incredible 34 mpg. It's amazing what can be achieved with a nicely loosened engine and a light foot!

Until October last year I continued my work transporting children around the area. At that time my owner bought another car and decided to take me off the road and give me a face-lift.

I was treated to new upper door sills, rebuilt front and rear wheel arches. The boot floor was sealed inside and out and all tatty panels generally tidied. This included ironing out a dent in the N/S door skin that arrived onemonth after it had been replaced

in 1980!

Then came the messy bit. The whole of the rear-end was completely derusted and undersealed.

Next I was completely resprayed in my original colours of Gunmetal/white stripe. Yes, my master found it very easy to obtain the colours from the local Wholesaler in Bordeaux.

My master was obviously working hard because, having done all this work on the outside, he set to on my inners. New carpets, which had been bought some 5 years previously. New door sealing strips and now for the interesting bit for Martin, he revarnished my walnut door cappings.

How? I'll tell you. Very, very gently the old coating can be lifted using a blow-lamp, whence it scrapes off very easily. My owner did not have one of those super powered hair driers that are on the market but I suspect that one of those might have been more easily handled. However, no damage was done. The wood was sanded and then washed with teak renovator, re-sanded and then given six coats of Ronseal gloss. What a difference.

I am now all back together and only go out when the weather is fine. My master will not let anyone else drive me, so I am getting quite lonely. I think he wants to sell me.

Just a final word. You notice not much has been said about my mechanics. Well they are virtually original. The engine, which has now done around 150,000 miles is totally original except my master had to replace an inlet valve back in 1974.

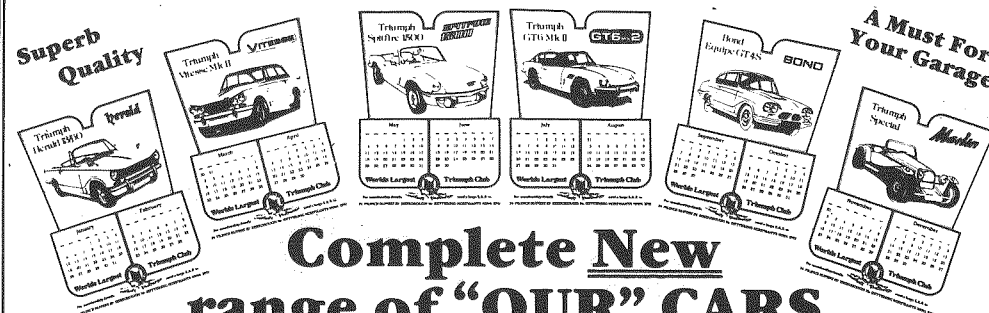
He also replaced a first gear cluster in my gearbox in 1979 and replaced the differential in 1980 just before the journey to England.

Well I think I have told you more than enough about myself and to prove I am really here is a photo of myself taken recently.

Incidentally, does anyone know the whereabouts of a Cactus coloured Triumph Herald Convertible 1964 registration number BVX 558B. My master owned this car from 1965 - 1967.

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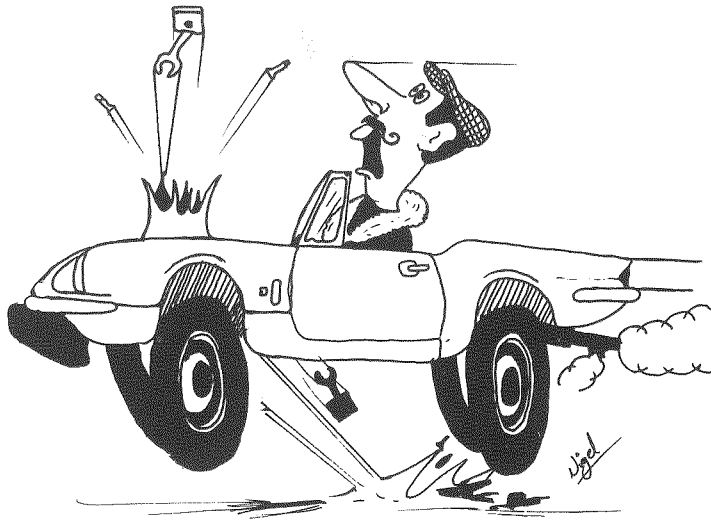
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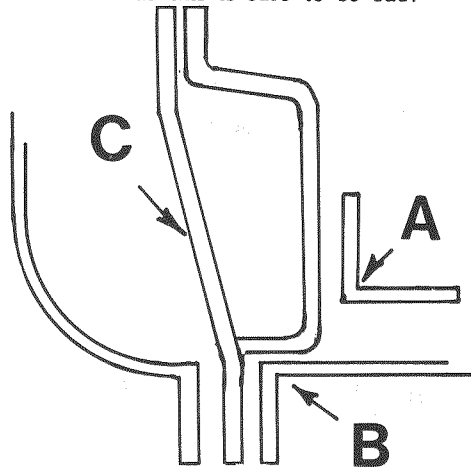


SPITFIRE/GT6 SILLS

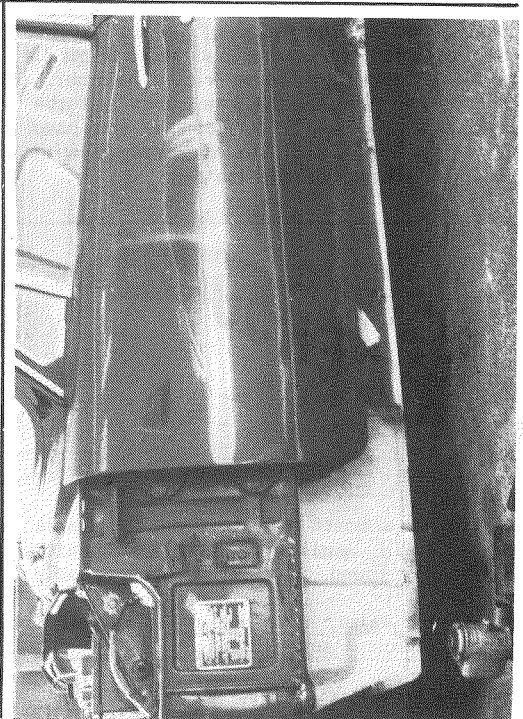
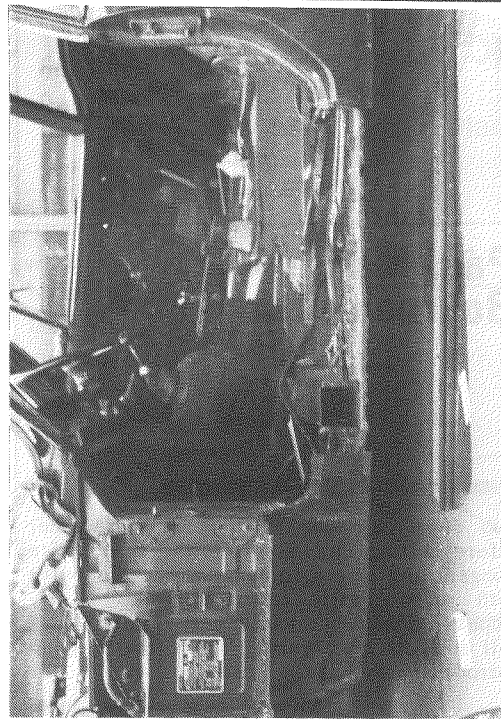
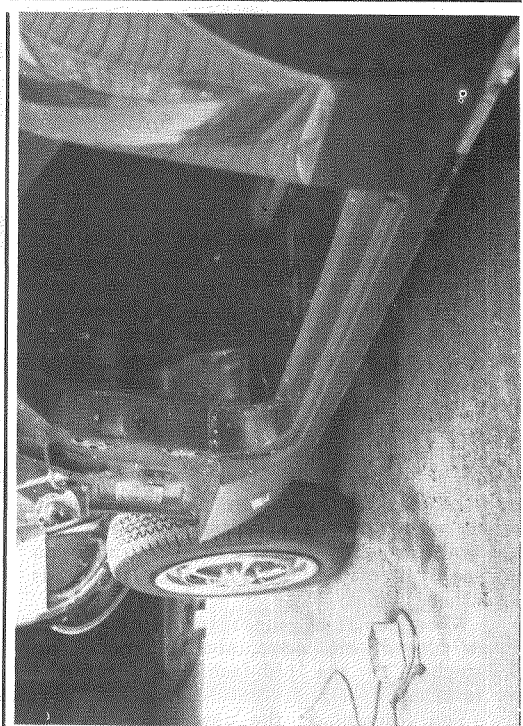
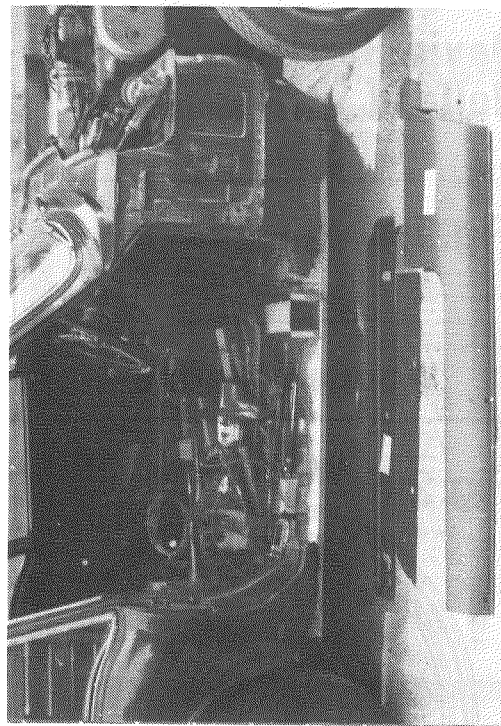
**C. WILD -
PRESTATYN CLWYD**

I was surprised to see that the 'Practical Classics' article on fitting sills to the Spitfire/GT6 was re-printed, complete with the incorrect drawing of the cross-section. As you can see from the diagram, the floor pan extends beyond the inner sill and its lip forms one of a three-piece sandwich at the bottom. The inner sill is mounted on top of the floor. I do not believe that fitting an L-shaped fillet at (A) is a satisfactory substitute for doing the job properly, as this will probably leave all sorts of trouble at (B). The method I used was to remove the inner sill (it wasn't difficult!), by drilling out the few spot-welds at each end (where it extends beyond the door aperture), then weld in a piece shaped like an 'L' to the right along the floor edge (at B) the width of the top according to how bad the floor edge is. I had to go right along the front of the footwell and then repair the bottom of the scuttle side panel, where it joins the floor. This then gives a straight edge to work to and the next job is to fit the new inner sill. It can only be welded to the floor before the middle plate (C) is fitted. Of course, trail door fittings as you go along

apply as usual. The middle plate (C) is fitted next, but is not flat (as implied in the article), it is shaped as shown on my sketch and is so cheap to buy, there is no point in making one. Finally, fit the new outer sill and repair bottom of body side behind door as this is sure to be bad!



SILL CROSS-SECTION



BRAKE TIPS

David Herriman - Holland

When replacing the rear brakes, two problems always crop up. One is by the time you get around to fitting the new shoes, your hands are so dirty that you get oily paw marks all over your new linings. Secondly, after replacing one return spring, while trying to get the other spring in place the first one inevitably falls off again.

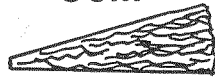
These two problems can be easily solved: **Before** you start work, stick a layer of masking tape over the new linings. Later, when they are actually on the car and you are ready to replace the drum, you can peel it off. Hey Presto! dirty hands but clean linings.

When replacing the return springs, get a few bits of old wood, about 3 cms long (1.5 inches to the old-fashioned), about 1 cm thick as in Fig. 1.

You then place the new shoes on the bench (or floor), insert the return springs loosely. Insert the wooden wedges in the space between the spring and shoe (Fig. 2) and lightly tap them home with a hammer.

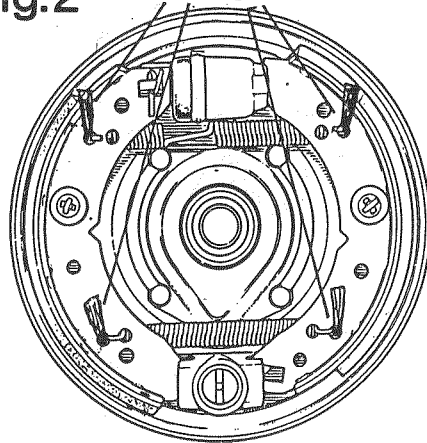
You can now fit the new shoes and the spring can't fall out. As soon as you have everything fitted, pull out the wedges with a pair of pliers. Simple isn't it!

Fig. 1, ← 3cm →



Wooden Wedge

Fig. 2 **Wedges**



WARM ENOUGH?

Paul Moore - Bournemouth

Having almost! both feet on the fascia of my MKIII Spitfire to pull the heater control, I found the valve body badly corroded.

A mini-valve, mounted on its side is a smooth, efficient substitute.

HERE IS WHAT YOU DO:-

Rub down one side of the sealing washer before bolting on. Replace the piano wire (longer) and sleeve, binding the cable outer with rubber/plastic tubing to take a few inches extension. Job done! I think this will suit all club cars. Keep the original corroded valve for the purist!



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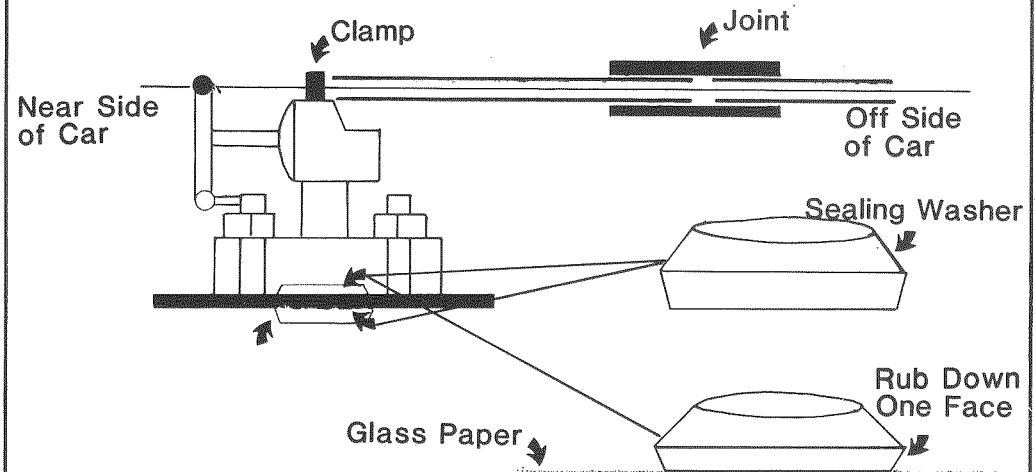
Name	Excess: £25 <input type="checkbox"/> £50 <input type="checkbox"/> None <input type="checkbox"/>	Driving convictions? YES/NO
Address	Legal Defence	If YES, details
Postcode	Windscreen: £50 <input type="checkbox"/> £100 <input type="checkbox"/> Unlimited <input type="checkbox"/>	Dates
Tel No	Present Insurer	Offence
Date of Birth	Present Policy expires on	Fines
Occupation	No. of years no claims bonus	Disabilities YES/NO
Are you a holder of a Provisional or Full British Licence?	Renewal premium this year: £	If YES, details
For how long?	Drivers other than yourself who will drive your vehicle	
Make & Model of Vehicle	Name	
Year of manufacture	(Date of Birth)	(Type of Licence)
Engine Capacity cc	Value £	
Approx Annual Mileage	Occupation 1	
Is vehicle kept in locked garage? YES/NO	Occupation 2	
If NO: Parked on road/off road	Any accidents in last 3 years? YES/NO	
Comprehensive/TP, F&T/Third Party only	If YES, when? (Dates)	
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Details of business use		

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Heat For The Winter

Plan View

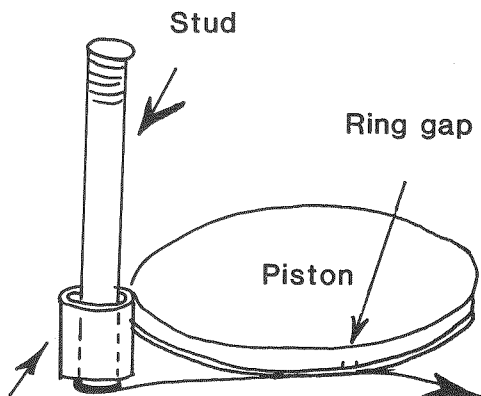


PISTON RINGS

**Michel Parsy -
Bron France**

Herewith a useful tip to aid the fitting of piston rings into the bore without any kind of help from a special tool or a kind friend:-

1. Screw in a cylinder head stud near the bore where you want to fit the piston.
2. Fit the piston, complete with all rings, oil control ring on the joint face.
3. Place a heavy cotton wire (like that used to bind small packets) around the stud and braze it firmly.
4. Run the wire on the joint face along the ring and draw it to tend it.
5. The ring goes inside the groove. A small hand tap on the head of the piston and the ring is in the bore. Repeat this for each of the other rings.



