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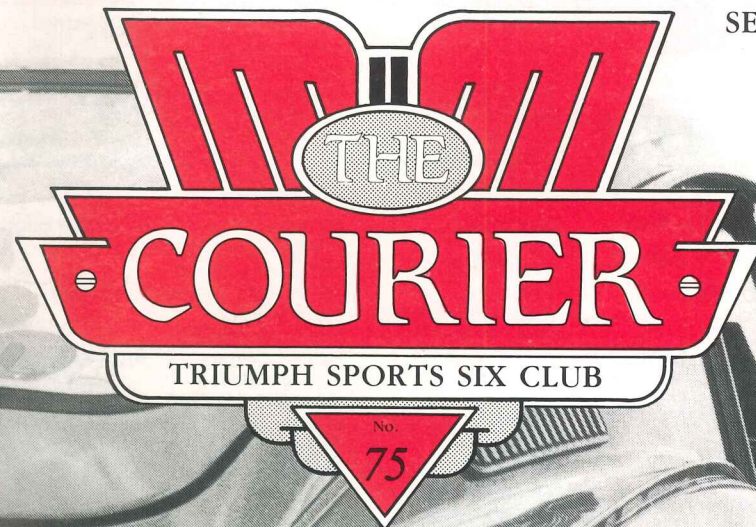
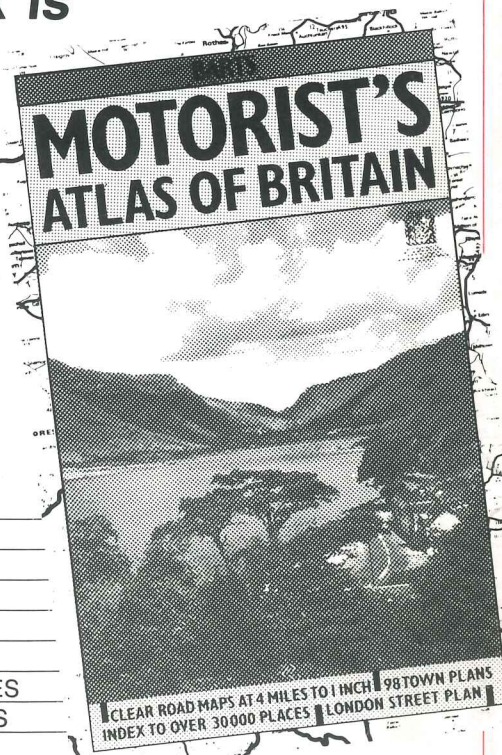
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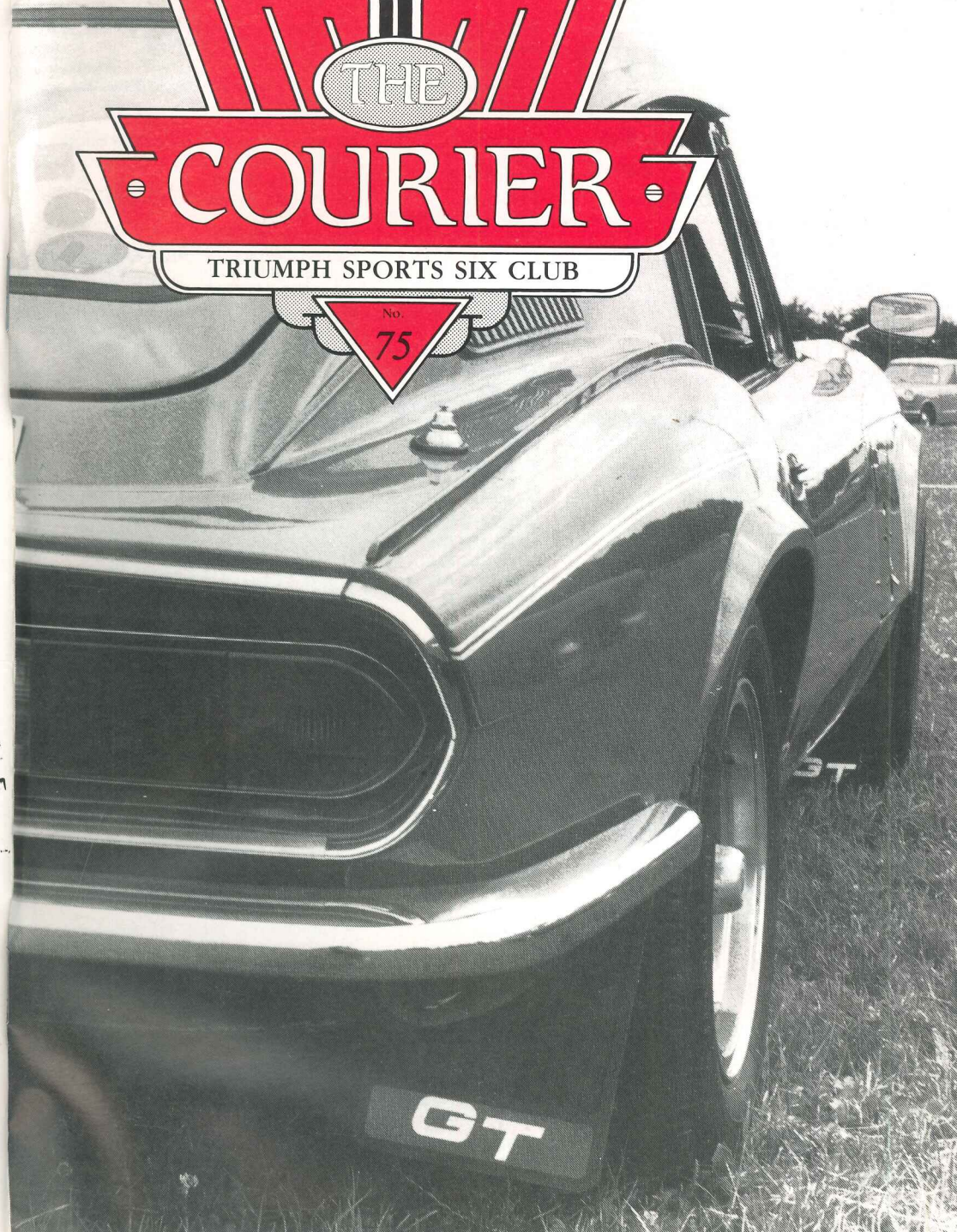
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SEPTEMBER 1986



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EDITORIAL

LOOK WHAT'S ON OFFER!

Over the last six months, we have introduced a new service, namely TSSC Special Offers. This service, to date, has offered substantial discounts on items directly related to 'our cars' and has proven incredibly successful. The current Special Offer for the Oil Coolers is certainly proving very popular.

What we want to know is what items you would specifically like to see us offer in the TSSC OFFERS. Write to us with your ideas. The Cooler Offer ends on 30th September, 1986. In this issue you will find the TSSC/TRANSPED TOOL OFFER. Take a look at the goodies.

Next month sees the publication of the 1986/87 Self Help Scheme; the booklet will accompany your October Courier. Once again, this is a bumper edition which has, this year, been completely reset to ensure all those included are current TSSC members. Over the last four years the scheme has been a tremendous success, in terms of participation and a great help to quite a number of members.

Full credit has to go to Geoff and Julie King and the Milton Keynes Area for their hard work in compiling and updating the book each year. You may be interested to know that many clubs have followed us with this simple but very effective Scheme.

As this will be the final Courier received by a few members who have decided not to renew, and I am sure there will be some judging by the amount of cars for sale over the past few months, we have no doubt that you will soon be missing both your Triumphs and the comradeship of the TSSC, we look forward to welcoming you back in the months to come.

As copy to the Courier has increased through the summer months, some of the event reports have had to be held over to October; if only the weather could have held over for the Leicester Splash. Still, the organisers plus members still made it a superb event. Please, if you are contributing to the next Turning Circle be sure to submit copy to us by September 18th.

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Front Cover: GT6 Mk111 Cambridge 1986

Presidents Intro

John Griffiths

THE DECADE DAWNS

The TSSC enters its tenth year of existence. Ten great years which we will be celebrating together in grand style during 1987. But 1987 holds other worthy celebrations for us all:

The Silver Jubilee of the Spitfire and the Vitesse
The Coming of Age of the GT6

To celebrate these special landmarks, amongst other things, the club will be organising, under the direction of the Milton Keynes Area, a superb **John O'Groats to Land's End Run**. This will give members the opportunity to participate either in part or whole.

But before we reach 1987, there are still some great things to come in 1986.

For starters:

The Autumn Turning Circle. This will concentrate on the Spitfire "4", MKII and MKIII. Superb articles, including history, buying information, tuning options, etc. etc.

An exclusive Courier article (October, 1986) following an interview with Ralph Wigginton, the man who designed the Herald chassis lots of new facts, gossip and surprises.

The new 86/87 Self Help Scheme booklet out in October.

More Special Offers, including an S.I.P. Braising and Spraying kit (October/November 1986).

Great end of year events including:

- : Standard Triumph International Rally (14th September)
- : Amphicar Weekend (21st September)
- : Northern Classic Car Show (27/28th September)
- : Brighton Classic Car Show (31st October/ 1/2nd November)

Extension of the Insurance Scheme to include SPECIALS.

If you want to be part of the action, make sure you renew. (Renewals must be in before the end of September if not, this will be the last Courier you will receive and to rejoin you'll have to pay the joining fee again).



MY VITESSE

The other day, to my surprise, I managed to sheer one of the bolts connecting the outer drive shaft to the Rotoflex coupling! Anyone who has taken one of these to pieces will know how large they are. Anyway, this gave me the incentive to start the job I had been putting off for months: to fit new hubs, new Rotoflexes and new bearings, as need be.

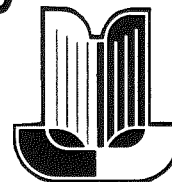
Putting 150 bhp through the transmission to the back wheels has lead me, for prudence sake, to change the wheel studs fairly regularly. These have become somewhat looser in their splines of late, so I decided now was the time to fit new hubs. But to my even greater surprise new rear hubs for the MKII Vitesse are no longer available. Can anyone help?

EVENTS

Due to holidays, Pam and I were very disappointed to miss the Stanford Hall Splashout, especially as we had purchased two gift-wrapped bars of Knights Castile, a rubber duck and a dingy to judge the concours.

Also we missed the Barry Newitt Mini Skirt Competition, (one of my highlights of the year). Again, no expense had been spared on a super-duper G-string for Pam. Still, there's always next year!

ELEVENTH STANDARD TRIUMPH INTER- NATIONAL RALLY



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With our vast increase of new members there will be many of you who do not know about the significance of this important event. You might ask what is STIR? well, it is short for STANDARD TRIUMPH INTERNATIONAL RALLY. It is a rally for ALL Standard and Triumph motor Clubs, first held in 1976 in the UK, then alternately in the USA until 1983 when it went to Holland. It is a super opportunity to see the family history of our cars all at one event.

The main part of the day is a concours, with each club putting forward its best car to find the overall Best car of show. We, as a club, have won this event - in 1982 with Roger Collins 168 Spitfire MkIII and again in 1983 by John Thorpe's GT6 MkIII in Holland.

Perhaps, this year, we can get back to our winning ways! As well as the Concours, there will be a Photo Competition, a Road Run and Trade Stands.

Interested?

JOHN CUDMORE

**THEN
SEND IN
YOUR
ENTRY!!!**

RECRUITMENT

Drive 1986

Jonty Wild



The second of our special, sponsored, monthly prizes was a £20 cash prize, donated by A W MOTORS OF LUTON. This is another small company run by Andy Webberley (funny how the it's the smaller companies who are supporting this competition). Andy specializes in club cars. The company can undertake all welding and spraying work as well as accident repairs, servicing, overdrive conversions and selling club cars. I would like to thank this company for its support.

The winner then of July's prize is:-

85/11987 - MR W J MOORLAND

Well done and thanks for your efforts in recruiting new members.

August is the last month of the 'season' part of the Drive and the results will be announced in the next Courier. So far the numbers recruited are up by about 10% over this time last year. Please don't stop recruiting - the club

needs the members and the owners need the club. Also, just because the season ends, it doesn't mean that the prizes stop; the end of the year prizes won't be won until March, 1987, so there is plenty of time to have a chance at them. In addition the monthly prize will continue as before.

The prize for August has been sponsored by BUDGET WELDING. They can be found at Turnham Green, Terrace Mews, Chiswick W4. As their name suggests, the specialise in welding. However, they also carry out accident repairs, servicing, tune-ups and suspension rebuilds and they offer 10% discounts to the TSSC.

The prize they offer is £20 cash and the winner is:-

84/7450 - W J M SHAW

Thanks for your efforts and thanks to Budget Welding for their support.

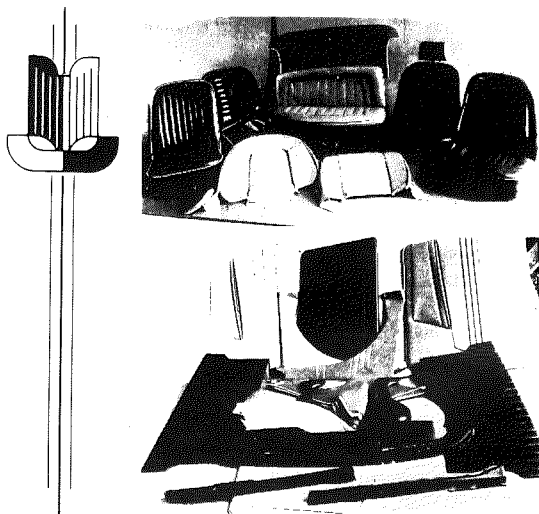
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MKIII GT6

Incredibly we have three vehicles — all green — however, their condition varies considerably but all arrived in an undamaged state and were runners.

MKIII GT6 Purple

Part of this bodyshell was used in our Bodywork Course and the vehicle is now looking for a new owner who can complete the other side or negotiate with us to complete the job on their behalf.

MKII GT6 Red

Unfortunately the bonnet was damaged but the rest of the vehicle is so good that it should be saved.

MKIII GT6 Brown

In exceptional condition — it's a wonder that this vehicle was purchased on the basis of supplying spares to members, but every part on this car will be sold in order to keep many of you on the road.

MKIV Spitfires 1300 & 1500 examples

It is literally impossible to list the number and condition of all the MKIV Spitfires that arrive each week for dismantling

MKIII SPITFIRE

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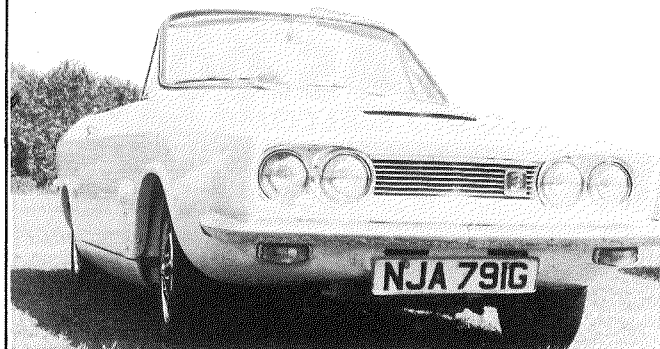
WHILE WE WILL ENDEAVOUR TO HELP YOU ON THE TELEPHONE WITH THE PRICING OF SECONDHAND PARTS, WE WOULD STRONGLY RECOMMEND THAT YOU TAKE THE DAY OFF WORK DURING THE WEEK AND COME ALONG FOR A "TOUR OF INSPECTION".

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BOND WEEKEND



Jonty Wild

Do you remember the first really hot weekend of the year? I do for several reasons, the first because it coincided with the Bond Weekend at Yaxley and the second reason because of the sunburn which I, like most others, got there!

The venue was the Three Horseshoes pub in Yaxley village, where we had the use of their massive garden in which we were able to display our cars and camp during the whole weekend. The pub also provided washing facilities,

food and, of course, beer. Although the Saturday was comparatively quiet with only ten Bonds arriving, Sunday was very busy with fourteen 2-litre cars, four of which were convertibles. How many white 2-litres were built? 50% of those that came were.