**Tube or nut
to hold the
cotton wire
down**

This method is cheap and safe. It is impossible to break a ring and your work is visible all the time you're completing the job. I hope this tip will be useful to fellow members.

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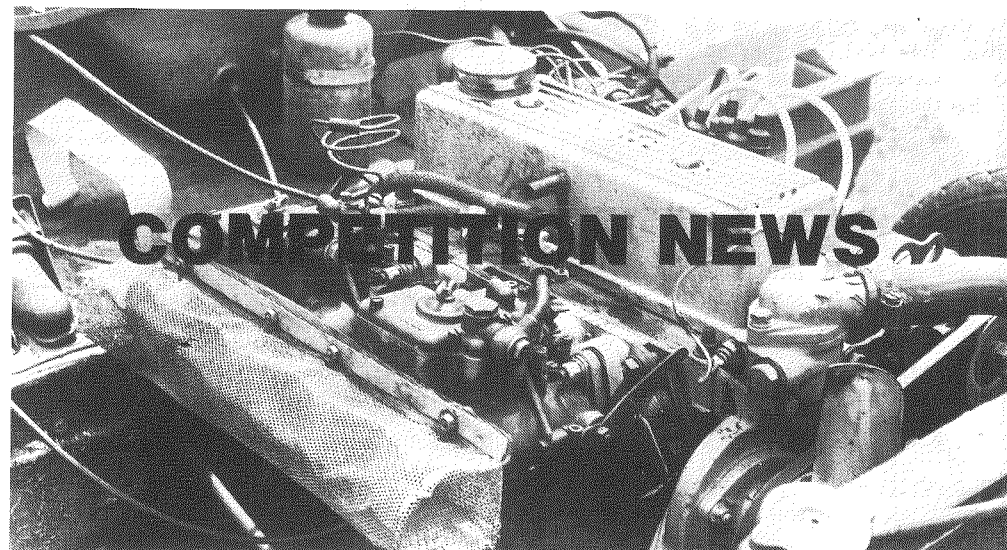
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HILLCLIMB AND SPRINT CHAMPIONSHIP - REGULATIONS 1986

1. **Best eight events to count for points.**
 - a) Cars may be trailored to and from the meetings.
 - b) Tyres: 185 maximum width, 70 minimum profile as listed in RAC Blue Book for production sports car racing.
 - c) Wheels: 5½" maximum width, standard diameter.
 - d) Electric fan and electronic ignition allowed.
 - e) Exhaust manifold standard, system free.
 - f) Suspension standard except dampers free.
 - g) Brakes standard except servo allowed.
 - h) Bodywork standard except for panels prone to rust.
 - i) Engine, gearbox and differential standard. Axle ratio must be standard.
2. **Points scoring as follows:**

1st position -	10 points
2nd position -	7 points
3rd position -	5 points
4th position -	3 points
5th position -	2 points

All other positions get 1 point
3. If less than three cars take part in one class, points will be halved.
4. Roll over bars are compulsory in all classes.
5. Cars will be split into classes as follows.
 - a) Cars must be standard except as listed below.
 - b) Cars must have full trim.

Class (A6) Standard six-cylinder cars.
As Class A4

Class (B4) Modified four-cylinder cars.

- a) Cars may be trailored to and from the meetings.
- b) Engine block/head, gearbox and differential casings must be recognised club units, and be in original positions.
- c) Fuel: petrol only.
- d) Chassis must be standard.
- e) Tyres: as RAC MSA Blue Book for production sports car racing.
- f) Wheels/brakes/exhaust free.
- g) Limited slip differentials allowed.
- h) Trim may be removed.
- i) Bodywork free except basic floor scuttle must remain.
- j) Suspension must retain standard configuration, i.e. front: double wishbone, rear: transverse leaf spring, lower wishbone. Springs/dampers/antiroll bars free.

Class (B6) Modified six cylinder cars.

As Class B4.

NOTE: Classes A4, A6, B4 and B6 must be road legal, taxed, tested and insured at each event.

Class (C) Super Modified:

- a) Cars must be registered with TSSC.
- b) All kit cars will be in this class.
- c) Must have recognised club chassis, engine or body silhouette.

To be registered for the Championship, fill in the attached form and enclose cheque or postal order for £5 made payable to A.H.N. Davies and send to me at:-
19 WOODGLADE CLOSE MARCHWOOD HANTS SO4 4XT

A Restricted Speed Competition Licence costing £8.00 is the minimum required and is available from:

The RAC Motor Sports Association Ltd
31 Belgrave Square
London SW1X 8QH

Send for an Application Form now as they can take five or six weeks.

BARC CHAMPIONSHIP 1986

Members of the TSSC can this year be registered for the above Championship at a cost of £4 (payable to BARC). Application Forms are available from me.

I strongly advise entering this as, due to changes by the RAC MSA, some of the events at Goodwood may not be open to us, however, they will be open to BARC Championship contenders.

ANYONE WITH ANY QUERIES SHOULD 'PHONE ME, HUGH DAVIES, ON (0703) 868513.

**TSSC HILLCLIMB AND SPRINT CHAMPIONSHIP 1986
REGISTRATION FORM**

NAME: MEMBERSHIP NO.

ADDRESS:

.....

.....

TEL:

CLASS TO BE ENTERED:

BARC CHAMPIONSHIP : YES/NO

CAR: REG. NO:

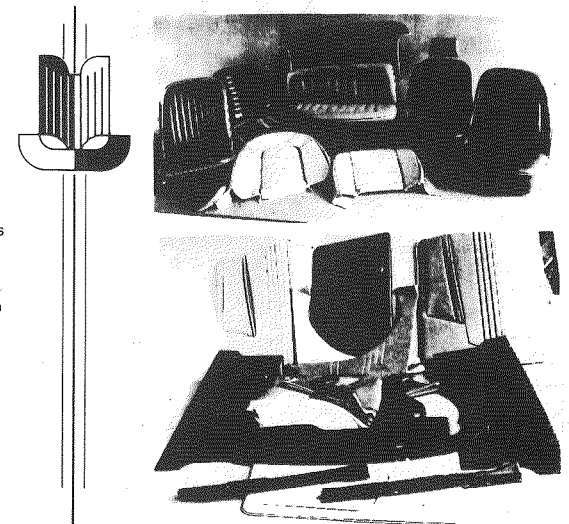
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Handbooks		
Herald 13/60	£4.50	£5.00
Herald 1200/1250	£4.50	£5.00

SPITFIRE

Workshop Manuals	Price	
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Spitfire 4/II/III	£18.00	£20.00
Spitfire IV/1500 Dutch	£18.00	£20.00
Spitfire IV/1500 Dutch	£18.00	£20.00
Spitfire IV/1500 French	£18.00	£20.00
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PARTS CATALOGUES

Spitfire Mk III	£14.00	£16.00
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Spitfire Mk III	£4.50	£5.00
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Spitfire Mk IV German	£5.00	£5.50
Spitfire 1500	£4.50	£5.00
Spitfire 1500 U.S.A.	£5.00	£5.50
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	UK	O'seas
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COMPETITION PROFILE

ANDY LACY

1985 SPRINT/HILLClimb CHAMPION



Age: 24 yrs
 Club Member: 4 years
 Occupation: Computer Aided Draughtsman
 Home Town: Winchester
 Local TSSC Area: Salisbury
 Comp. Experience: 2 seasons
 Car: Vitesse MKII chassis and engine (cost £100!) with Vitesse MKI bodyshell (cost £80)

Car Modifications: The suspension has been lowered all round by cutting down the standard coil springs at the front and by raising the dif. and suspension mountings at the rear. The rear shock absorber mountings were raised by a few inches to prevent the rotoreflexes fouling the lower wishbones. There are 2 Spitfire MKIV anti-roll bars at the front and tyres are 185/60 at the front, 205/60 at the rear. "Spax" adjustable

REPORTED BY BILL HASELDINE

Miscellaneous: The car is driven on the road to most meetings. As well as winning the TSSC Championship Andy scored two second-in-class places against all-comers at Curborough and Goodwood.

JOHN KIPPING'S -

TRIUMPH SPARES

Rubber Handbrake Grommet (original Spec) £7.00
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CAR PERPARATION TO CONFORM WITH RAC AND CLUB RULES

As you all know by now, club members can enter both standard and modified club cars in the Sprint/Hillclimb Championship. There are, however, a few "safety modifications" that have to be made to even standard cars before they will pass RAC scrutineering and be allowed to compete. These requirements are all detailed in the RAC "Blue Book", which you receive on application for your competition licence but so that you are forewarned, I will highlight the main points below:-

1. There must be a fire-proof bulkhead between the passenger compartment and the petrol tank. Attention to detail is required here as the bulkhead must be completely leak-proof. (Sheets of aluminium and fibre-glass are the materials generally used).
2. Driver's seat must be prevented from tipping up (jubilee clip around seat frame and runner).
3. Each carburettor must have its own

throttle closure spring in case of linkage failure.

4. Mark "ON" and "OFF" positions for ignition key (write on piece of tape stuck to dashboard).
5. Earth lead to battery should be yellow (use paint or wrap with P.V.C. tape).

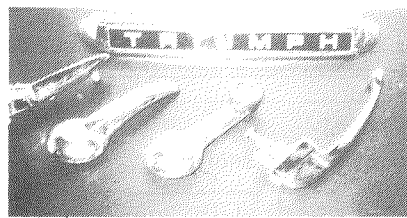
In addition to the above, the club requires that all cars be fitted with a strong roll-over bar. These generally can be bolted to the floor (suitably plated) and removed if wished for road use. (Aleybars and Safety Devices are both reputable suppliers).

The Scrutineers will also check for play in wheel bearings and steering, and will fail the car for undue oil leaks and spongy-brakes. Don't forget that you will also need an RAC Motor Sport Association approved helmet.

Remember, a well-prepared car is fast and safe, and gets you through scrutineering quickly!

If you have any queries, do not hesitate to 'phone **Hugh Davies on (0703) 868513** or **Bill Haseldine on (0932) 222403**.

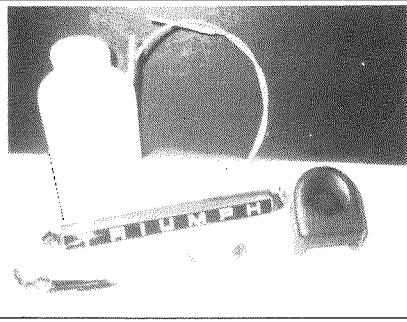
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GT6 Mk.2
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All Models
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R.R.P. £ 4.90 Our Price £ 2.90

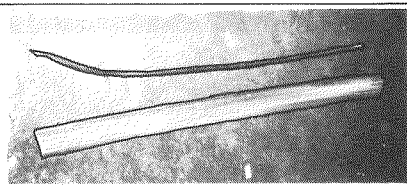
Spitfire Mk.2,3/GT6 Mk.1,2
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Chrome Number Plate Cover £16.00

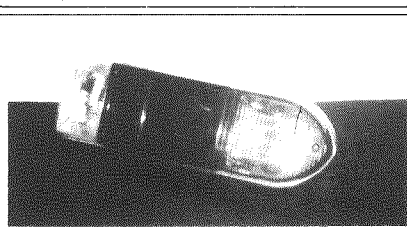
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Spitfire Mk.2,3/GT6 Mk.2,3
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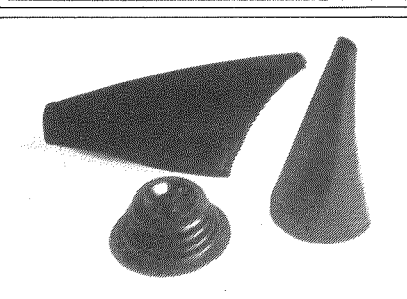
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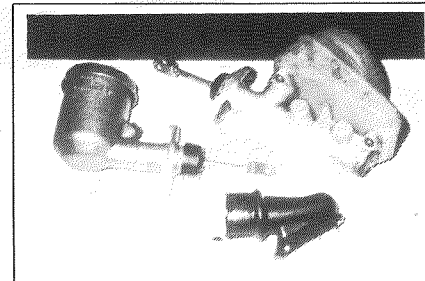


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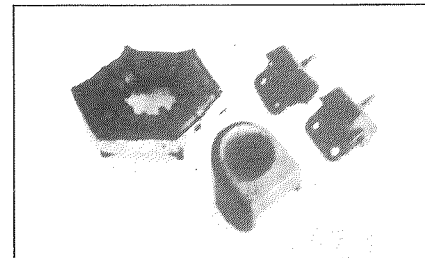
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R.R.P. £ 35.00 Our Price £ 26.25

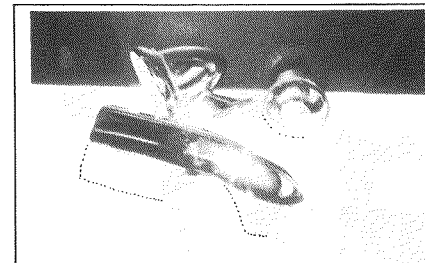
Spitfire 1500
Twin Brake Master Cylinder
R.R.P. £ 86.00 Our Price £ 49.00

All Models
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GT6 Mk.3 Drive Coupling
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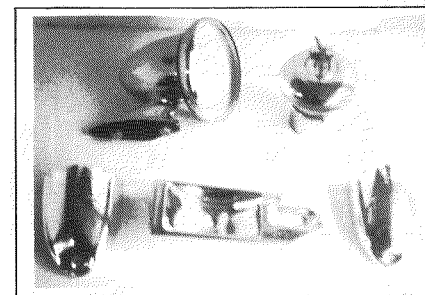
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Our Price £ 3.90