We had six GT4's and two GT's one of which being a home built convertible. There was also a Vitesse sporting a GT bonnet, seven or eight other club cars and a further fifteen or so non-club cars. In short, an exceptional turnout.

So, what did we all do? Well apart from looking at the cars, there were spares to be bought. Inside the marquee there were genuine, factory record books and a factory photo album full of pictures never seen before of Bond products such as their camping trailer, scooter, boats and, of course, cars. Did you know that a Bond GT competed in the 1964 Welsh International Rally?

JDX our club Herald was on display and Mike Crewes came in his capacity as 'Cop Shop'. Trudi had sent some regalia for sale, including our new 'Bond Equipe' lines.

We even had the club member with the problems - a 2-litre with a failing rear wheel bearing, a hub that could not be shifted and 100 miles from home. I do hope that you made it but did you know some of your efforts are recorded on the event video?

I'm sure I speak for everyone who attended this great event in thanking the Watson family, Dennis, Diana and sons, for organising a fantastic weekend. Thanks must also go to everyone who helped in making this first Bond Weekend such a success, especially our hosts, Rose and Mike of the Three Horseshoes.

I hope that this becomes an annual event, and I shall bring one of my Bonds next year.



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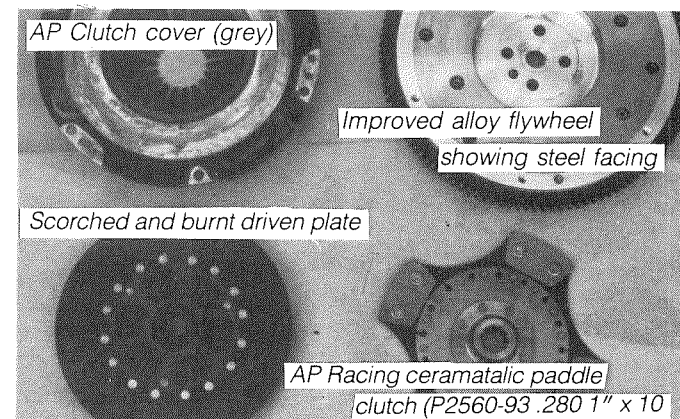
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GETTING TO GRIPS WITH CLUTCH SLIP



Having finally managed to finish the Kingston Sports Cars prepared Vitesse for sprints and racing, initial teething problems have emerged, namely clutch-slip. Briefly, the engine has a modified camshaft, Stage 3 cylinder head and an alloy flywheel. The flywheel is an important contribution to the pick-up rate of the engine. The clutch, which is the strongest diaphragm AP Racing produce, has their hardest clutch lining. Part numbers: CP 2246/43 cover and 2341/1 plate.

The car was first driven at Buntingthorpe in May and, after a couple of runs, the clutch was becoming difficult to disengage. Back at the workshop, a strip-down showed that the steel insert facing in the flywheel had heated and distorted, reducing driven plate clearance. An extra hard insert was then fitted.

The next outing was at Goodwood, June 8th. After a couple of runs, unfortunately, the same clutch fault appeared, coupled with clutch-slip at full power. After another strip-down, the new driven plate looked like it had been cooked, although plenty of facing material was left. The extra hard steel insert had again buckled with the heat. The solution to the problem was to be found after a very interesting and I might add, friendly and helpful visit to AP Racing at the Lockhead Works in Leamington Spa.

The problem, they decided, was that the engine was producing too much torque for the clutch which they considered good for a 180/200 BHP. I assured them that the engine was not producing that sort of power but agreed that the torque was high. They suggested ceramatalic facing which would work with the grey spring cover. Fortunately, they found a hub in stock and made the clutch plate while I waited. The clutch plate basically forms across with pads rivetted to the ends on both sides. The spacing of the pads produces less heat but also has greater efficiency at higher temperatures. They said that there would be very little clutch-slip on take-off with this design of plate and, if I did experience similar problems, I would have to fit the 7 1/4" AP Racing clutch. The ceramatalic

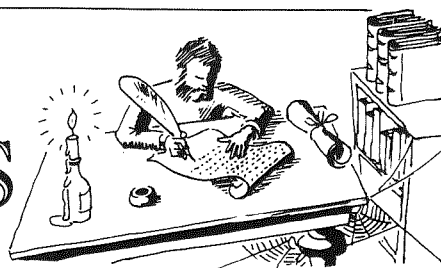
paddle clutch is quite expensive at a little over £70.00 but, fortunately, only requires a set of new pads to recondition it, unlike the conventional design plate which is discarded.

The metal insert had been quite satisfactory but the lack of grip from the normal plate caused tremendous heat, which in turn caused the insert to warp.

The next test for the clutch was at Lydden Hill circuit, where there was a 10 lap race for road-going saloons. It is a twisty circuit and necessitating a lot of gear changes, therefore, making good clutch performance essential. Fortunately, the clutch now performs superbly well but requires care when driving in traffic, making clutch-clip a thing of the past.

MR TONY DEAN - KINGSTON SPORTSCARS

from the ARCHIVES



I suppose it's time I introduced myself and explained the purpose of the post of Archivist/Historian. My personal interest is primarily in the Herald, especially the more unusual variants and I presently own a Courier van and three 948cc coupes (including an early 1959, Irish-assembled version, and the ex-Tiny Lewis, 1960 RAC Rally class winner).

However, I also own, or have owned, examples of Bond Equipe GT4S, Vitesse 2-litre convertible, GT6 MKIII, Spitfires (MKIII and IV), and Heralds (948 convertible, 1200 saloon, 13/60 saloon and 13/60 estates). As you can imagine, I can appreciate the individual attractions of all the cars catered for by the club. Hopefully, you will not see too much bias towards the early 4-cylinder models!

On taking up office, I was somewhat surprised to discover that the club had made no provision in the past for obtaining or retaining literature relating to 'our cars' - even The Courier and Turning Circle were conspicuous by their absence. Thus, starting from scratch, practically any literature which I have located is of interest and

I have had to show considerable restraint in not buying up everything that comes my way! I am very fortunate in having been given a complete series of club magazines, from 1982 to date; if any early members have issues before this which they would consider parting with, I would very much like to hear from them. Meanwhile, I am slowly collecting good examples of sales literature, paint and trim guides, handbooks, workshop manuals, parts lists, road tests etc. Video master copies of historic films will also be held in the Archives, whilst V.H.S. copies will be available in due course for loan to Area Organisers via the new Video Librarian.

Perhaps I should point out that Archive material will not

normally be available to individual members - we do not anticipate running a lending library service - although individuals doing research for Courier articles may be allowed access under suitable circumstances. However, members are welcome to contact me with individual requests - I have already had a number of enquiries asking advice on original colour/trim schemes, for instance - either by 'phone, or better, by sending an S.A.E., which will give me time to research a suitable reply.

Mike

Costigan

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HERALD REGISTER

CHRIS LONGHURST

PART 2 MECHANICS 2aiii Engine (Continued)

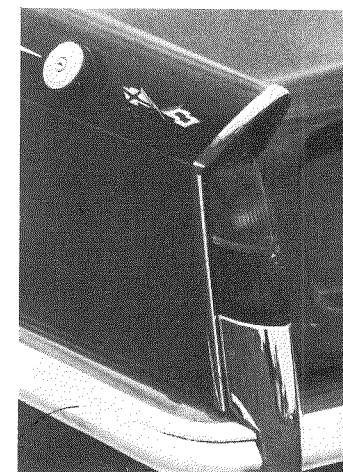
CYLINDER HEAD, VALVES, VALVE SPRINGS

Three basic head types are found on 1200 Heralds. The 6.8:1 CR head is found on low compression engines. Two high compression heads, a 8:1 on engine types A and B (Courier 72, June 1986, Table 1, page 35) and a 8.5:1 CR head on types C, D and 12/50 engines also exist (Table 1). All 1200 heads have valve springs with 7 1/4 turns, a fitted length of 1.36" and a load of 27 - 30lbs. By contrast, 12/50's have springs of 32 - 42lbs fitted load, 1.38" fitted length and six coils; these springs are also found on MKI - III Spitfires.

**TABLE 1
CYLINDER HEAD APPLICATION. 1200/12/50 RANGE
PART NUMBERS**

ENGINE TYPE (A)	CYLINDER HEAD	CYLINDER HEAD (WITHOUT VALVES)	VALVE SPRINGS	EXHAUST VALVE	INLET VALVE
A 8:1	501457, 514429	510461, 514431	121251	126858	126857
				144939	
B 8:1	510457, 514429	" "	"	"	"
C 8.5:1	514440, 513264	514441, 513963	"	"	"
D 8.5:1	208118	" "	"	"	"
12/50 8.5:1	208118	" "	136487	"	"
6.8:1	514430, 510458	514432, 510462	"	"	"

(A) Courier 72, Table 1, page 35

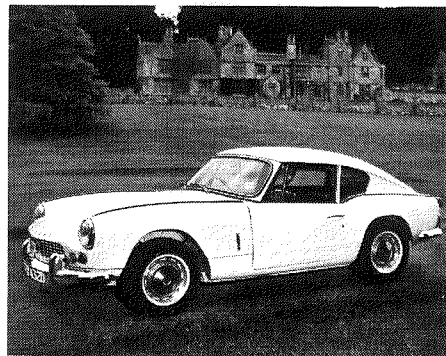


Valves are common to all 1200, 12/50 engines. Inlet valves have a head diameter of 1.304 - 1.308" and a stem diameter of 0.310 - 0.311".

These valves are shared with 13/60 Heralds. Exhaust valves have a 1.148 - 1.182 head diameter; they are also shared with 13/60's.

ROCKER GEAR

The rocker gear (shaft, pedestals, rockers) are common throughout the 1200, 12/50 range. Shafts and pedestals should not be interchanged with 13/60's; oil drillings differ.



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Spartan revisited – one of the most successful kit cars, the Spartan was originally Triumph based. We've been putting the Ford-powered car through its paces

Ginetta G29 track test – Laurie Caddell has been getting the feel of David Palmer's unique Mazda rotary-powered Thundersports racer at Snetterton

Spitfire GT6 restoration – the body comes off the chassis this month for some major refurbishment

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GT6 REGISTER

Barry Thurgood



Hi gang! Just a quick ramble as I am suffering from a severe attack of decorating.

With all this lovely weather, Ralph has been seen exposing himself on the highways, wagging his tail at GTI's, barking at XR3's that sort of thing.

Actually, the reason for his more public life is that I proved VW Polo brakes are more efficient than Ford Cortina anchors and I helped one to stop. Using a GT6 for day-to-day transport again brings back all those memories of 30,000 miles per year in a GT, that soon shows parts prone to wear but a delight nonetheless.

NOT WHAT YOU MAY EXPECT PIG JOB OF THE MONTH

If you can imagine a 'good condition' GT6, undersealed from new, very low mileage, no rust, service history. Sounds like a dream?

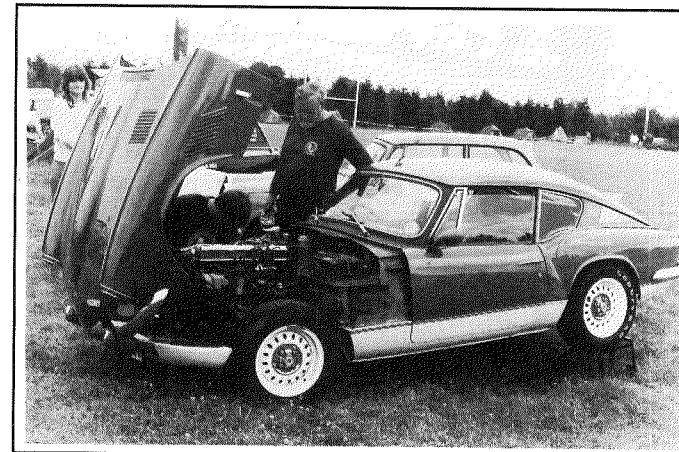
The car in question fits the above description but has had nine owners from new. Examination of the service history showed lots, and I mean lots, of expenditure on the rear axle/suspension. The car had an alarming tendency to bounce about at the rear and, on entering corners, you practically had to guess which way you would be going after. Not nice!

Now - rear shox, spring, radius arm bushes, trunnions, bearing, tyres, front shox and springs had all been fitted within the last 5,000 miles and all to no effect absolutely zilch. The car still drove like a big dipper.

Purely by chance, I noticed a gap between the offside front, lower wishbone mount

and the chassis. Examination of the nut the other side of the chassis rail showed that the original underseal had not been disturbed and looked original. I cleaned it off and tightened the nut by FIVE turns. Now the lower wishbone is attached to the chassis, it handled like a dream.

Judging from the number of recent telephone enquiries, I am not the only one to have attempted this little bad language producer. Has anyone out there succeeded in removing the heater union from the rear of the inlet manifold *without* breaking it. What is the secret? Cheers!



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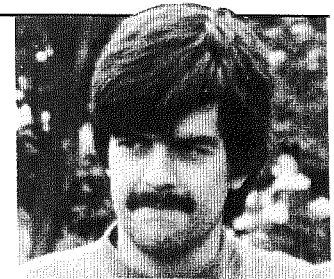
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SPITFIRE REGISTER

John Reese



It's getting on to the time of year when some club members lay up their car for the winter, so here is a guide to laying your car up for a long period - either for the winter or for a longer period.

First of all, you should change the oil and filter. This is because there are acidic components in used engine oil that will eat away at your engine bearings if left for a long period. Drain the water and refill with new water/antifreeze. Take out the spark plugs and put a dose of something like Redex down the bores, then replace the plugs. This will prevent the pistons or rings seizing. It is beneficial if you put a battery on the car every couple of months and spin the engine over, then repeat the Redex treatment. This will keep the pistons free and will circulate oil around the engine. You don't want the engine to start during this procedure so disconnect the coil.

Moving to the rest of the car. The car should be jacked up on to secure blocks to prevent the tyres from developing flat spots. If the garage gets a lot of

natural light, it might be worth taking the wheels off the car and storing them flat with a cover over them, particularly if the car is being stored for longer periods. This is because the ultra-violet light in sunlight can affect the rubber, making it crack.

The handbrake should be left OFF to prevent it seizing, and the clutch pedal should be depressed and chocked in place with a piece of wood to prevent the clutch from seizing.

The battery is best taken off the car and trickle-charged regularly, or used occasionally in another car. Batteries need a regular charge-discharge cycle to remain in good condition.

A good polish will protect the paintwork and a smear of grease over bumpers and chromework will prevent them rusting.

It has been suggested to me

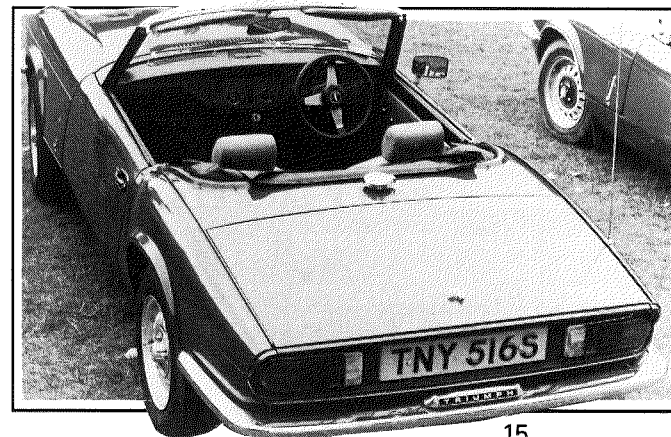
that you should fill the petrol tank completely for a long lay-up as this will protect the unprotected inner surfaces of the petrol tank from corrosion. It sounds quite reasonable, and the petrol will not be dangerous unless it leaks out.

Don't forget to lock the garage - you want to find a car there next Spring.

For the first re-start after a lay-up, you should remove the plugs and spin the engine on the starter (coil disconnected). This will get your oil circulating and get rid of excess Redex from the combustion chambers. Reconnect the coil and put in some plugs (a new set is a good idea) and the car should then start at the first turn of the key. Great clouds of white smoke will be apparent, but don't panic, this is just the Redex being burnt off and will quickly stop.