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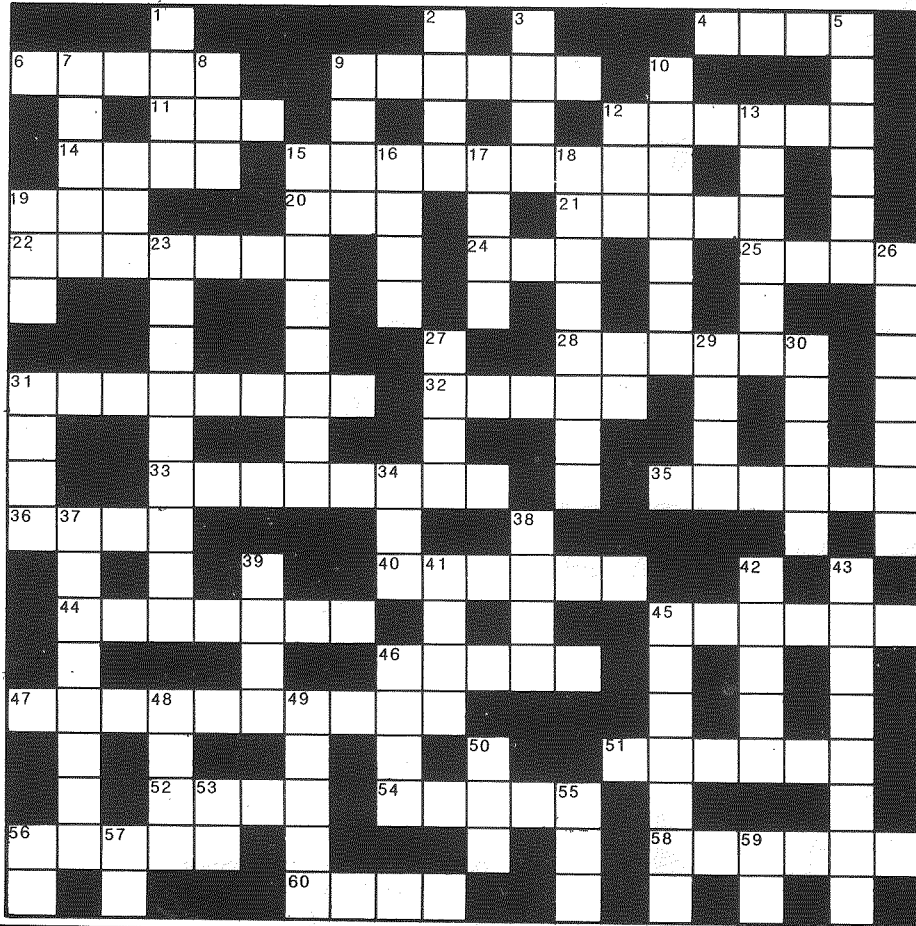


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ACROSS

- 4 Holds tyre on rim (4).
- 6 Smallest grooves on tyres (5).
- 9 Gun for shooting John Travolta? (5).
- 11 Filter for carb (3).
- 12 Dark place for transmission? (6).
- 13 Jocky Wilson's Daimler (4).
- 15 First U.S. export Triumph? (9).
- 19 Keeps tyres hard (3).
- 20 Period British sports car? (3).
- 21 Not outer (5).
- 22 Male sheep's smoking equipment? (3,4).
- 24 New initials for anti-lock brakes (3).
- 25 Large black polo? (4).
- 28 Bend G.I. on crankshaft (3,3).
- 31 What brakes are for (8).
- 32 Brake-maker's trade association? (5).
- 33 Tightens nut the wrong way (7).
- 35 8 in a four-cylinder, 12 in a 6 (6).
- 36 Cricket joint? (4).
- 40 _____ dash, heart, or Indian (6).
- 44 This circle comes around twice yearly (7).
- 45 Early name for driveshaft (6).
- 46 What your knuckles do when you service brakes? (5).
- 47 Footwear to stop with (5,5).
- 51 Make a fuel pump laugh? (6).
- 52 (see 60).
- 54 2 on a coupe, 3 on an estate (5).
- 56 Clearly needed? (5).
- 58 Spoil the water barrier (3,3).
- 60) Convertible advantages (4,4).

ANSWERS TO JANUARY CROSSWORD

ACROSS

1. Chassis
4. Salt
6. South England
8. Torque
9. Practical
11. Webers
12. Twenty
14. Morris Minor
15. Rot
17. Royal Oak
20. Patience
21. The Summer
24. Classic
26. Wing
27. A.G.M.
29. Tread Plate
30. S.T.P.
31. Squibbs

DOWN

2. Signal
3. Swap
4. Steam
5. Goodwood
7. Rag
10. Rust
11. Waxoyl
13. Turn
16. Terminals
17. Right Foot
18. Valencia
19. Lead
22. Stainless
23. Moss
25. CR
(Compression ratio)
28. Mason

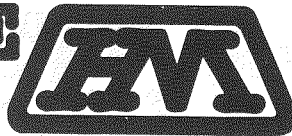
DOWN

CROSSWORD CLUES

- 1 Shed one if you rip your seat (4).
- 2 Spring that falls in the Autumn? (4).
- 3 Go slow in Norway? (4).
- 5 Was 5 shillings, now 70 pence (6).
- 7 Oriental tyre maker? (5)
- 8 it's an anagram (3).
- 9 Found in a gox (4)
- 10 Happening at both ends of a candle (7).
- 12 Decimal standard? (3).
- 13 2-wheel Triumph rival (6).
- 15 Attend these to be sociable (8).
- 16 Three-footed scrapping place (4).
- 17 Heavy filler (4).
- 18 Chicken's suspension (8).
- 19 Part of the steering, and the body (3).
- 23 Found at the front of early Spitfires (9).
- 26 Tire pipe? (7).
- 27 Bolts' best friends? (4).
- 29 The French say "She goes!" about this car (4).
- 30 Guide car along a private road (5).
- 31 Hit your toe on this axle (4).
- 34 You can't buy an old car like this anymore (3).
- 37 Bar to stop your rocking? (4,4).
- 38 Lazy tickover? (4).
- 39 Nips her legs? (4).
- 41 They stop squeaks (4).
- 42 Smash your anchor (5).
- 43 Famous swordsman driving Triumph? (8).
- 45 Sounds like a funny bearing (7).
- 46 Road radius (4).
- 48 Model Triumphs? (4).
- 49 Waters the radiator? (5).
- 50 Tommy's rust? (3).
- 53 Larger than standard (initials) (2).
- 55 Hacking blade (3).
- 56 Green light! (2).
- 57 Cobra maker (2).
- 59 The second greatest make of car (initials) (2).

B Nicoll - Dover Kent

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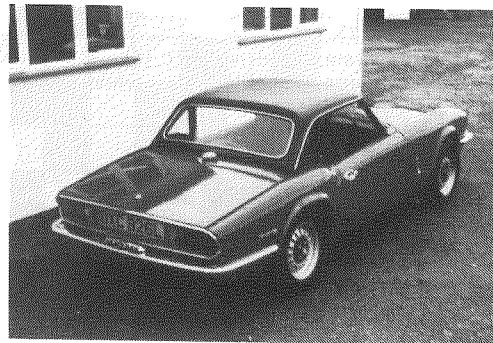
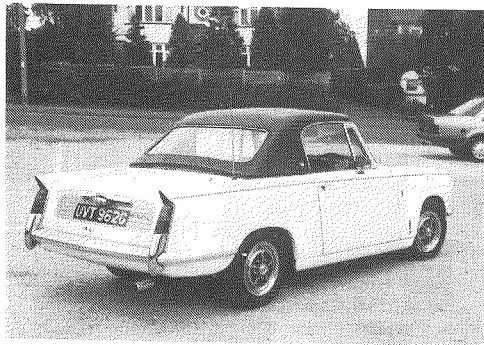


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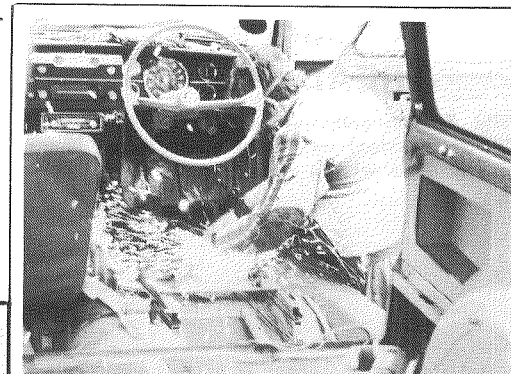
Part Two

FLOOR and REAR LOWER BODY

FRONT FOOTWELLS

The photographs below show the steps involved in replacing the footwells, apart from chiselling-out of the replacements described at the start. Back at home the power tools could be used. Angle grinders really are a must for this work.

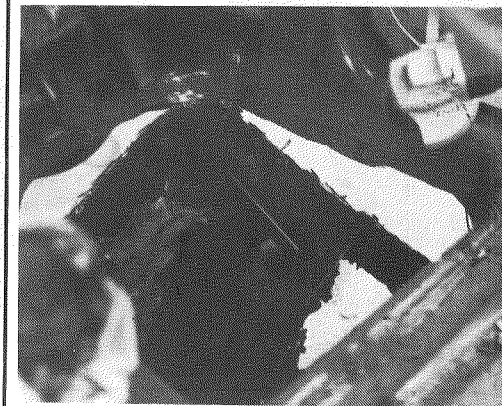
After brazing, all joints were sealed with a flexible sealer. This applies to all of the patchwork and panel replacement carried out during the rebuild.



Grinding out the footwell. Sparks shower all over the place watch out!



Condition of front footwell prior to replacement. Note chain for radiator blind operation and non-optional extras on the dash.



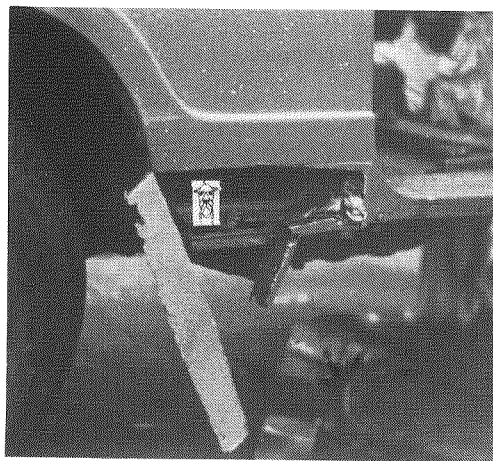
Out it comes.



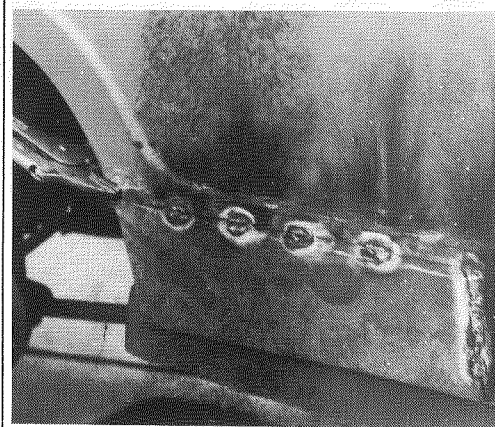
Dressing the replacement floor prior to refitting.

REAR WINGS & ARCHS

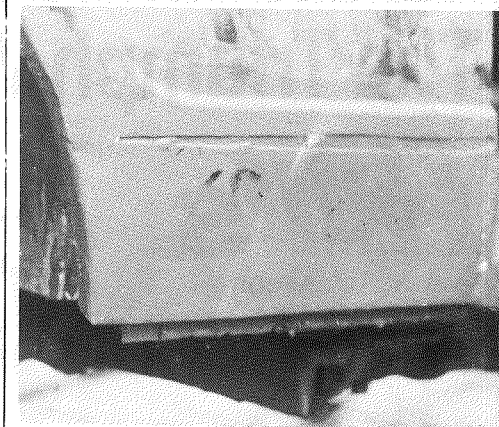
These were in quite reasonable condition and only one major area required attention. The wheel-arch lips themselves were patched by inserting half inch wide strips followed by a skim of filler. Here we learnt by our earlier mistakes and only used the minimum of braze to cut down on heat-distortion.



The only major area on the rear wings which needed attention.



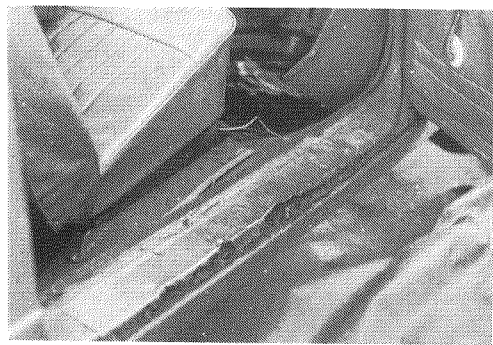
..... followed by a repair panel to be brazed



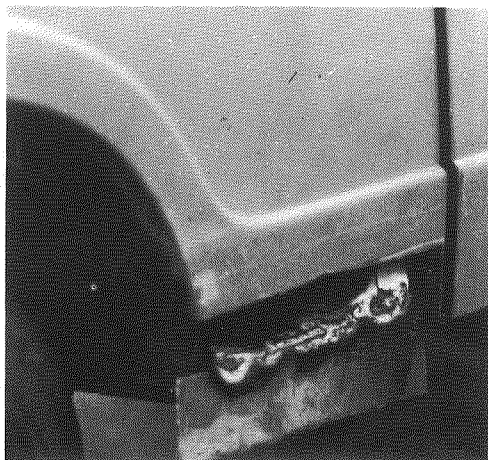
..... and now cut to size and dressed ready for a skim of filler.

TREAD-PLATES

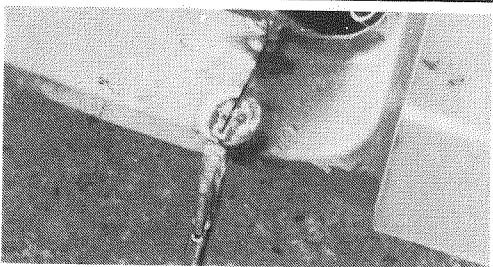
As you can see below, the tread plate (on both sides) was in need of replacement. Easily done with a repair panel.



General condition of tread-plates.



First an oversized inner plate was fixed in position

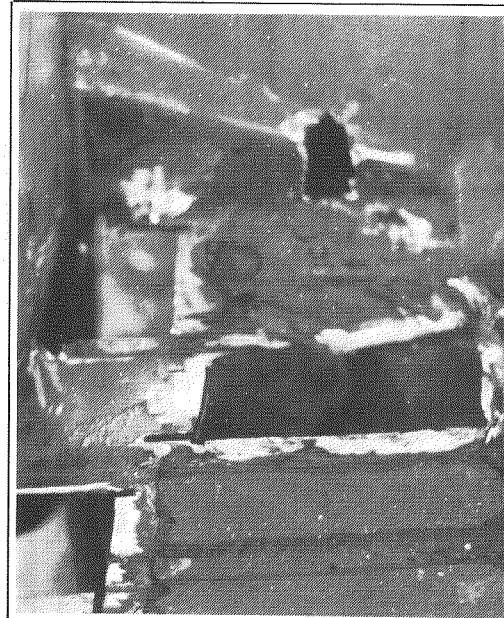


Brazing the end of the new (LBS) tread plate.

FLOOR

Perhaps the most time consuming single operation were the floor repairs. The general condition can be seen from the following photographs. About eight repair

patches were needed to replace the rusted metal. Large patches were stiffened by creating grooves in the flat sheet on a shaping wheel at a local technical collage. Afterwards the floor was thoroughly sealed.



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SECTION F GEARBOX	SECTION G OVERDRIVE	SECTION H PROPSHAFT
SECTION K DIFFERENTIAL	SECTION L REAR SUSPENSION	SECTION M WHEELS
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GT6 REGISTER



Barry Thurgood

SUSPENSION UPRATED

All the marques of the GT6 have basically the same set-up at the front; there are a few minor differences in the discs and anti-roll bars but basically the same.