Run the engine until warm and then check for water leaks etc. Hoses can go hard through disuse and split. With everything now (hopefully) operational, you can go and take the car for its new MOT but drive carefully for a while to let everything settle down as it should. Check that the brakes are all working OK, bearing in mind that a slight film of surface rust will cover the discs for the first few miles.

That's it for this month - next month I'll be covering some essential servicing that's often forgotten.



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SO YOU WOULD LIKE TO HILLCLIMB AND SPRINT?



A Dad's Viewpoint

Lifewas very peaceful once in this quiet, secluded, West Country county. Nothing much exciting ever happened, life quietly went on and families gradually grew up. That was until my son arrived home one day with a Spitfire MKIII, having swopped his BSA motorcycle and a small amount of cash for this bright blue, shiny sports car. Looking at it, gleaming in the sunlight, emotions stirred of long ago, youthful days. He talked of Triumph cars and the TSSC (whatever that was!) and his enthusiasm became infectious. Both his mother and myself were treated to 'rides'; hair blowing in the slip-stream, sunshine beaming down into the car. It was all like a breath of fresh air, blowing away the cobweb patterns of sobriety that can soon envelop ones life at middle age. Yes, it was exciting.

Soon the Spitfire MKIII was replaced by a MKIV. A bright Saffron Yellow one with matching rust patterns and a clonking rear end. Books on Triumph cars arrived from nowhere, supplemented by my son's regular copy of 'The Courier'. Idly I picked them up in the evenings and flicked through the pages. Never, had I come across such honest, enthusiastic writing, hints, technical tips, adverts for parts and a competition write-up - Sprinting and Hillclimbing and a revue of costs by Trevor Shakespeare.

That was it! Overnight our lives changed. Eddie was going to enter as standard?

Forms arrived by almost every post. Where on earth are Llandow, Lydden Hill, North Weald? Parts of the car were

Boxes of oily parts started gathering inside the rear conservatory

soon strewn beside the drive. Boxes of oily parts started gathering inside the rear

conservatory. Tool boxes and spanners took pride of place next to the milk bottles on the front porch, oily screw marks appeared regularly late at night around the kitchen sink. I still retired to an armchair in the evenings and did the crossword whilst my wife dozed in front of the television. Meanwhile outside, accompanied by loud music, a transformation was taking place, as all the worn parts were replaced by new and the car was now sporting wide wheels and 'magic', road-gripping tyres bearing the

name TOYO.

The first sprint was at Goodwood. With a hired trailer towed by my trusty, old Rover, we set off. Goodwood! Visions of Fangio, Stirling Moss, Mike Hawthorn and Archie Scott-Brown manhandling a D-type Jaguar flashed through my mind. As a country lad, I'd only seen photos and articles of these great drivers but never thought I would ever be at Goodwood.

What a day! Other members of the TSSC were there with Vitesse, GT6's and a certain Kevin Ginger with a way out vehicle that had started as a GT6.

If my son's enthusiasm was fired by that article in Competition News, then talking to Kevin Ginger, Sprint and Hillclimb Champion, only fanned the flames further. The worst part was that I too was being caught up in it all! I became 10 years younger. I talked to drivers older than me, younger than me and of the same age; from all walks of life, engineers, solicitors, draughtsmen, it was the day's SPORT and FUN that mattered. Yes - the bug had bitten.

I purchased an old Transit Caravanette for a modest sum and all that season, towed from venue to venue. Cakes and tea amply supplied by my good wife were there for all. Gurston Down was near enough to home for the rest of the family to come and join in. Lo and behold! they too became caught up in the friendly, enthusiastic atmosphere.

That year Eddie came third in the Championship after a real tussle with Martin Brown and the Bogey points system. We trailed just over 3,000 miles and the Spitfire never broke down once - the trailer, however, blew three tyres!

Winter descended. Dark, cold nights, warm fires and lots of talk of next year.

Modified?? One can't envisage the word meaning much but dear, oh dear. We drove up to Triumphtune to buy a stage 4 head, double valve springs, inlet manifold, camshaft, Duplex timing gear, oil cooler, oil pump - the list seemed endless. Still Eddie was paying! He'd saved it up, knew what he wanted, what it did and where it fitted.

I left for the office as usual just after 8.00am on the Saturday and arrived home at 12.15pm to find my drive totally submerged in car bits. At first I thought the I.R.A. had arrived. There were literally bits of car everywhere. I didn't

Tea mug in one hand a car manual in the other

know that only 14 bolts held a Spitfire together did I? I now have photos to prove it!

Paternal instinct took over. Having raised a son to this age, one did not want him wasting it all on some distant race track.

Tea mug in one hand, a car manual in the other and freezing with cold, the winter days and nights passed by as gradually the whole car was re-assembled. My ears were red with cold and often resounding from those Anglo-Saxon words that the youth of today seem to use like some Medieval chant to get parts to fit properly (I didn't go much on the music either). To cap it all the car changed colour - Damson it became. So to more forms, RAC Licences and - wait for it - he asked me if I'd like to drive? Did I? Just for the sheer hell of it, yes I did!! Did I enjoy it? Yes I did! Unfortunately, the poor, old engine did not. Putting all that extra load onto a standard, well worn bottom end wasn't the thing to do and so the big ends gave in on the last run up

Gurston, half-way through the season.

Frantic efforts found a local supplier of a reconditioned short motors and a swop-over took place mid-week, with another Hill Climb at Gurston on the Sunday (we'd missed several sprints). Eddie ran the car up the A303 to Andover and back, then I took over and drove all night until 3.30am to Plymouth and back on the M5 to at least ensure some miles on the engine before the Sunday hillclimb. Head tightened down, valve clearances reset and wow - did it go!

Well, that was that season over. All effort and not much in the way of results. How would 1986 fare?

The swing-axle was still swinging too much, so something had to be done. Out came the Spitfire MKIV rear assembly and in went a Vitesse MKII. The Spitfire spring stayed. The wishbones were discarded in favour of Eddie's own design which were adjustable. He fabricated them and they fitted perfectly. Without altering the width of track, we designed and fitted a bracket support to the cross-wise spring and the rear upright. The dampers were repositioned to a more upright position, spacers fitted to the halfshafts and with Revolution 6 inch wheels and 185 x 50 Pirelli P7 tyres it all fitted neatly within the original wheelarches.

In came a new, lightened, balanced, tufted engine supposedly capable of huge BHP output and a close-ratio gearbox. All connected, filled with oil and it fired up sounding really potent. This was it, a real flying Spitfire.

On to the computerised wheel alignment rig at Reckleford Tyres in Yeovill and Andy really fussed about getting it set up right. It now handles beautifully. Then to Sigma Engineering and the



Body and Chassis + most of the running gear

rolling road to get the webbers jettied correctly.

Oh dear, oh dear, engine rythm wrong, power loss or run away in mid-range - change jets, still not controllable, then suddenly, *pink! pink!* Quick stop, switch off. Someting had 'picked up'! After cooling, it still revved gently and sounded OK. Eddie gently drove home but the engine was *clicking* badly when he arrived.

Despondency set in. All the family (and neighbours) came to add words of sympathy.

With five meetings already gone and entries for Goodwood on the Sunday (three days away), it really was the gloomiest time I can remember.

Now what? At work on Friday, I couldn't concentrate. I picked up the 'phone, "Court Engineering?" "T300 Triumph engine?" "You have! "What's its number?" "Dolomite?" "Are they?" "OK, how much?" "I'll come and pick it up tonight." 'Phone down, pause, Camshaft! "Gearbox Exeter?" "You can? Tomorrow? Special delivery! OK we'll pick it up, Piper Camshaft and followers right?" 'Phone down. I must be mad! I must be mad! But then wouldn't any dad help his son? No, I must be mad!

Family, neighbours, friends all gathered round at 6pm. The engine came out and went back in again. This procedure sounds simple but oh no! Some studs were missing so we robbed the old engine. As for gaskets, what gaskets? The crankshaft was large and the old engine small and we also had no nut or pulley to fit. So - to bed at 12.30am.