Once again, before fitting up-rated items, make sure what you have is working properly and then decide if it needs attention. This means replacing all the rubber bushes (including the ones around the anti-roll bar), tunnion bushes and any other bits that are worn. There is a complete kit available for this; it includes the trunnion, bushes, rubber bushes, bolts etc., and is good value - certainly cheaper than buying the bits individually.

Modifications for the front are:-

1. Up-rated front shocks. Units are available from a number of manufacturers, the most famous of whom are Koni and Spax. It is probably a good idea to stick with the same manufacturer for the front and rear items and, as with the rear, shock settings are best found by trial and error. I would suggest you try the half-way position and work from there.

2. Stiffer springs: once again the number of types is pretty varied, with rates of 190 lb/in to "solid" and ride heights that go from "I've scraped my sump on the gravel" to "I can see over the hedge". For road use I would opt for 330 lb/in x 7.25" fitted length, giving a nice, taught front end and a slightly lower ride height, but this is a matter of personal choice. The springs should be fitted in conjunction with up-rated shocks and spacers which are available to adjust ride height.

3. Anti-roll bar: basically make it stiffer. This is achieved by increasing its diameter or installing an additional bar. If you have a MKI, MKII or MKIII (up to chassis number KE 20,000) a bigger diameter is available by using the bar from the late (after KE 20,000) MKIII, if you have a late MKIII the additional bar is the way to go, or have one made.

That's about it for the front, unless you want to go really looney, in which case you can install lots of "negative" (play with the shims on your lower wishbone), throw out all the rubber bushes and nail in some solid nylon items.

NOT WHAT YOU MAY EXPECT

Actually, this is one I didn't expect. My GT has a slightly modified engine, one of the modifications being the distributor. I have installed the Lucas item from the MKII Vitesse and when I had the carbs etc. set up at Aldons, they altered the advance curve and springs etc.

The problem was after about ¼ hour running, the engine showed a marked reluctance to rev. over 4,000, whereas a few minutes before it was quite happy at 7,000 rpm. Limp home, put GT to bed; next morning OK for ¼ hour. This was alright for shopping but long journeys became a pain.

What could it be? Points bounce? Valve bounce? Sticky weights in the distributor? Petrol starvation? All possible and all possibly aggravated by a nice, hot engine - ah! Heat! Electrical bits don't like heat.

I replaced the condenser and the problem disappeared. I think it was breaking down as it warmed up. Once again I was fooled by a new item that was faulty - will I never learn?!

PIG JOB OF THE MONTH

Over the last few weeks the bad weather means that Eric (my GT) hasn't ventured out of his kennel much. I've discovered that if you don't use the car it doesn't break as often. Last year I locked Eric up for the winter. In the Spring I gave him a bit of a look over before taking him to the vet for his annual check-up. I thought the steering rack rubbers were a little soft and replaced them. The 'Pig Job' is getting those plates with the sloping holes that fit under the rack mounts in the right place, without "a friend to help" that all Workshop Manuals assume you have. Must get one for my tool box.

The vet gave Eric a new MOT.

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... HERALD 1200 GUIDE ...

PART 1C MK1 & MK11 VALANCE PANELS

The rear valances and side valances are identical on MK1 and MKII cars but the front valances differ. MK1 cars have identical front valances to 948 cars, these valances lack an air inlet and the number plate is mounted on two brackets which are spot-welded to the valance (Fig. 1). MKII vehicles have an inlet above the number-plate, which is attached directly to a moulding on the valance (Fig. 2). Valances can be inter-changed between MK1 and MKII cars.

The engine side valances also differ between MK1 and MKII cars. The MK II engine valance is modified to allow it to fit around the engine mounting bracket on the MKII front suspension subframe. A MKII valance can be fitted to a MK1 car without modification but not vice versa. The part numbers for the engine side valances are as follows:-

BRAKING SYSTEM

		<u>MK1</u>	<u>MK11</u>
Drums	RH	803758	902155
	LH	803757	903154
Discs	RH	806498	903155
	LH	806497	903154



Fig. 1

HERALD 1200
MK1
Front Valance

Fig. 2

HERALD 1200
MK11
Front Valance



Note:

air vent above
number plate

**PRODUCTION DETAILS
MK1 1200's**

I do not have any factory records for MK1 1200 production by body type. I have attempted to estimate production from body number/commission number correlations. The

results are presented in Table 2. Commission numbers run from GA1 -to GA80,000 -; I do not know if all of these numbers were used. My calculations indicate that at least 77,100 were used, but until I have more body numbers, I cannot be sure how accurate this figure is.

TABLE 1 TSSC REGISTER - HERALD 1200's (1.1.1986)

	TOTAL	MK1	MK11
Saloon	460	48	412
Convertible	292	16	276
Estate	71	2	69
Coupe	39	19	20
Van	19	9	10
TOTALS	881	94	787

**REGISTER DETAILS
MK1 AND MK11 CARS**

MK1 vehicles were only in production until June/July 1962 and are, therefore, relatively scarce. The numbers of MK1 and MK11 cars on the TSSC Register are shown in Table 1.

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TABLE 2
ESTIMATED 1200 MK1 PRODUCTION

	TOTAL 1200 PRODUCTION	ESTIMATED MK1 PRODUCTION	CORRECTED MK1 PRODUCTION (b)
Saloon	201,142	53,500	55,600
Convertible	43,292	9,300	9,600
Estate	39,819	7,500	7,800
Coupe	5,319	3,300	3,400
Van	(6000) (a)	3,500	3,600
TOTAL	295,572	77,100	80,000

(a) Estimated Van Production

(b) Corrected to assume 80,000 MK1's produced in total

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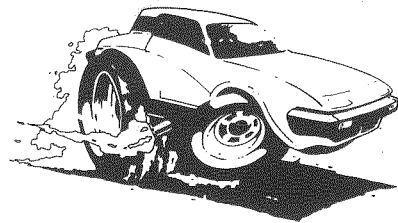
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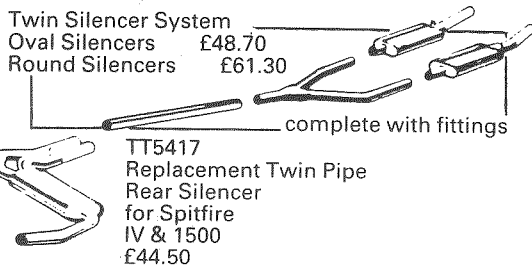
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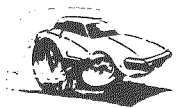


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SPITFIRE REGISTER



There is a awful lot of rubbish spoken and written about the suspension on club cars, most of it stemming from people having a limited knowledge of suspension theory. This month and next month I will try to give some basic explanations of suspension alterations and the effects that they will have on handling/roadholding.

Handling characteristics are described using the terms 'understeer' and 'oversteer'. Understeer is the tendency for the vehicle to go straight on when the front wheels are turned towards lock. The ultimate version of this is when you are unfortunate enough to be on ice when you try to turn, but this is an extreme example and understeer is usually noticed as a tendency to drift towards the outside of a corner as you travel around it. The six-cylinder club cars have a greater tendency towards understeer than the four-cylinder cars, because of the increased weight of the engine wanting to go straight ahead.

Oversteer is the tendency, at the extreme, for the car to spin when turning corners, that is, for the back end of the car to slide out towards the outside of the corner. The plain swing-axle rear suspension of some of the club cars is infamous for its 'lift-off oversteer'.

Modifications to either front or rear suspension can affect the amount of under or over-steer. Modifications that will give more under-steer are:-

1. Stiffen front springs.
2. Fitting a thicker front anti-roll bar.
3. Raising the front suspension (increasing the camber).
4. Increasing rear tyre pressures above recommended figures.
5. Decreasing front tyre pressures (must equal at least recommended figures).

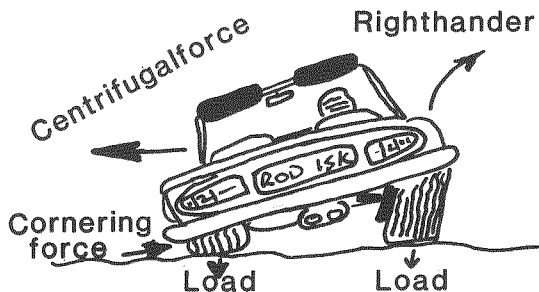
Modifications that will give more over-steer are:-

1. Stiffen rear spring.
2. Reducing diameter of front anti-roll bar.
3. Fitting a rear anti-roll bar.
4. Lower front suspension (causing premature contact of bump stops).
5. Increased front tyre pressures.
6. Decreased rear tyre pressures.

LIFT OFF OVERSTEER

When cornering, as the body is thrown out by centrifugal force, it is the outside wheel which is highly loaded and generates most of the cornering grip. As well as this downward force on the wheel, there is a sideways force on the wheel, opposing the centrifugal force of cornering, pushing towards the centre of the rear axle.

Fig. 1



Ok so far?

Well this all works fine up to a point. While you still have your right foot on the accelerator the rear end of the car remains loaded. If you lift off the accelerator or, even worse, brake, then the loading on the rear wheels is greatly reduced. Why? Think of doing an emergency stop and the way your nose squashes against the windscreen - everything is thrown forward. In fact, the whole car is thrown forward and if tyre grip and brakes were good enough, the rear wheels would lift off the ground.

Add the forward weight transfer to the earlier diagram and you have the answer to the handling problem. Once the load on the outside wheel is reduced, it can no longer resist the sideways forces upon it and the back of the car jacks up and out around the swing-axle (see picture at the top of page 59 in the Brooklands Spitfire '62 - '80 book).

You are now trying to corner on the sidewall of the tyre, which offers very little grip and so the back end of the car flies outwards as the centrifugal force wins. You end up in the hedge/ditch/bus/river* (*delete as appropriate).

This oversteer is most prevalent on the MK1 - 3 Spitfires, the later cars having a modified rear end which I will describe next month. I will also describe the various modifications that can be made to the earlier cars. The most important thing to do is to set the car up for a corner before you reach it and stay on the accelerator and off the brake. Keep doing this until next month, when I'll tell you how to modify your car to overcome the likelihood of landing in the ditch!

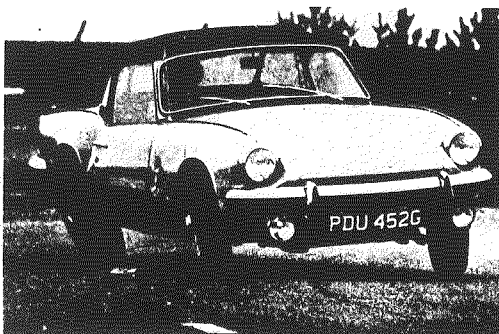
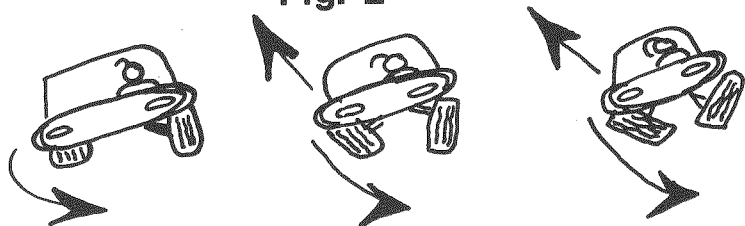
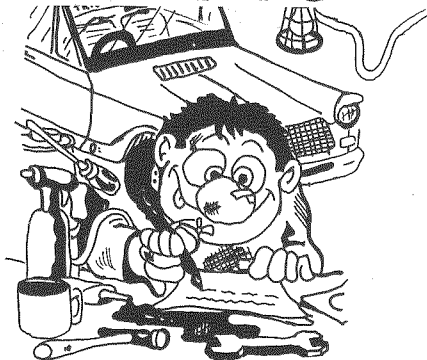


Fig. 2



PEN TO



PAPER

I write with regard to the "Cop Shop" featured in the January Courier. The standard advice handed out regarding "prevention of theft" does not necessarily apply to many of our club cars. I refer to the soft-top ones.

With a soft-top I would say it is wrong to lock the doors. Anyone wanting to enter the car can merely slit the hood with a pocket knife - then you need a new hood as well as another present for Auntie Nellie (which shouldn't have been left on the passenger seat).

Likewise there is no point in locking the doors when the top is down or the tonneau is on. To compensate for the lack of locked doors, I use a Krook lock on the steering wheel (I should really have a more sophisticated alarm system).

The biggest concern I have is theft of the Road Tax Disc and holder from the windscreen when one leaves the top down. Apart from crude 3/8" bolt on motorbike or lorry type, there appears to be nothing available apart from the rip-it-off quick plastic ones. I asked our local police for guidance and was almost told I shouldn't drive a soft-top at all! This is a rural area and the motoring shops have nothing to offer.

Is theft of discs a problem from soft-tops? Is there a secure licence holder on sale? Could the club consider selling it?

I think a bit of advice in The Courier could be useful to members (technically I believe one should not drive the car at all without the tax disc!).

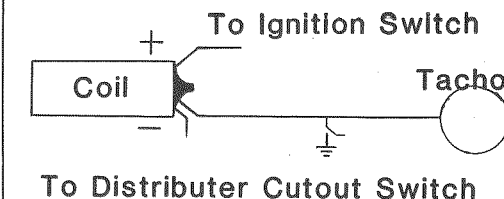
DAVID DEW - KINGS LYNN

My reason for writing is on the subject of theft-proofing. As we all know, Spitfires are not the most difficult cars to break into, even with the hard top on. I have just recently fitted an ignition cut-out switch, the wiring of which Courier readers may find of interest. It is probably a very well-known method, but I had never heard of it until recently, so the chances are others may not have either.

All this it involves is a simple earthing out of the coil. This has the advantage that if a thief does have a key, then the starter motor will run and ignition lights come on but there is no way the car will start.

What is done is to run a wire from CB or -ve side of the coil to earth with a switch in between, which has been suitably hidden behind the dash somewhere.

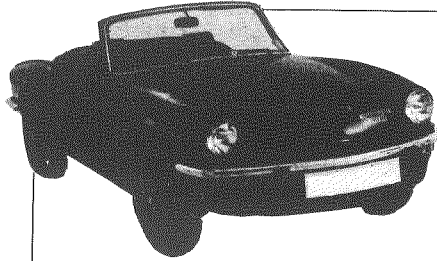
On my own car there is an electrical tachometer whose wire comes from the coil and I have used this wire to fit the cut-out.



(for cars with negative earth)

The above has the advantage of being unobtrusive. All the wiring necessary is inside the car, and I have cut the tacho wire in the wiring loom and joined one cut-out wire there. After retaping the wiring loom, everything is well hidden again. Hiding the extra wire from the coil would obviously be more difficult on cars with a cable driven tacho. I don't imagine this would deter an expert car thief for long but at least it should stop the joy-riders and it is very simple to do, and there is no cutting off essential wires.

IAN JOHNSTONE - NORTH YORKS



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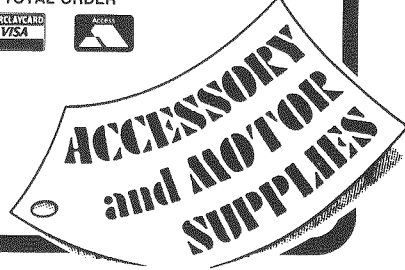
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RE: GREEN CARD INSURANCE

As an insurance broker, I receive many enquiries about 'Green Cards' - mainly "What's the point?" and "What are they?".