We were up at daylight 'phoning scrapyards and traced one in Yeovil. I grabbed my tools and was swiftly away. Meanwhile Eddie and the Son-In-Law went off to Exeter and arrived back with a camshaft without followers. We took a chance and used the old ones using plenty of lubricant. At last at 10.15pm on Saturday evening it started up - sounded good. The next job was to run it in! Well at least I knew the routine. Eddie went out first for 2 hours and then out I went. I came home at 4.30am with 315 miles on the clock! Was it enough? Eddie decided to

follow me to Goodwood to put on a few more miles!

Well, it all turned out to be a really enjoyable day. The weather was kind - no rain and yes, I did drive, yes, I was tired and yes I did enjoy every minute of it! Especially as Eddie came first in his class and managed to put up his fastest time at Goodwood yet.

So what now? Heaven knows! Eddie still wants to fit a more powerful engine; all the neighbours are still asking how he's doing and I'm still going along for the sheer fun of it all. My wife - 'patient lass' - still wipes up oil trails and builds piles of sandwiches and cleans lots of oily clothes. The garden is not as tidy as it used to be and the drive? Well, it now holds a GT6 MKII, a Vitesse MKII convertible, a Herald 13/60 estate (my wife's) and another Vitesse MKII saloon that Eddie wants to restore. Me? Well, somehow I feel different. My son's interest and enthusiasm, plus enthusiasm of all the other club members I have spoken to has pushed me out of the rut of sober, middle-age and since one only has the chance once, I shall continue to just let it all happen. Life for me has certainly been changed by the TSSC and might I add I do hope to see a lot more 'Mums' and 'Dads' at the meetings, supporting their sons/daughters - after all, they'll all too soon be married and settled down and then it's back to Geraniums, aphids on the roses, tea on the lawn and orange juice on your trousers - from the grandchildren's trembling hands. Ah well, such is life - great isn't it!!

WHAT HAS IT COST?

Money - this I discount as I could never have purchased the pleasure and dare I say it, the new lease of life my son's interest has brought.

Home - yes, the garden is a little untidy and yes, there's



plenty of oily mess but the drive will recover in time and the kitchen needed a new carpet anyway.

Tempers - in short supply - patience was needed in bucketsful, almost as much as the tea.

Thanks - yes, many thank yous to John Kippings, Gareth Thomas, Martin Brown and Trevor Shakespeare since his article started it all. Last but not least, to Kevin Ginger for his joviality and unflagging devotion to the SPORT.

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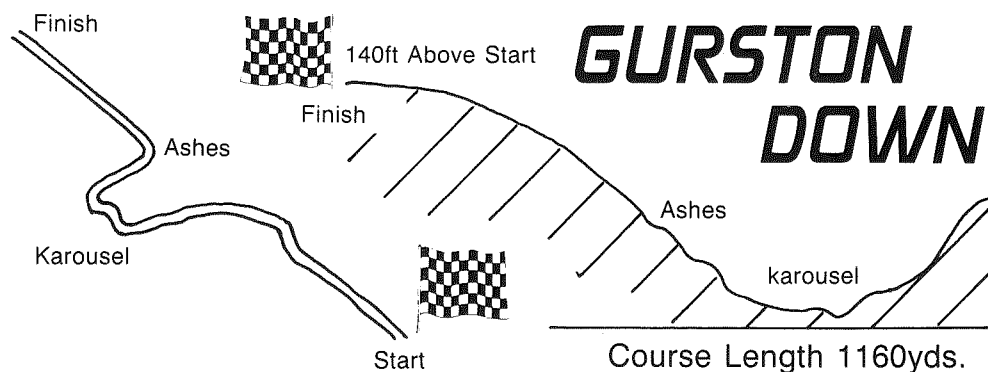
GURSTON DOWN HILL CLIMB 22nd JUNE

Well, here we were again on what is basically a power hill, with a thunderstorm lasting the whole of the night before. We arrived on a misty, Sunday morning, wondering if it was going to be a wet day. After signing on, we all got our cars ready for the scrutineer to inspect. All went well, so we were all set to get out on the hill. So, off we went to get some really good practice times and, as you can see, we all improved in practice, although I and everyone else thought it was a bit slippery.

Next we came to the official, timed runs after a dinner break, with everyone set to beat their practice runs. We all improved on our times apart from me, when trying just a bit too hard and leaving the track at the Ashes, picking up a lot of grass. I managed to get back on the track, even though I had my electrical cut-off switch off, I still achieved a time of 47.72 seconds. Hugh made it in 43.23 with a bit of sliding on the corners. Ted got a 46.02 - a bit more of the right foot I think! Dave with a misfire arrived with a 46.86 and Chris hit the clock with a 48.36.

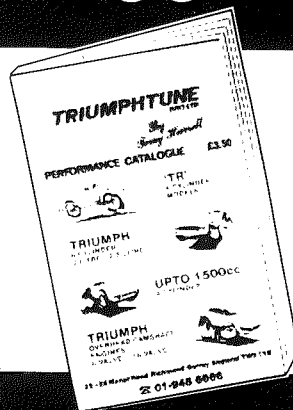
When it was time for our final run, the rain clouds were starting to pass over, so we were all eager to get out on the start line. Off we went with Hugh in his 2.5 fuel injection GT6, going a bit slower; his words for it were, "I think I messed that up a bit". Dave managed to get another second off in his 2.5 injection Bond Equipe convertible. Chris also improved in his Standard GT6 MKIII, with Ted coming back to the pits and telling me that stiffening the rear suspension was not any better because his time was 2 seconds slower. So a quick alteration was done and I was off - using a little more caution this time as this was the last run. The results are as follows:-

			Time	Class Position	Class Points
Hugh Davies	GT6	B6	43.23	1	5
Ted Wilkins	Spitfire	B4	46.02	4	4
Eddie Williams	Spitfire	B4	44.40	2	5
David White	Bond	B6	45.79	3	4
Chris Haywood	GT6	A6	47.66	5	5





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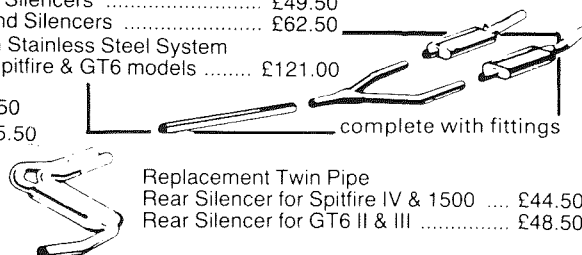
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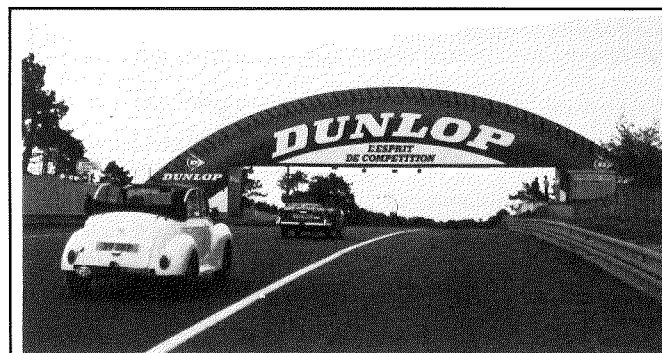
TSSC 9/86



PEN TO PAPER

TOPLESS THROUGH FRANCE

Reading the Le Mans 1986 articles in the July *Courier* encouraged me to write in with regard to our holiday in France. If the Herald 13/60 that Bill Sunderland saw crossing the line at Le Mans was a Valencia Blue convertible, it was mine. (it was ed.)



The '1 hour 45min 23.4sec lap! Herald leading of course

We decided to return to Le Mans after enjoying it so much last year, but this time in 'Arnie', my convertible, rather than Martyn's Gilbern. My brother Dave (and his co-pilot Jo), decided to join us in his highly tuned Morris Minor convertible. We took the Portsmouth/Le Havre crossing and had a leisurely drive down to Le Mans on the Friday, seeing lots of interesting vehicles on the way. Naturally, we both had the hoods down, attracting many waves from the masses of British fans travelling down for the race. On the campsite we met up with some very friendly Germans who were extremely impressed with both our cars and now have them on video! For those of you who have not visited Le Mans, the atmosphere is second-to-none, especially if you spend the night before the

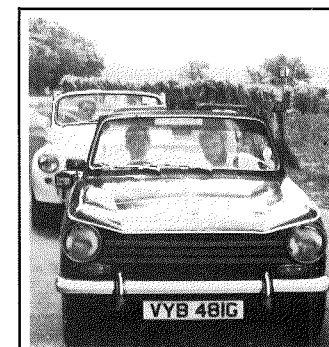
race drinking German beer! We all agree with Bill Sunderland's comments about the Jags and it was nice to see Porsche having something to think about.