For those of you who have never travelled abroad in your car, there is an extension to your U.K. policy which you can take out - called a Green Card.

In simple terms, your U.K. policy must by law cover you in the event of death or bodily injury to a third party. Under European agreement, this cover is automatically extended to cover E.E.C. countries if you travel abroad.

However, this cover is limited in that it only covers the minimum legal requirement of a country - in the U.K. it's called R.T.A., which is Road Traffic Act - often spoken of in "Cop Shop" (i.e. hitting French Rolls Royces) in the majority of cases and a fat cheque book is the order of the day if you damage someone elses property abroad whilst driving under R.T.A. cover.

A "Green Card" gives you the full policy cover which you have in the U.K. whilst driving abroad, i.e. if you have third party cover in the U.K. you have third

party cover abroad whilst on Green Card cover (third party being minimum legal cover plus damage you do to other people's property).

This in very basic terms explains a "Green Card" and should not be taken as a "Layman's complete guide" to motor insurance abroad.

With the Summer approaching in the hopefully not too distant future, I hope that this is of some assistance. If desired, I can elaborate further in the future.

It also helps, when confronted by a Gendarme, to show him a Green Card as you may experience some difficulty in convincing him that the battered cover note in your pocket is in fact real insurance (incidentally, they are green in colour).

As a bye-the-bye, I would like to say that the TSSC insurance scheme seems very good in cover from a professional point of view and it is unlikely you will do better by phoning the local brokers, so don't waste your telephone money!

SIMON CUTMORE - HAYES, MIDDX.

HERALD/VITESSE HARDTOP REVISITED

Vicki Hallam – Bromsgrove

Up to recently Herald/Vitesse hardtops have been few and far between and now the colder parts of the year have arrived, more and more requests for these items seem to be in the small advertisements.

Although pricey, the hardtop has been put into production again, slightly modified by Honeybourne Mouldings a fibreglass specialist in Alcester, Warwickshire.

We won two Vitesse convertibles and the one is in constant use so the thought of the warmth was appealing. A 'phone call to the proprietor, Chris Partridge, for more detailed information ended up in us borrowing one of his hardtops for a genuine good ol' unbiased road-test which we feel may be very informative to the inquisitive club car owner.

The hardtop is black with a vinyl grain-ed external appearance, (which is all that is available) with chrome rear window trim. A spray-on black fleck lining and interior light finished off the interior very well.

The 'work horse' was first to have the luxury lid 'treatment'. By simply folding down the hood we decided to fit the stowage cover but had to leave the outside side studs unfastened. The top was placed on loosely and 'J' bolts passed under the screen clamp units and simply through the hardtop bracket tightened down by a nut. A similar pair of bolts are behind the door posts and hooks under the hood frame. Very simple, secure and neat.

First problem was the driver's door window catching the outer alloy gutter (a problem with this type of car because of the variations in body dimensions from car to car). This, however, is overcome by the fact that 'Honeybourne' make the rear deck edge a little on the large side, so with a bit of trimming, the hardtop will tailor-fit the club car, (a service free-of-charge to those who collect from the factory - I personally recommend this service because they are more aware and skilled at these adjustments and mostly it could be a very expensive mistake if the wrong bit is trimmed off. Incidentally, they are open

Saturdays and Sunday morning and also on weekday evenings).

The hardtop in this case was re-clamped to the best position for fit as we were only borrowing it. The passenger's door incidentally fitted perfectly).

A few rattles were in evidence but after a few miles these disappeared together with a few draughts! The four nuts were re-tightened down a few more turns to complete the fitting.

The first noticeable difference was the heat! The heater was turned off after a short while and the car retained its heat for a long time before a couple of minutes heat injection was required.

The car became really quiet inside and certainly cures those dreaded rattly door windows. A traditional rubber door trim is fitted around the window and is supplied longer than required to turn under the header rail and 'B' post trim. With the stowage cover in place the inside looks very smart, although if you have a spare one use that with the studs painted black as the silver ones reflect on the rear window in the rear-view mirror. Visibility from the mirror was not affected but due to the lack of side windows, the reversing art was made a little more difficult than usual. I asked about the possibility of the side windows but Chris explained that the lines of the hardtop would make the side windows look out of place.

From the outside, the car looks more like its coupe relative but still retains its good appearance. Many people commented on its new looks!

At speed the car behaved as normal with only a minor hiss from the wind. The car did in fact do an extra bit to the gallon but we Vitesse owners don't worry about things like that do we?!!

Headroom was lost in the back, reducing the rear seat into a 'kiddy' seat or one small adult which in fact brought it into line with the coupe.

I felt that the top could do with a rear fastening as the rear end lifts up to let



excess air out when closing/slaming doors shut (this proves its air-tightness) so Honeybourne are looking into a rear fastener - probably optional so to cut the cost for those on a budget.

The inner lining which is like a velvet finish on the last laminate layer, tended to dust off for a few days, which did make me sneeze a fair bit but a heavy vacuuming and brushing soon put an end to this - something Honeybourne will pay more attention to.

On removal the rear edge rubber left a black mark on the rear deck but a quick polish/'T' cut removes all traces of this (I

must get around to doing the whole car soon!).

The hardtop was transferred to the other Vitesse and secured down in less than five minutes, this time an absolute perfect fit with no adjustments to be made.

A different car but the test results were identical which brought me to my conclusions that although a large hole is left in the pocket, the winter benefits are very favourable and with the easy removal/refitment, you can still enjoy a winters day topless! But I do stongly advise the factory fitting.

P.S. Oh by the way, I am buying one!



INTERNATIONAL

60 AREAS THROUGHOUT THE U.K.

ANGLIA - JONATHAN BALL:

Firstly, my apologies for no report last month. This was due to circumstances beyond my control.

FORTHCOMING EVENTS:

February 6th - monthly meeting.

February 7 - exact date to be arranged: Video Open Day, where we shall be showing rare films of Triumph cars in action.

March 22nd - Visit to Beaulieu Museum with Peterborough Area. The coach will leave Peterborough at 8am and will call at St. Neots at 8.30am to pick up the Anglia Area members. Cost will be £6.50 each (payable in advance).

April 7th - Visit to RAF Wittering with Peterborough Area. Meet at Yaxley at 6.30pm or leave from Coach & Horses at 5.45pm PROMPT.

July 19th - Our main event. THE ANGLIA AREA BARBECUE.

May I remind the Anglia Area committee members to meet at the Coach & Horses at 7pm on February 6th.

AVON - JOHN LIPPIATT:

Apologies to all for the lack of reports recently but we appear to keep missing the press date. Meetings continue to be well attended, despite the dismal weather, with 20 turning up for the last Filton meeting. June Hyam has devised a quiz to test your Sports Six knowledge, which will be run on Wednesday, February 19th at Keynsham, so come along and have a go.

March approaches and with it our participation in the Bristol Classic Car Show. By the time you read this we should have our ideas for the stand finalised and everybody will be busy arranging things. Anyone interested in helping in any way will be warmly welcomed and should contact me now.

Dates for your new diaries:

February 3rd - monthly meeting at The Travellers Rest, Filton.

March 3rd - Meeting as above.

February 19th - Monthly meeting (plus June's quiz in February), The Talbot, Keynsham.

March 19th - Meeting as above.

March 22nd & 23rd - Bristol Classic Car Show, The Exhibition Centre, Bristol.

CLEVELAND - KATHY SLEIGHTHOLME:

Christmas was celebrated here in Cleveland with an evening meal at the New Tavern in Stokesley. This was an excellent occasion, enlivened greatly by balloons, party poppers and crackers.

Unfortunately, none of our Area could attend the York TSSC Christmas meal due to the inclement weather but a few of us managed a trip to the Newcastle event. This was another success!

Our next TSSC Cleveland meeting will be on Wednesday February 26th.

CORNWALL - DAVE BUXTON:

As 1986 begins, we can get back to normal for a couple of months before the summer madness is upon us again.

Christmas saw us enjoy Roy and Sheila Simmonds' hospitality once again for the Sunday Lunch before the holiday. It was very pleasing to see so many people make the effort to attend. We are all sorry that Jim Donnelly is still suffering from his illness and couldn't be with us. All those who know him wish you a speedy recovery.

DEVON - GARETH BEECHING:

I would like to emphasise details of our two local meetings each month:

i) Second Sunday of each month - 8pm meeting at The Ley Arms, Kenn, Nr. Exeter.

ii) Last Sunday of each month - 8pm meeting at The Dart Bridge Inn, Buckfastleigh (just off A38).

In addition to our regular monthly meetings, the following important items should be noted:-

Sunday 23rd February - monthly meeting at the Dart Bridge Inn will feature our main event - the Annual Quiz Championship, starting at 8.30pm sharp.

Tuesday 11th March - Spares Auction at 'Neathwood', Christow. Commencing at 7.30pm. Usually there are some very good buys (small commission to Area Funds).

Sunday 20th April - Treasure Hunt/Barbecue 2pm start from the Dart Bridge Inn. Spend the early afternoon driving around the countryside and the evening cooking your burgers (or kicking them!).

Monday 5th May - Skittles Match vs Stag OC/TR Register. Time and venue TBA.

Sunday 22nd June - Plympton Rallye (formerly at Cornwood) Devon Area participation being organised by Steven Ash (Plymouth 43948).

Sunday 6th July - Treasure Hunt Championship. Round 2 starting at 2pm from Dart Bridge Inn but going in a totally different direction.

EAST BERKS - JOHN REED:

Sad to say our Xmas Party in December ran close to disaster. Organised expertly but a let down in attendance. Future parties are not planned unless a change in response is seen. Future events planned are:-

February 14th - Skittles Match. E. Berks Area vs Theale Green School. Venue: The Red Lion, Theale. Buffer etc at £2.50 per head.

February 28th - Morgan Factory Visit. Cheltenham. A small group of 12 members will start from Uncle Tom's Cabin at 10am. Evening meeting with the Hereford/Gloucester Area is also planned. Regret no vacancies available.

March 22nd - Bowling Match with Thames Area - details to follow.

April 27th - Treasure Hunt - details to follow.

Please note that from the beginning of April, Reading meetings at The Sun will be on the last Monday of the month. Cookham Dean meetings will continue at Uncle Toms Cabin on the second Wednesday every month. SUPPORT YOUR AREA PLEASE!

Congratulations to Tim Haynes and Anne Fenton, two committee members of the E. Berks Area, who had a TSSC wedding in August 1985. Wishing you all the best.



GLOUCESTER/HEREFORD - JUSTIN BARWICK:

It is nice to be able to report that the Gloucester/Hereford Area is still going strong.

It is obviously quite difficult keeping an Area going when most members have to travel well over 10 miles to get to the meeting (some regulars travel over 30), but the pub we use for our meetings is first-class (see the Good Pub Guide!), with excellent food and Ale. The Landlord is a racing driver and takes a personal interest in the club. Two months ago we had a video film show, which I will do again soon, showing the MOTOR 100 film, where Noel Edmonds looks at Carole Judge's Herald 948, our local celebrity car!

Finally, I would like to thank John Reece for his dedication and support

through 1985. For any new members, the pub we meet at is just outside Ross-on-Wye on the A49, turn off towards Hoarwithy and Sellack, then after 2 miles it is on the left.

HANTS & SURREY - SUE BAYLISS:

Our numbers have been rather depleted at recent meetings but we hope that this will change in 1986. We know there must be lots more members in this area - so come and join us - we're quite friendly!

We meet at The Royal Oak in Pirbright on the second Wednesday of each month from about 8.30pm.

ESSEX - PAUL HARRIS:

As I announced at the Christmas dinner and disco, I will be standing down as A.O. and Steve Jarzyn will be taking over. Many of you will already know Steve by his red convertible GT6. Good luck Steve.

I would also like to thank you, the members, for your support through 1985. As always, new faces are always welcome.

I know that there are many local events planned for this season which Steve will be relaying to you via this space.

Wishing you all the very best for 1986.

GATWICK - PAUL VARE:

We'll be looking forward to Spring now and the promise of better motoring weather ahead. Sorry my January report did not make print but the Christmas rush caught up with me.

Firstly, and most importantly in this report are details of our new meeting place, so make a note of the name and location in your diary: Venue - The Fox Revived public house at Norwood Hill near Hookwood. Directions: if travelling north on the A217, fork left opposite the Black Horse pub (where we used to meet), then take the first turn on the left. Carry straight on to the next crossroads, where you will see The Fox Revived nearly opposite.

Our meetings are still on the first and third Monday and the first meeting to be held at the new venue will be on February 17th, until then we will be at The Black Horse on 3rd February. I'm sure all members will appreciate the warm and friendly atmosphere of The Fox Revived.

At the 6th January meeting, the 8 members present liked the idea of an all night Treasure Hunt, as proposed in the January Courier by Nick Lord of the Thames Area. So let us know how you get on with this project Nick. Also it was good to see two new members, Andy and Andrew turn up.

A social meeting with other Areas is being planned for 16th March by Chris, our Organiser. This will involve meeting at a place with a large sized car park (yet to be decided) for a chat and a chance to view the other cars. Look out for the exact details of this outing in the March Courier.

Mark Thomas and myself recently went over to the Sussex Area meeting at Scaynes Hill, organised by Peter Stuart and were very encouraged by the number of people there. If any Sussex members are reading this report, come over to a meeting at our new venue - you'll be very welcome.

HASTINGS - ADRIAN THOMPSON:

As our meeting falls too close to the deadline date this month and the Xmas post beat me last time, I thought I would just give the dates of the meetings for February: Monday 10th and Sunday 23rd, evening and lunchtime respectively. And quickly say that the meeting dates are incorrect in the back cover - it should read the second Monday and the fourth Monday, although this second meeting in the month has been put back to the Sunday before the winter. Oh yes, does anybody want to buy a

5/6 restored Spitfire MKIII - ring me for details.

Good luck to the new S.E. Kent Area. It's nice to know that the S.E. might be finally well served with Areas!

N HERTS/S BEDS - STEVE BEDFORD:

Because of the Christmas post and the early closing date for The Courier, I missed deadline for the magazine so there was no Area News from me last month. I would like to thank Dave and Valery Young for their very interesting talk in December on TSSC hillclimbing and sprints. I'm sure there must have been some people who were tempted to take up the sport if only in the unmodified class. I wish Dave the best of luck in the coming season. Our Area Christmas buffet and disco was a success. It's a shame that with all our events that the majority of the tickets are sold during the last week. This makes planning very difficult. Apart from this, the 42 who attended enjoyed themselves, which is satisfying when the committee did so much work for this event. My thanks to everyone for their help.

The ten pin bowling at Stevenage turned out to be a good evening. When we challenge other clubs we will definitely have to make sure that Cheryl Antolic is available as she put the rest of us to shame with her very high score. Also I hope people enjoyed the talk at our January Whitwell meeting and have the chance to travel on the prototype trains when they are delivered. We are currently trying to arrange other technical talks and visits and will soon be able to publish this year's calendar.

I would like to wish Bob and Sue Prebble all the best with the forthcoming addition to the family. Bob is a very active committee member and we all wish him well with his new duties.

FORTHCOMING EVENTS:

Wednesday 5th February - meeting at The Eagle and Child, Whitwell.

Tuesday 18th February - meeting at The Bird In Hand, Henlow.

Monday 24 February - ten pin bowling with Triumph 2000/2500 Register at the King Harry, Hemel Hempstead at 9pm.