After the race, we drove both cars onto the circuit to start our own race and found lots of others having the same idea. We stopped at the pub on the Mulsanne Straight to join many British registered cars - Bentley, H.R.G., Lea Francis, Lotus, Jags, Porsche etc., etc. We set off again to a great deal of cheering from the assembled crowd overflowing onto the road. We completed a full lap apart from about 300 yards, where we went across country following three Minis (looking like a scene from *The Italian Job*). Lap time, including driver lubrication - one hour 45 mins. 23.4 secs.! Lap record 3min 12.9secs.

We continued our holiday for a further two weeks, visiting

the Loire Valley and Brittany. The only problems we had with the cars were a minor windscreen problem with Dave's Morris and a faulty ignition lead on my car. We travelled a total mileage of approximately 1,400 miles and Arnie averaged 37 mpg. This we thought was very good as he was fully laden with camping gear, had a boot rack on, and the hood was down from the day we left until the day we returned (and it is still down now!). The only club cars we encountered were a dark blue Vitesse at Le Mans and a French Spitfire who waved enthusiastically as we passed near Mont St. Michel.

This was my second trip to this truly classic race and it certainly won't be my last. I recommend it to all members as it is a great feeling to drive a club car in a country that is dominated by characterless 'Euroboxes'.



On route in the Loire Valley

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BONDS

I am writing this letter after attending the excellent Bond Equipe Weekend in Yaxley. I would like to thank Dennis and Diana Watson, not only for organising the superb weekend but for putting the Bond Equipe back on the club map.

I am sure most owners have noticed over the last couple of years the almost complete absence of any Bond reference in the pages of this magazine. I know that a lot of owners blame this on the club and the magazine Editor. This is simply not fair. Information on Bonds is only likely to come from two sources, the Bond Register Secretary, Chris Gardiner and the owners themselves.

If we are to give the Bond Equipe the place within the club it deserves, then it is up to us, the owners, to do something about it.

At the Bond Weekend there were some excellent, rare Press photos on display. I was intrigued to see photographs of a car competing in the 1964 Welsh Rally. I didn't even know Bonds had a competition history - surely a story in itself. So, please let's hear more from the owners and the Register Secretary. Surely between us we can provide information on history, personal experiences, rebuilds, problems, technical tips, spares tips, how to deal with crazing etc., etc., etc.

Come on Chris and all owners now that Dennis and Diana have put the Bond back on the map - let's keep it there!

JONTY WILD - HITCHIN

WHEN IS NEW — NEW!

I write a cautionary tale to other club members. During the Spring of 1985 I was attracted by an advertisement for new B.L. overdrive units at a very fair price. As the overdrive on my GT6 MKIII was getting a bit long-in-the-tooth and slipping its clutch under heavy power, I thought the idea of a brand new unit the best bet.

On contacting the supplier, I was informed that he only had a few units left and could no longer sell them outright without an exchange. I considered this fair comment and agreed to pay a deposit on my old unit to be returned as and when I changed units in some months time.

As we all know, time slips by and it was nearly 9 months later that a dropped valve and the ensuing forced engine rebuild, that the overdrive was changed.

When the new overdrive was taken from its packaging, the outer casing looked 'a bit knocked about' and it was lined up with the chassis bolts, proving, in fact, that the unit was not new but, in fact, reconditioned. At the time I was rather angry as I could have obtained a recon. unit from almost any source and specifically opted for this unit as it was advertised as 'New B.L.'.

So much time had passed that I did not contact the dealer but fitted the unit to the new engine and gearbox assembly and installed them in the car.

Unfortunately this was not the end of the story, on road testing the vehicle the overdrive worked fine but oil leaked from the unit at the rate of 1 ½ pints per 60 miles covering the rear of the car in oil droplets. My initial thoughts were that I had failed to join the gearbox/overdrive properly, but this proved not to be the case and the major cause of the leak was a poorly fitted copper washer under the pressure relief valve plug. Once this was fixed the leakage largely stopped but was still evident from some areas such as speedo drive indicating a poor standard of workmanship on rebuilding the exchange unit.

The moral of the story is this, if like me you buy spares from time to time as stock items, examine them carefully to ensure that you get what you pay for. If any parts are not new do not assume they are in good order, even if so called reconditioned.

Finally, I will not name the dealer concerned, as in the past I have had good service and understands the overdrives are now rebuilt by a different company. However, the matter of deceit of (old for new) I feel was inexcusable

J. D. GRIFFITHS

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LINKING UP

When we were starting to recognise the East Kent Area last year someone suggested that when the M25 is completed, hopefully later this year, we should organise an M25 Area.

The M25 London Orbital Motorway is, or will be, 121 miles in total length. There are at present 12 Areas within easy reach of the M25; these are: Anglia, East Kent, East Berks, Essex, Gatwick, Hants, Surrey, West Kent, City and East London, Milton Keynes, Newbury/Reading & B'stoke, North London, and Thames

The idea is not to step on anyones toes or to take away their members, but instead to organise an area that would meet only four times a year and bring together members from all the areas mentioned above.

The four meetings could be arranged for the solstices and equinoxes.

i.e. Dec 22nd, June 21st, March 21st and Sept 23rd. Each of the meetings would take place at a pub. In a different corner of the motorway, i.e. N,E,S,W.

We have at least untill the September meeting to plan this, that is of course if the motorway is finished in time. We first need to gain support for the idea then to decide on the four locations, these must be capable of holding everyone that turns up. Perhaps a Sunday date would be best.

The entertainment value could be enormous with inter area competitions of all sorts.

Please can we have your replies

*Please
contact
East Kent
Soon*

W.A.C. '86

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GT6 OWNERS

Here is a few useful tips, principally for the GT6's owners.

Very quickly: for any who have fitted a Lumination Optronics Ignition system to their car, a word about curing any subsequent "lumpy" acceleration; simply this - retard your ignition timing by about 30° and providing all the electrics etc... are in good order, the problem is solved.

2. Check and double check before you commit yourself to the Haynes manual. Two errors to point but to you. a. The U.K. specification distributor for the GT6 MK3 according to Haynes, is the Delco - Remy D202, this stands to be corrected. B.L. assure me that the Delco - Remy D204, (American spec) is the right one for U.K. GT's

b. I'm no engineer, but it strikes me as odd that Haynes advise, when fitting your front wheel bearing seals, to position the felt so that it faces the bearings. This necessarily places the metal backing against the vertical link - a definite cause of friction! My enquirers on any point have shown that the seal should be fitted with the felt facing the link and not the bearings.

3. Finally, a word of recommendation for Mr A Brindley's remote oil filter kit - advertised in the July 1984 Courier!!! I have fitted such a kit and no longer have green oil pressure. (The Bradley's address is; 22, Braydon Ave, Little Stoke, Bristol. BS12 6EH.) A worthwhile investments for our 2 - Litre engines suffering with delayed oil pressure.

I hope some of this information will be of use to GT6 owners and other club members where relevant.

STEPHEN FLETCHER - Doncaster

CAR STOLEN

My blue Triumph Herald 13/60 convertible (registration number DPD 241J) was stolen in London, N10, during the second week of July. Chassis number GEY2535CV; engine number GE80390HE; body number 12815RET. If you see or are asked to purchase this vehicle, please contact me or leave a message for Paul Nield on 01-404 0303.