SOUTH HERTS - JEFF MOORE:

I hope you all had a Happy Christmas and the New Year will be a good one! Sorry I couldn't make the last club meeting of the old year but I had a prior commitment to get plastered at someone else's expense (my wife's company's Xmas Do). Still congrats. to Richard Dakin as the winner of the Darts Knock-Out competition. By the time you read this, we should have had our dinner and dance at Batchwood Hall on 11th January. Also we might have recovered from Peter Durman's second Bar-Stool Rally (club night 15th January).

At our next club night (Wednesday 19th February) you will be able to see me making a fool of myself by giving a talk on 'general technical topics', including question time. March club night will see a film and a talks from the Ins. of Advanced Motorists (it should be good). Remember - 19th March 8.30 SHARP.

HULL - GORDON CURTIS:

First of all, we would like to wish all the members a 'Happy New Year'.

The last two meetings have gone from strength-to-strength with quite a few new faces turning up. Decembers meeting had a good turnout of 14, making it the best meeting so far. We were pleased to welcome Tony Shener from Louth, who had a little trouble travelling to the meeting

but, with the help of a fuse, his return journey was easier.

January's meeting was a quiet one with 8 people attending - possibly due to the cold weather! So get those Triumphs out of wrappers and we'll see you on the second Thursday in February.

IPSWICH - BRIAN BROWNLEE-PINKERTON:

After much pre-Christmas discussion, it has been decided that it is time we made ourselves known to all Triumph enthusiasts. Having met regularly for several years, we have grown steadily and even in the cold of January, have a good turn-out of at least nine cars at each meet.

Meetings normally take place every second Wednesday of each month at The Rushmere Falcon public house, just outside Ipswich at 7.30pm. From January '86 there will be a more formal administrative meeting at The Chequers Hotel near Ipswich railway station at 8pm. This will be held on the fourth Wednesday of each month.

EAST KENT - DAVE BRIDLE:

In the absence of last months news I shall wish everybody a Happy New Year. We managed to start the year off with a turnout of 20 people at the January meeting.

December proved a good end to the year with good attendances at both the December meeting and our Christmas meal - worth the £10 I believe.

Forthcoming events include: February 5th, monthly meeting at The George. February 19th bowling - meet at Bexley-heath Bowl at 8pm. March 17th (Monday) Ice Skating - meet at Gillingham rink at 8pm. April 20th (Sunday) Treasure Hunt - meet at The George at 2pm.

Elsewhere in this issue should be the events calendar for 1986. You will, of course, have noticed July 5th/6th is the East Kent National Event, to be held at Chatham Historic Dockyard. Guaranteed fun for all the family: Best Car, museum, gymkhana, steam train, trade stands, paddle steamer and lots, lots more.

W KENT/E SURREY - RICHARD & SUE FRANCIS:

Well, Happy New Year to everyone. The end of 1985 was celebrated in fine style with our Christmas party. It really was a fantastic evening and I am sure that everyone had a terrific time. Well done to all those of you who took the trouble to take part in the fancy dress competition which was about 85% and we must say that a lot of trouble was taken by you all - it really made the evening something special. Let's hope it is as successful this year!

Our first event of 1986 will take place on Tuesday 4th March (which is a regular meeting night). The Porsche Owners Club have challenged us to a darts match which, of course, we have taken up. Please come and support us at their meeting place in Wrotham, The Bull Inn. A convoy will leave from the lay-by opposite Klingers factory on the A20 Sidcup by-pass between Crittles Corner and Ruxley Roundabouts at 8pm. If you would rather meet us there and would like directions, or if you have any further queries, please call us on (0689) 36288.

Meetings in February will be the 4th and 18th at the Grasshopper Inn, Westerham.

LEICESTER - TONY MEE:

I hope you all had a good Christmas and to those of you I have not seen, I would like to wish you a Happy New Year. Those of you who went to the Xmas Party probably noticed that I was enjoying myself but I must of had the king of all hangersover the next day! The party was well attended with over 40 people there. It was nice to

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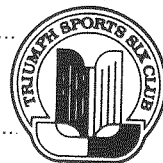
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TRIUMPH SPORTS SIX CLUB CLASSIFIED

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Collectors 1961 2-seater fixed head Herald Coupe: MOT October, Tax May. 2 yrs. old recon. engine. Superb solid chassis/body for year. Reg. 898 DRK. Valued at £300. Sensible offers for this rare, collectors piece. Contact: Frank, tel: Harrow (01) 863 1027 - 85/10065.

GT6 MKII 1969: MOT July '86, sunroof, O/D, Cosmics, radio. Some useful work done. 65,000 miles. £600 o.n.o. Contact: Dave, tel: Medway (nr. Rochester) 271654 - 85/12677.

Herald 13/60, 1970: taxed 30.4.86, MOT 29.10.86. Genuine 49,000 miles. Known history, full service, rear suspension o/haul, new exhaust system all in last 6 months. Good overall cond. £400 o.n.o. Contact: Mark, tel: Wisbech (0945) 587841 after 6pm - 77/00161.

Triumph Spitfire MKIII, 1967 Sports: hard and soft tops, 1296cc twin carb, newly re-sprayed red. V.g.c. Tax, MOT 6 months. £800 o.n.o. Contact: Chris, tel: Wil (01) 229 0571.

1969 Triumph Herald 13/60 drophead: believed under 50,000 miles but fastidiously restored and in super condition. British Racing Green. Must be seen to be appreciated. Offers invited. Contact: John Eastwood, 22 Park Road, Alrewas, Nr. Burton-on-Trent, Staffs Tel: (0283) 790442 - non-member.

GT6 MK1: registration number SAF 500G. Rough body but good engine. Needs work or for parts. Offers. Contact: Richard, tel: Ascot 23251 - non-member.

Triumph Herald: hard top coupe, Conifer Green, 'B' reg., 7 months MOT, Taxed. Good cond. for year. £650 o.n.o. Tel: Derby (0332) 663431 eves - non-member.

1973 GT6: excellent cond. through. Mileage 56,000. £2,000 o.n.o. Contact: Mr Forster, tel: Hitchin 731266 - N/A.

Vitesse 2L convertible 1968 MK1: one owner past 15 years. Genuine 75,000 miles, new clutch, new differential, UJ's, Hitachi carbs, Huntmaster seats. Mech. superb, body tatty. Recent hood. Servo fitted. Electronic ign. Second chassis. MOT'd. Drives superb. £600. Contact: P Dinnis, tel: W. Dulwich (01) 670 2455 - 77/00744.

Spitfire 1500, 1976: Cherry Red, new beige duck canvas hood Tax/MOT w/w tonneau and hood cover. O/D. 72,250 miles. £1,500. Contact: Denise, tel: Sandy (0767) 81528 eves - 85/11241.

Vitesse conv. 2L, 1968: taxed and MOT'd. Many new parts. Good cond. Land Rover forces sale. £850 o.n.o. Contact: Nidd, tel: Woking 67367 any time - 85/10918.

Herald fixed head coupe 1963: (650 BBY), white. No MOT. Needs to be restored to its former glory. Offers? Contact: Prangnell, tel: Brighton (0273) 558315 - 85/12571.

Bond Equipe, 1967: good overall cond. except for chassis. Mileage 55,131 genuine. Same lady driver 17 years. Regularly serviced. Contact: Townsend, tel: Denham (0895) 834243 - non-member.

Spitfire Six, 2500cc MKIV: Guards Red. Totally rebuilt. 185HP. Kenlowe. GT6 MKII suspension, triple Delortos, balanced, tubular exhaust, oil cooler, 1/glass bonnet, rear wings. P6's. Lowered Spax. O/D box. Cloth seats. Built for road/sprint. £1,650 o.n.o. Contact: Farmer, tel: Bourne End (0626) 853013 - N/A.

Spitfire 1500 soft top, 1981: Pageant Blue. 18,000. MOT/Tax April. £2,885. Contact: Smith, tel: Kingston (01) 549 0885 - non-member.

Triumph Vitesse 1600 conv. 1966: black/red stripe, red interior. V.g.c. throughout. Cassette player. MOT/taxed. Many spares. Contact: Johnathan, tel: SWI (01) 930 5637 - N/A.

Herald 1200 saloon, 1968: Maroon exterior, tan interior, 89,300 miles. MOT July '86. No tax. V. reliable bodywork. Needs minor attention. £200 o.n.o. Contact: Fiona or Chris, tel: High Wycombe (0494) 24053 eves - 85/11555.

Bond 2L FHC on 1966 Vitesse 1600 chassis: MOT 28.3.86, tax 31.5.86. New clutch. Student owner needs capital hence £350 o.n.o. Contact: J Hall, Falkner 24/5 L.U.T., Loughborough LE11 3HT - 85/12650.

True Triumph collectors Spitfire 4 for sale: this 1962 Spitfire is a must for real enthusiast body mechanics first class, O/D, soft/hard tops, tonneau, radio/cassette, reluctant sale. Good home please. £550. Contact: John, tel: Walsall 644391 - non-member.

1968 Herald 13/60 convertible: failed MOT due to chassis corrosion. Good mechanically. Recon. engine, 26,000 miles. Offers? Contact: Holmes, tel: Middlesex (01) 977 3937 - non-member.

Complete, original 12/50 saloon: blue, in splendid condition. 56,000. 1969 dotting first owner now retired to Spain. MOT Apr. '86. £560. Also good 13/60 saloon, 1967. MOT Oct '86. New bonnet. £440. Contact: Graham, tel: Bridport (029789) 609 - 85/11156.

Spitfire MKIII, 1970: new engine, g/box with O/D. Hard/soft top. Excellent chassis, good boots, body needs tidying. Contact: Percv tel: W. Drayton (0895) 440352 - N/A.

1963 12/50: mine from new. Stored last 7 yrs. in garage. Sound chassis and body. A lot of work done but needs finishing. £300. Contact: Phil, tel: Swindon (0793) 33810 - 85/11013.

Bond Equipe GT4S, 1967: red, one owner. Good working order. Ideal for enthusiasts. Low mileage. Taxed and insured. Only £350. Any test. Contact: Mr Chilton, tel: Croydon area (01) 777 7099 - non-member.

1965 Herald: 62,000 miles, good mechanics for spares or restoration. Offers? Contact: Hawke, tel: Bromley (01) 460 0517 - non-member.

Triumph Spitfire 1500, 1979: 53,000 miles, h/s tops, plus tonneau. Full Service History, new tyres, Flamenco Red. £1,500. Contact: Salford, tel: Stafford Area (0889) 881964 - 85/11649.

Herald Estate, 1969: long MOT, new tyres, battery; good body, mechanics reliable, intact; original cat with seeing. £375 n.o. Also Spitfire spares front/rear susp., trim, wiring. Contact: Ron, tel: Birmingham (021) 771 2844 - 85/12749.

GT6 MK1, 1968: MOT and tax to April '86; new clutch, gearbox, diff and shocks. Mech. reliable, bodywork needs attention. £650. Contact: Malcolm Kern, tel: Bourne End 26759 - non-member.

Dolomite Sprint: N reg., man. O/D, 12 months MOT, 6 months tax. New clutch, wheel bearing re-bushed suspension, 4 new GPS tyres white/black Sundym. Worth £350 - swap for early MKIII - must have O/D. Cash either way. Contact: Kevin, tel: Essex (0245) 35201 ext. 242 - 83/6420.

13/60 convertible, 1970: Sienna Brown/beige hood (new). Good tyres. MOT Oct. '86. At present in store for winter months. Good overall con. New clutch, exhaust. Needs minor attention to interior trim to make good. £600 o.n.o. Contact: Andy Topp, tel: (0963) 251189 after 6.30pm - 81/2872.

GT6 MKII, 1969: Green, MOT, no tax. Abandoned restoration project due to front end damage. £250 o.n.o. V. reluctant to break but will if enough enquiries are made. Contact: Fitzpatrick, tel: Huddersfield (0484) 516008 after 7.30pm - 84/8039.

Triumph Vitesse 1967 MKII 2L convertible: twin Strombergs, good cond., red, 2 owners from new. Ideal for renovation. Offer around £1,000. Contact: E Stevens, tel: Nottingham (0602) 816145 work or 215454 - non-member.

Spitfire MKIV, 1973: white, recon. engine plus many new parts. Nearly new canvas hood. Long MOT, taxed. £600 o.n.o. Contact: Aiden, tel: Burton-on-Trent (0283) 38587 - 85/11932.

Herald 12/50 saloon, 1965: full MOT, 5 months tax, sunroof, cassette player, 53,000 miles - genuine. Good runner, bodywork good; good base for restoration. House purchase forces sale. £350 o.n.o. Contact: Beevers, tel: Southend (0702) 332887 - 83/6775.

Spitfire 1500, 1979: blue, v.g.c., 59,700 miles, Tax/MOT Apr. '86, h/s tops, tonneau, O/D, garage maintenance record available. £1,950. Contact: Morris, tel: Royston 60793 - non-member.

1971 Vitesse MKII convertible: Damson, O/D, new hood last June, second owner, new MOT. Will be available starting March. £1,200. Contact: Murch, tel: Truro 573014 - 83/7010.

GT6 MKIII, 1972: red, ex cond., new tyres, exhaust. MOT, taxed. Extra room forces reluctant sale. £1,275 secures bargain. Contact: Hughes, tel: Shrewsbury (0743) 58915 - 85/12231.

Herald 13/60: 11 months MOT, recent new battery, carpets and 2 Michelin ZX's. Sound and reliable but bonnet edges tatty. Lady owner last 7 years. £250 o.n.o. Contact: Turner, tel: Colchester (0206) 866997 - 80/1509.

Vitesse 2L convertible, 1970 (H): black/silver stripe. White hood; tonneau, servo brakes. Eng. b/build '83; recon. g/box O/D '84. S/rack and respray '85. Very smart car. Good tyres etc. MOT June. £1,450 o.n.o. Tel: Hartley Wintney, Hants 2319



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Herald 1200 convertible, 1966: present owner 8 years, 3 from new. Genuine 80,000 miles, new MOT, v. reliable, must go to good home. £395. Contact: Andrew, tel: Portsmouth (0705) 377041 view N.W. London - 84/9494.

Spitfire MKIV, 1972: red, long tax and MOT, new clutch and pressure plate, new carpets etc. Body sound. £700 o.n.o. - price inc. spare engine and 3 wheels. Possible p/ex W.H.Y. Contact: Hill, tel: Scarborough 890833 - 85/12191.

Vitesse MKII convertible, 1970: Damson, full professional restoration during 1984. Superb condition throughout. Many spares and extras. Genuine reason for sale. £2,200 o.n.o. Contact: Howes, tel: Luton (0582) 423680 - 83/5277.

1970 Vitesse MKII convertible: white, tax, MOT. Good overall cond. £900 o.n.o. Contact: Anderson, tel: E14 (01) 265 1137 (work) or (01) 515 0789 (home) - 84/8307.

Herald 13/60: no MOT, solid underneath, seals, floors, chassis. Some small dents on body. Good project for enthusiasts. Drive away. £100. Contact: D Sharp, tel: SE3 (01) 534 1981 - 82/5004.

Vitesse six: C reg (first time round!). Basically sound body and chassis, mech. OK, but smokey engine. Still drives well. £150 to good home. Also lots of spares to build a good car. Contact: Martin, tel: NW4 (01) 203 1338 - 83/6227.

Triumph Vitesse 2.0 MKII: completely restored by professional company. No expense spared, possible concours winner with v. little work. Saloon body. All round superb cond. Photograph history. Cost. £4,000, club value £2,600. Absolute bargain £1,350. Contact: Terence, tel: Bedworth (0203) 490546 - 85/11691.

GT6 MKIII, 1973: French Blue, rebuilt engine, MOT. Contact: Mike Davis, tel: Sutton Coldfield (021 355) 2117 - 84/7672.

Triumph Herald 12/50, 1964: exceptional condition, one owner from new who maintained the car with loving care. MOT Jan '87; sunshine roof; mileage 65,560; Cactus Green/Conifer Green. £785. Contact: Wallace, tel: Holt 2532 - non-member.

Spitfire 1500: R reg; 46,000 miles; chassis treated; blue. Offers? Contact: Bill Swan, tel: Twickenham (01) 894 6974 - 84/9152.

Vitesse 6 1964: engine/chassis sound. Body-work good. New tyres, 8-spoke chrome wheels (and original wheels). ORIGINAL tools, showroom brochure and service vouchers for car. Resprayed red. Good home only please. £995 o.n.o. Contact: Williams, tel: Swanley (0322) 61269 - 84/7140.

Vitesse MKII saloon, 1969: long tax and MOT; ex-show car, blue. Many new or recon. parts inc. engine and g/box. Immaculate overall cond. Must sell this month, hence £850 o.n.o. Contact: R Beaton, tel: Plymouth (0752) 661863 - 85/10989.

Triumph Spitfire and GT6 for sale: Spitfire 1300cc, hard and soft tops, 6 months MOT. GT6 for renovation. £500 for both. May split. Contact: Wilkins, tel: Princes Risborough (08444) 7932 - 85/11678.

GT6 MKIII, 1971 (K): Red, O/D, excellent cond., family owned since 1979. Rebuilt 3 years ago. New parts inc. doors, sills etc. £1,595. Also Spitfire 1500 tonneau U/joint manual, £20. GT6 servo kit £15. Contact: Dave, tel: Nottingham 383831 - 84/8471.

Spitfire 1500 1979 (V): Inca Yellow. Lovely cond. 36,000 miles only. Hard/soft tops and tonneau. Years MOT, taxed 'til Oct. Burglar alarm and stereo fitted. £2,400 o.n.o. Contact: Peggy, tel: central London (01) 289 6985 - 85/11517.

MKIII Spitfire: v.g.c., GT6 front, alloys, roll bar, harnesses, Janspeed, spares, 11 months MOT, 5 months tax. £750. Contact: Andy, tel: Orpington 34957 - 85/10800.

Vitesse MKII, 1971: O/D, T&T, servo, electric washers etc. £500. Contact: Simon, tel: SW6 (01) 731 0905 - 83/5860.

Vitesse 2000 estate MK1: galvanized chassis, bodywork fair. Many recent parts inc. g/box (O/D), radiator, some running gear. Engine running but tired. Reg 100 BRX. Will deliver in S.E. Offers? Contact: Chesterfield 3130 (nr. Canterbury) - non-member.

Herald convertible 13/60, 1971: 46,000 miles, original equipment inc. tonneau cover and hood cover. One lady owner since new. Cond. concurs to AL. £1,500 o.n.o. Contact: Tedbury, tel: Sidmouth 4764 - non-member.

Triumph GT6 MKIII: L reg. Few new parts inc. cloth seats. In need of restoration. £200. Contact: Cook, tel: Crayford 528389 - N/A.

1968 Triumph Vitesse convertible 2L MK1: excellent condition. New clutch, hood, carpets. Good runner. Contact: Lines, tel: Lambourn 71744 - non-member.

Herald 13/60 convertible, 1970: brown, beige hood 6 months old. MOT Oct. '86. Good cond. New clutch, exhaust. Needs slight interior tidying. £600 o.n.o. Contact: Andy, tel: Dorset (0963) 251189 - eyes only - 31/2892.

GT6 MKIII, 1974: Mimosa Yellow. Recent body-off rebuild. Recon. engine. O/D g/box. Many new panels. Respray, new servo, carpets and chrome wheels. Fully Waxoyled and Hammerited. Full bills and photographs. £2,150. Contact: Shaw, tel: Bristol (0761) 412002 - 83/6239.

Spitfire MKIV: super condition for year. Recent clutch, g/box. Maintained by club mechanic. Lady owner. Financial disaster forces heartbreaking sale. £850. Consider swap for Herald convertible with cash adjustment. Must be mechanically and bodily sound. Contact: Denham, tel: (Exeter) Tedburn 696 - 84/8989.

Vitesse 2L, 1970: still very snappy. Good offers wanted. Contact: Painter, tel: Welwyn Garden City 326375 - non-member.

Bond Equpe 2L MK1, 1968: Chassis no BHC 8236E. MOT Sept. '86, Tax Mar. '86. One owner from new until last summer. Original and in daily use. Wire wheels. Usual corrosion on Triumph bits - 1/glass bits excellent. Mech. excellent but noise first gear. Originally cost £500 - sensible offers invited. Contact: Dermot Healy, tel: Lincs. (061 339) 5542 - non-member.

Triumph GT6 MK1, F reg: good runner, new clutch. recon. g/box, needs attention. £200 o.n.o. Contact: Buck, tel: Essex (0702) 557398 after 6.30pm - 85/11865.

Spitfire MK4, 1971 1300: professionally rebuilt body. New wings, sills, Gold Seal engine and g/box, new hood, taxed and tested. £700. Contact: Carter, tel: Brimscombe 883816 - 85/12022.

Herald 13/60 convertible: recently rebuilt red, Vitesse bonnet and bumpers; recon. engine. Years MOT. £800 o.n.o. Contact: Spurr, tel: Southampton 865811 - 85/12645.

Vitesse MKII convertible: 1971: O/D, one of the last with steering lock. All mechanics rebuilt. Resprayed, servo, hardtop. Must be seen. £1,150. Contact: Bob, tel: Orpington 30457 - 82/3741.

Herald gleaming white, 1966 1200 conv: totally converted to Vitesse MKII. O/D, Spax, wires, lowered suspension, full instrumentation, 6-branch, servo, Kenlowe. Only Stanpart panels used. Clutch. MOT and Tax. Agreed Value Insured. Real head-turner. £1,950. Contact: Mike, tel: Budleigh Salterton (03954) 2161 day time - 85/9675.

Spitfire MKIV, 1300 1974: good cond, s. top, new roll bar, alternator, 4 new tyres, MOT, tax, coil leads, battery etc. Recon engine July '85. Solid, reliable car. Over £1,200 spent, TSSC £1000, £850 o.n.o. Contact: Mark, tel: Amptill 405610 - 85/12545.

Spitfire-MKIII, 1969: Damson. One owner last 7 years. Includes brand new Leyland hood, steel hardtop, stereo, MOT and taxed. Good condition for year. £375. Contact: Pete Williams, tel: Northants (0327) 50581 ext. 4312 (office hours).

Triumph Spitfire IV: M reg., recon. engine June '84. New g/box/clutch Oct. '85. Hard and soft tops. Good condition. Purchase of house reason for sale. £795 o.n.o. Contact: Read, tel: Colchester (0206) 570634 - non-member.

Triumph Herald 12/50: February 1966, 74,000 miles, Dolphin Grey. Taxed until August, MOT. Sunroof, radio. Good cond. Full service history. Careful owner. £400. Contact: Tomsett, tel: Surrey (01) 393 8017 - 84/7582.

Herald 1200 saloons: F reg; MOT, new clutch, runs well, £200. E reg; low mileage, needs slave cylinder and tyre for MOT, £50. Both have good chassis and are too good to scrap. Contact: Andy, tel: Chelmsford (0245) 264021 (eves/w.ends) - N/A.

HERALD 13/60 saloon: 1970 recon. engine. Good body, chassis rusted. Spare running chassis needs some outriggers. Ideal rebuild project £150 the lot. Contact: David tel: Maidstone (0622 674412) Eves. - 80/1667.

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GT6 MKIII, 1973/4 with O/D wanted in need of restoration or repair. Cash waiting. Contact: Neil, tel: Peterborough 266960 - 85/12078.

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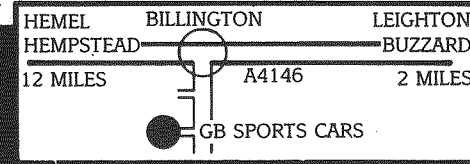
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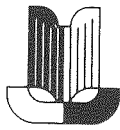
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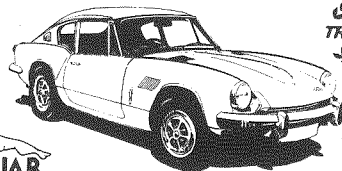
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PARTS

GT6 radiator, gearbox, MKIII 2L engine and gearbox - v.g.c., MKII r/super., MKI GT6 bonnet (v.g.). Also many other spares for all GT6 models. Contact: Andy, tel: (0963) 251189 after 6.30pm - 81/2892.

Convert your club car to wire wheels. 5 wire wheels, 4 hub adaptors, 4 spinners. All in good cond. Spinners re-chromed. Contact: John Sharples, tel: Blackburn (0254) 833091 - 81/4931.

Spitfire 1500 bonnet assy., buyers require attention but bonnet v.g. Wing collect. £45 o.n.o. Contact: P Brown, c/o Mr-Holmes, tel: Cradley Heath 67430 - 84/7948.

Spares or repair: Vitesse 2L MKII, whole £75. Bonnet £25, engine £15, completely rebuilt chassis £50, all other parts available. Contact: Mick, tel: W Yorks (0924) 828158 - 85/12953.

Herald 1200 engine and g/box £30, radiator £15, repairable bonnet £20, 8 wheels and tyres £20. All o.n.o. Contact: Meredith, tel: Chesterfield (0246) 30315 - 85/12979.

Spitfire IV breaking all parts available, excellent chassis £50, gearbox £35, diff £35, halfshafts hubs etc. £20, doors £35/£50, black reclining seats mint £70, B/L hard tops, many parts postal service available. Contact: Sharp, tel: Blackheath (01) 534 1981 - 82/5004.

MK1 Spitfire bonnet from 1962 car: in really excellent sound condition, £45. Also MKIII hardtop £40 o.n.o. Standard MKIV seats, pair £30 o.n.o. Contact: Mark, tel: Abingdon 22164 - 85/10153.

Spitfire 1500 3.63 differential useable unit with no excessive wear, £20. Contact: Rob, tel: Weedon (Northants) (0327) 41771 - 82/4872.

New BL front valance fits 948cc or 1200 12/50 Herald. No bumper channels fitted, £20. Contact: Phil, tel: Swindon (0793) 33810 - 85/11013.

Spitfire MKIV parts: engine, gearbox, diff., doors radiator, new battery, lens etc. Also Spitfire MKIII g/box, boot lid, bonnet. Many smaller parts available and some new. Contact: Jasper, 45 Admiralty Street, Stonehouse, Plymouth, tel: Ply. 27789/268130 (eves) - 85/9893.

New parts for all models: most mechanicals all gaskets, engine bearing sets, clutches, all gearbox parts, driveshafts, most MKII rear suspension parts inc. trunnion overhaul kits, all front suspension, most brake parts, all overhaul kits etc., electrics, exhausts, body, trim etc., etc. Send SAE for list, stating model to John Mann, 5 Nevis Close, Loundsley Green, Chesterfield, Derbyshire S40 4NS. Tel: Chesterfield 71036 - 81/1941.

Triumph Herald 1200cc used parts: engine, g/box, bonnet, bootlid, doors, windscreens front and rear, wheels, radiator, petrol tank etc. Contact: Rose, tel: Northampton (0604) 721422 - non-member.

Vitesse MK1 SAH extractor manifold, some new trim, Triumph letters x 2, saloon roof badge x 2. Offers? Contact: Steve, tel: Benfleet (03745) 52342 - 81/2657.

GT6 MKIII, Vit MKII spares, inc. SAH silencer, wheels, tyres, carbs, engine ancillaries, interior trim, chrome bits and much, much more. Prices cheaper than any other advert - need space! Contact: Dave, tel: Hitchin (0462) 711136 - 81/2505.

Spitfire MK4 steel front end: fair cond., £20. Steel hard top also fair cond., £35. Contact: Jack, tel: Tyneside (091) 4144659 - 85/10171.

Herald 13/60 and Vitesse spares: wide range of mainly secondhand but some new. Ring Alan, tel: Castleford 516912 after 5.30pm (W Yorks) - 85/11410.

Brand new Spit/GT6 spares: exhaust valves/inlet valves (Spit MKI/II), £15 set; brake calipers (late GT6 MKIII), £50 pair; brake drums (early Spit/Her) £15 pair; brake caliper (LH) (Spit/Her), £15; exhaust silencer (Spitfire IV/1500), £14; door handle (Spitfire MKI) £2.50; water valve (Spit), £4; grille (Spit MKI/II) £3; Grille (Spit MKIII/GT6 MKII) £6; overrider (L/H) (Spitfire MKIII/GT6 MKII) £5; tonneau covers (Spit MKI/II) available in black or white, £15 each; front wheel bearing set (GT6/Vit) £5; exhaust silencer (Vit MKII), £10; brake master cyl (GT6/Vit), £10. Plus many other band new spares for all models inc. a few secondhand items. Contact: M Anderson, tel: Medway (0634) 389589 - N/A.

MK1 2L rebuilt engine: new clutch and g/box, only 500 miles, with SAH exhaust and triple webers manifolds. Plus big valve head. Also suspension units (F&R), various wheels, trim and other parts. Contact: Martin, tel: NW4 (01) 203 1338 - 83/6227.

MKIV Spitfire parts for sale: all good cond. Bonnet £50; bodyshell £50, hardtop £40, soft top with frame £50, spoiler and valance £10; MK1 2L engine £25. Also MKIII rolling chassis with engine and g/box £60, radiators, pre-engaged starter, 1 1/2" and 1 1/4" SU carbs on manifolds, one 4 1/2" Dunlop rim, cylinder head. Contact: Husband, tel: Hanley Swan (Worcs) 310169 - 85/9840.

1966 Bond Equipe wire wheels - complete car. Triumph Herald 1200 also 13/60 and 2L Bond Equipe breaking for spares. Contact: Chic Doig, tel: Fife (0592) 206439.

5 wire wheels and adaptors, £70; Spitfire MKIII hardtop £50; v.g. bonnet £30. Also complete car for spares and good MKII hood and frame. Contact: Timothy, tel: Southwater 731668 or Henfield 493823 (Sussex) - 82/4496.

Spitfire parts: MKIV wheels (4), seats, plastic dash, number plate light, bonnet badge. 1500 tank sender and gauge. Plus heater matrix, sunvisors and some rear trim. Any reasonable offer accepted. Space needed for Herald rebuild! Contact: Willson, tel: Sidcup (01) 302 0059 - 84/7173.

Triumph Herald, Vitesse breaking for spares. Also Bond Equipe 1/glass. Plus Spitfire MK4 breaking. Contact: Kevin, tel: Colchester 323409 - 85/12446.

Vitesse and Herald breaking for spares. All parts available. Also Spitfire III steel hardtop. Contact: Max, tel: Eastleigh (0703) 619800 - 85/11663.

Spitfire MKIII: unfinished project. Corbeau rally seats (new), performance parts (mostly new), passenger door, chassis, bootlid, windscreen and frame (all in superb condition). Contact: Austen Miller, tel: Windsor 859558 - non-member.

SAH inlet manifold, weber, 40DCOE carb and air filter. Suitable Spit/Her 1147cc. £55. Contact: Dave, tel: Ilchester (0935) 841268 - 84/7492.

2500S estate - all parts: trim good, 4 Stag alloys c/w as new tyres, professionally rebuilt engine, O/D g/box, 2,000 miles. Needs sill for MOT. Ideal GT6 rebuild. £200 o.n.o. complete, will separate, prices negotiable. Contact: Jon Nichols, tel: WIG (01) 969 8403 - 85/10126.

Spitfire MKIV damaged bonnet. Good engine for renovation or parts. Contact: Andrew, tel: Poole (0202) 736147 - non-member.

Herald 948 coupe, Nov. 1959: chassis number around 2500. Breaking whole car. Very rotten but some good parts. Engine genuine 1966 Triumph replacement. All parts cheap. Also for sale many Herald 13/60 bits. Contact: Justin, tel: Ross-on-Wye (0989) 81506 - 83/5375.

Vitesse MKII convertible: immaculate prior to meeting brick wall. Good 2L engine, O/D box, prop, diff, complete black interior, dash, instruments. V.g.c. new hood, frame, R/H door. Contact: Richard, tel: Woking 21564/Chobham 8020 anytime - 84/9096.

Breaking '72 Spitfire MKIV: everything available inc. all mechanicals - e.g. perfect bonnet, no rust, £100; perfect doors, £30 each; engine, £100, can be heard running. Contact: S E Russell for details, tel: NW9 (01) 205 6297 or (0442) 43941 - 82/4538.

Spitfire 1500 twin carbs on manifold, £24 o.n.o. Contact: Keith Dixon, tel: Lincoln (0522) 730188 or write 45, Lancaster Drive, Scampton, Lincs LN1 2TG - 85/10880.

NEW PARTS: Herald Charcoal Grey tunnel carpet; GT6 occasional rear seat; 1200 door trim (driver's side) and rear side panel 805992 (black); 13/60 air filters; 2 pairs H/V sills; OSF, OS centre, NSR outriggers. 2ND HAND: 1600 Vitesse O/D g/box and prop, H/V convertible roll over bar (Alleybar padded); saloon windows; conv. hood frame; wood rim steering wheel, 948 chip basket; 13/60 saloon rear seat and side trims and much more. Contact: Kevin Atkinson, tel: Cheadle (061 437) 5776 - 82/3663.

Following new parts for Vitesse: N/S, O/S sills, 2 rear 1/2 valances, 2 rear boot outriggers. Cheap, offers? Also S/H early 2L engine: low mileage and various other parts. Contact: Alan Portway, tel: Orpington 324939 - 83/6820.

GT6 MKIII early and late type. Also MKIV Spitfire bearing for spares. Hardtop MKIV. 5 1/2" x 13, O/D box GT6, 2L eng. 3.89 diff, bootlid, seats, driveshafts, front suspension, MK1 GT6 bonnet. Many other club spares. Contact: Topp, tel: Dorset (0963) 251189 - 81/2892.

Breaking GT6 MKIII bonnet in first class condition, £250. Engine and carbs v.g.c., occasional rear seat, black v.g.c., £70. Many other parts. Contact: Stevart Crofts, tel: Kent area (0634) 683462 - 82/4937.

Original unused Her/Vit boot floor, incs. corners, £65. Herald 1200 front cross tube, £12. Original, unused Herald 1200-1 front bonnet complete set of panels, only needs assy., £200. Ideal for concours rebuild (will not split this set). Contact: Guyot, tel: SW19 (01) 947 7659 eves or (01) 733 5600 ext. 245 work - 81/2119.

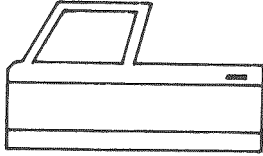
Vitesse bonnet £25, saloon roof with Weabasto £20, MKII chassis: outriggers removed £25. New H56 carbs with adaptors for GT6/Vitesse £85. 4 alloy wheels 5 1/2" with Radials £85. MK1 dashboard complete with clocks £20. Contact: Tony Farby, tel: Fareham (0705) 324065 - 77/00159.

Vitesse 2L MKII boot lid, new, unused, stripped for painting £20 o.n.o. Herald diff, excellent, £20 o.n.o. Twin SU carbs from 948 engine £12. Contact: Kim, tel: Oxford 66107 or Hook 2585 - 83/6422.

GT6 MKIII rolling chassis, O/D body shell: rear bumpers, doors, rough bonnet, tailgates, light assemblies, fuel tank, servo unit, lpr. Xpax, wiring loom, dashboards and instruments, Sundym windscreen, lpr. cloth seats. Spit IV rear wing. Many more inc. trim parts. Contact: Alistair, tel: Bodmin (0208) 4543 - 85/2327.

Spitfire 1500 66,000 miles front end and chassis damage: all parts or sell as job lot. Fair engine, £100, good O/D g/box, £75. Good trim and body. Contact: Pete Harrison, tel: Bristol (0272) 277731 ext. 203 days - 84/9418.

Bob Rowland



**Triumph Herald
and Vitesse Door Restorations**

**22 Gledwood Drive
Hayes, Middlesex UB4 0AQ
Tel. 01-561 0671**

Spit MKIV: diff, £35 o.n.o., front bumper (fair), £15, pair mud-flaps (unused), £4.50 (cost £6.50), Spit 1500 chassis - any reasonable offer. Spit III tonneau, £10 o.n.o. T. 2000 engine, £45 o.n.o. Contact: Jane Harland, tel: Macclesfield (0625) 72674 - non-member.

Spitfire MKIV parts: 4 original wheels with tyres, pair front springs, one g/box carpet (black). Tuning parts: pair 1 1/2" SU carbs on Spit 1500 inlet mani., extractor mani. (slightly distorted); rear anti-roll bar kit; 4 x DSII brake pads. Contact: Jeff, tel: Gravesend (0474) 66012 - 82/4867.

Spitfire MKIII for spares: would prefer to sell complete. Body floor rotten. Mechanics OK except for clutch. V.g. chassis. Excellent base for kit-car. £50 or swap 6-branch exhaust manifold. Contact: Simon, tel: Dorset (0305) 67973 or 771603 - 81/2203.

O/D gearboxes: Spitfire 1500 pt. no. UKC 5646R; GT6, also fit Vitesse, pt. no. UKC 1598R. Both genuine replacement units. £120 each. Also a few original water pumps - greasable type, £15 each. Contact: Anthony, tel: Guildford 892166 - 79/883.

GT6 MKIII spares: O/D g/box, £65, O/D prop., £10, radiator £20, diff, servo, disc brakes, carbs c/w manifold, fascia c/w clocks, O/S door, wheel centres, starter alternator. Many other parts all off car. Contact: Tony, tel: Southampton 3287 - 84/9518.

Herald Spares: 2 fuel tank sender units (ARA 997), £11.50; one N/S rear wing (908328) £62.50; one moulded section (721155) £5.50; one set brake shoes front Ferodo (F228G), £5.50; 2 sets brake shoes front Ferodo (F244G) £5.50; 2 sets brake shoes rear Ferodo (F250G), £5.50; 3 shock absorbers front (GSA265) £12 ea.; one speedo 1248 TPM, £16.50. Vitesse: 2 clutch covers 1600 (GCC136) £18 ea.; 3 sets brake shoes rear Ferodo (FG268G), £5.50 set. Spitfire: one MKI n/s hinge panel (807118) £24; one clutch plate IV and 1500 (218172), £10.75; one brake circuit actuator 1500 (TKC2710) £16.75. GT6: 2 rotoflex coupling kits (GCD301), £11.50 ea. Herald wing N/S/R, speedo, w pump, brake shoes, fuel tank sender. Spitfire MK1 'A' post. Vit GCD301, rotoflex, 1600 clutch cover, brake shoes. Contact: Roger Harnor & Sons, Lowestoft 740128 - non-member.

Herald 13/60 bonnet for sale £45 o.n.o., white. Also Sienna Brown saloon roof; 13/60 petrol tank, W/S, rear window and side windows. Many accessories e.g. wiper motor etc. and light lenses. Contact: O'Neill, tel: Luton 429217 - N/A.

Rebuilt GT6 MKIII bonnet, using new Leyland parts, excellent cond., £395; Spitfire IV/1500 rear wings £45 each; new GT6 MKIII tailgate £45; 5 wire wheels with wing nuts and adaptors, good condition £85. Contact: McKay, tel: nr. Evesham (0789) 772480 - 81/3004.

Spitfire MKIII O/D g/box (brand new BL recon), £90; hard top black vinyl excellent cond. £75; brand new brake discs (Stanpart) £10 each; whole car partly restored but braking if enough demand. Ring for part requests (wv good bonnet and boot re-skinned drivers door, new BL o/s wing etc). Vitesse hood and hood frame, brand new £60; optional extra BL fog lamps, pt. no. 516279, also fit Herald, £15 pair, air filters, £2 each. GT6 MKI and II short oil filters, £2 each. Contact: Adrian, tel: Hastings (04243) 5813 - N/A.

Spitfire MKIV (K) 1300 engine with carbs/manifolds, no flywheel. Ideal for recon. Pair good seats. Early GT6 MKIII non O/D prop. brake servo, rear hatch. Vitesse 1600 O/D g/box. Dolomite 1850 J-type O/D g/box. Also late GT6 MKIII (N) breaking: pair beige cloth seats, engine, O/D gearbox, propshaft and diff, suspension, clocks, some trim. Front smash - no bonnet/rad. Many good panels. Contact: Rory, tel: Malden (0621) 828287 eves. Light transport to Leicester - 83/6652.

Spitfire MKIV 1972: two seats, reasonable cond., air cleaner with filters, exhaust manifold and good silencer. Any offers considered. Contact: Horne, tel: Morpeth 512346 weekends only - 83/6930.

Spares ex 1968 Bond MK1: 2L engine complete with carbs and manifolds, £15; 3.89 diff complete with drive shafts and uprights, £20; 5 x 5 1/2" s/wheels (3 slotted, 2 plain), £10; chassis modified to suit Burlington SS special, Waxoil injected and Hammerited, £15; pair of fitch plates, £5; radiator £2. Contact: Graham White, tel: Yoxall (0543) 472383 after 4.30pm - 83/5236.

Wanted Vitesse 2L MKI/II good recon or low mileage engine. Good cash waiting for right engine. Contact: Alan, tel: Botley 87627 (nr. Southampton) - 85/1989.

Wanted GT6 MKIII Sundym door glass. Contact: Andy, tel: (0963) 251189 after 6.30 - 81/2892.

GT6 MKI rebuild requires front bumper, dash, woodwork, steering wheel, petrol cap, drivers/passengers doors (Spit. I/II or III will do) and any chrome or stainless steel trim. Must be new or in mint cond. Also GT6 MKI bonnet and grille or Spitfire MKI or II. New or mint cond. Contact: Dennis, tel: nr. Bromsgrove (0527) 77059 - 85/9801.

Vitesse MKII top of bonnet Vitesse badge, any condition. Good grill, good rear seat for convertible, trim surrounding top of rear seat. Also 175 Stromberg and manifold, extractor exhaust manifold, original tool kit and jack. Contact: Steve, tel: Benfleet (03745) 52342 - 81/2657.

Hard top for Spitfire MKIV 1500 black or any colour. Contact: Bannon, tel: Peterborough (0733) 40758 - 85/12952.

GT6 Spitfire spares wanted: pair of original BL front wings or complete bonnet to suit GT6 MKII or Spitfire MKIII wings only. May consider good secondhand items. Contact: Martin, tel: Swindon (0793) 825253 after 6pm - 85/10311.

Cheap Spitfire O/D gearbox, Spit/Vit O/D switch and cowl. Contact: Kevin Atkinson, tel: Cheadle (061 437) 5776 - 82/3663.

Wanted GT6 MKII diff, passenger door, seats. Contact: Kim, tel: Oxford 66107 or Hook 2585 - 83/6422.

German members! For German registration purposes I need a copy of a German Registration Form (KFZ-BRIEF) of Herald 13/60 convert. imported from UK TH.J.-MUHS Rebhalde 5, 7133 Maulbronn, TLF 07043/7774 - 85/12995.

Wanted Triumph Herald 13/60 bonnet. Contact: Wayne, tel: Notts (0602) 286186 - N/A.

Bonnet for GT6 MKI/II: any condition. Contact: Gerry, tel: Battersea (01) 223 4689 - 85/12291.

AREA DIRECTORY ... 1986

AREA	AREA ORGANISER(S)	TEL. NO.	VENUE	MEETING DAY
01	ANGLIA			
02	AVON	0223-248203	The Coach & Horses	1st Thursday
03	AYLESBURY VALE	0272-857594	Travellers Rest/The Talbot	1st Mon/3rd Wed
04	CORNWALL			
05	CORNWALL	0642-470860	The Ladle	1st Wednesday
06	COTSWOLD	0209-860950	The Farley Hotel	Last Thursday
07	CUMBRIA			
08	CUMBRIA	0468-71723	Ye Old Queens Head	1st Wednesday
09	DERBY JUNCTION 29	0623-284069	The Elm Tree	1st Wednesday
10	DEVON	0473-830437	Ley Inn Arms/Dart Bridge Inn	2nd Sun/Last Sun
11	DEVON	0626-890214	The Antelope	Last Wednesday
12	DORSET	0963-251189	The Sun/Uncle Tom's Cabin	1st Mon/2nd Wed
13	EAST BERKS	0494-353903	The White Bear	1st Sun. lunch
14	ESSEX	N/A	The Black Horse	1st & 3rd Monday
15	EAST LONDON	03727-27654	The Loughpool	2nd Tuesday
16	GATWICK			
17	GLOUCESTER/HEREFORD	04243-5813	The Wheatshaf	2nd & 3rd Monday
18	HANTS & SURREY	0923-23549	Eagle & Child/Bird in hand	1st Wed/3rd Tues
19	HASTINGS			
20	HERTS NORTH & S. BEDS	0469-73074	Darleys Hotel (front lounge)	2nd Thursday
21	SOUTH HERTS	0473-830437	The Rushmere Falcon	2nd Wednesday
22	HULL	0474-359974	The George	1st Wednesday
23	IPSWICH	0689-36288	The Grasshopper Inn	1st & 3rd Tuesday
24	EAST KENT	0353-869079	Bath Hotel/Gate Hangs Well	Last Thurs/2nd Sun
25	KENT WEST	01-986 3153	The George	1st & 3rd Thursday
26	LEICESTER	0625-871538	The Nag	3rd Thursday
27	CITY & EAST LONDON	0908-35023	The Carrington Arms	3rd Wednesday
28	MANCHESTER			
29	NEWTON KEYNES			
30	NEWPORT/READING/B-STOKE			
31	NORTHANTS			
32	NORTHANTS			
33	NORTH LONDON			
34	NORTH LONDON			
35	NORTH MIDLANDS			
36	NORTHERN IRELAND			
37	NOTTINGHAM			
38	OXFORD			
39	OXFORD			
40	PETERBOROUGH			
41	RIBBLE			
42	RUGBY			
43	SALISBURY			
44	SCOTLAND EAST			
45	SCOTLAND WEST			
46	SOMERSET			
47	SOUTHERN			
48	SUSSEX			
49	SUSSEX WEST			
50	THAMES			
51	TRENT			
52	WALES NORTH			
53	WALES SOUTH			
54	WESSEX			
55	WEST MIDDLESEX			
56	WEST MIDLANDS			
57	WOLVERHAMPTON			
58	WORCESTER			
59	WORCESTER			
60	YORKS NORTH			
61	YORKS NORTH			
62	YORKS SOUTH			
63	YORKS SOUTH			
64	YORKS WEST			