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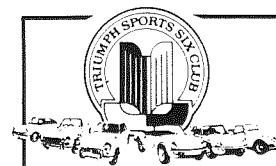


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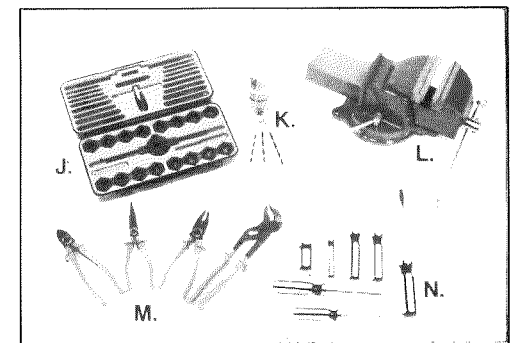
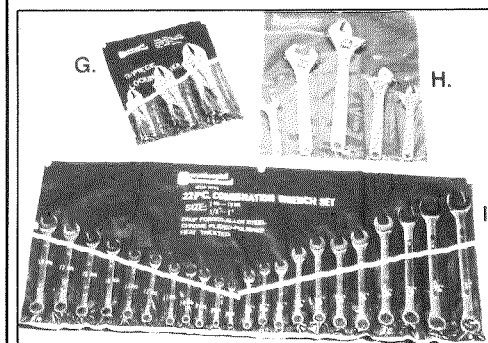
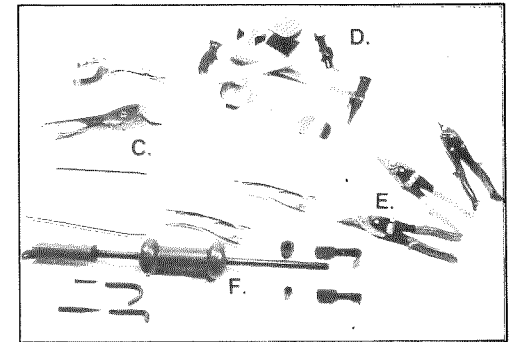
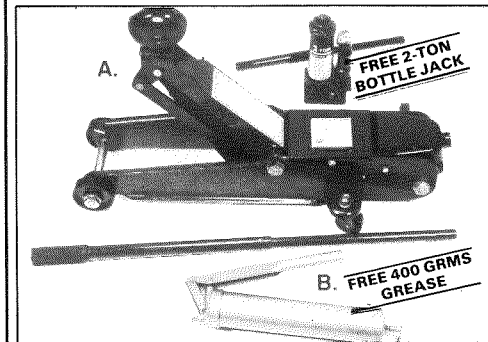
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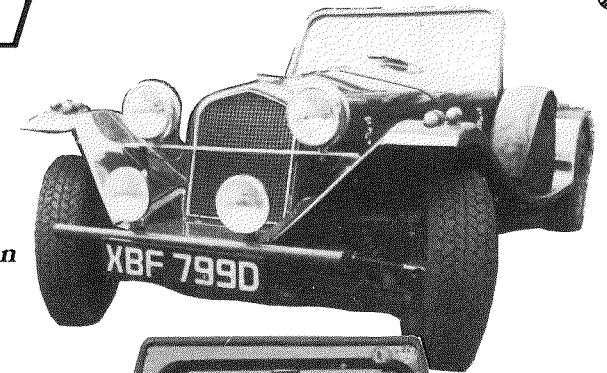
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TRIUMPH

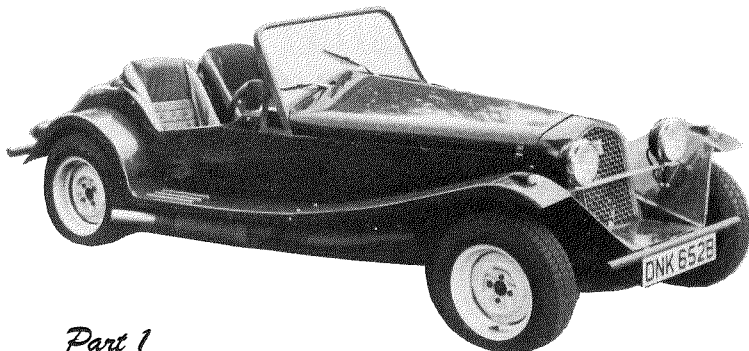
Arrow on Target



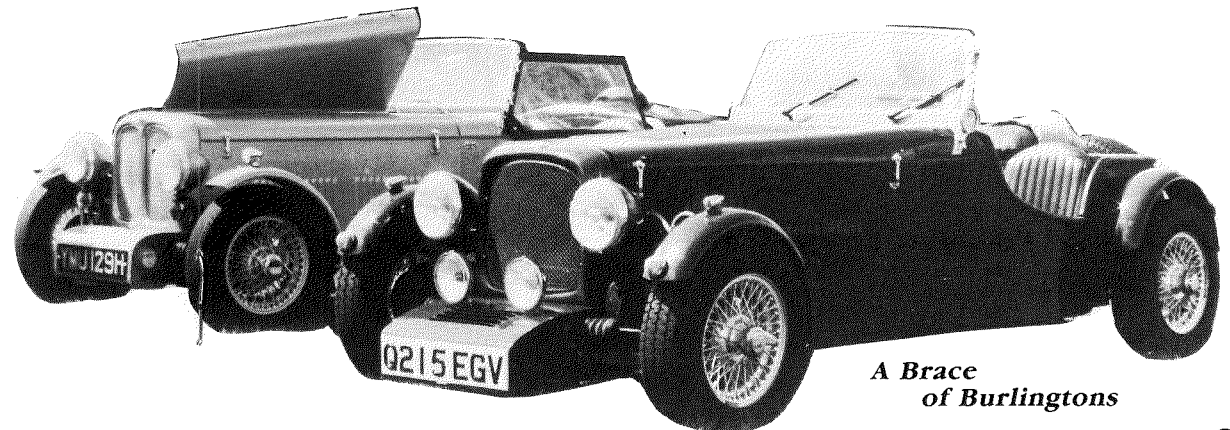
*A Magical mixture
Triumph & Merlin*



*Spartan by Name
but not by Nature*

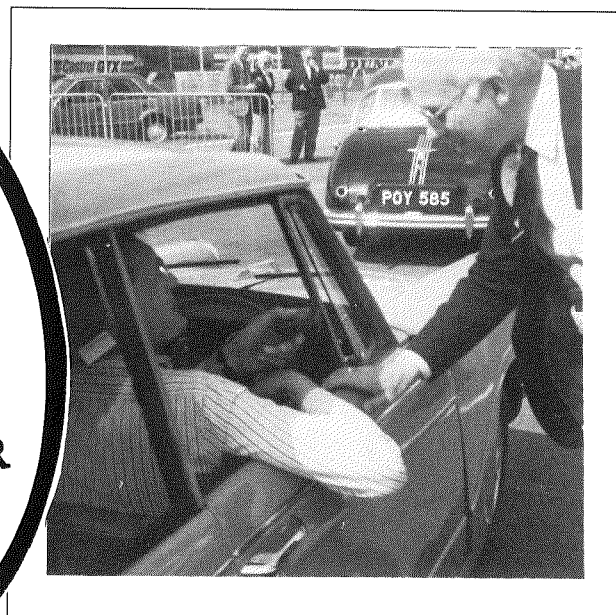


Part 1



*A Brace
of Burlingtons*

'OLD' Triumphs Never Die they just Multiply



by JDX 884

Sunday 25th May, 1986, 6.15 am and there's activity in the Watson household; it's a bit early on a Sunday morning what's going on?

Activity increases, my boot's being loaded, the garage doors are opened and Dennis, who often drives me, backs me out of the garage. The rest of the family pile in but with Diana behind the wheel, that makes a change! Then I'm away heading north along the A1. Of course, now I remember, today is the inaugural Norwich Union RAC Classic Run and I'm going to Newstead Abbey near Nottingham - that's my starting point.

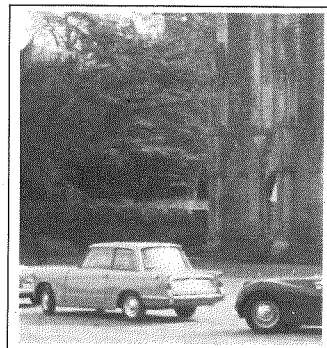
The sun is trying hard to get up and it's a bit windy but I think I'm going to enjoy myself and I know the family will.

Left at the lights, right and, yes, this is Newstead Abbey - woops! never mind the bumps Diana! There's marshalls everywhere "Park on the top please", says one, ".....then register at the caravan". So here I am, 68 miles on my clock and quietly waiting for 9.33 am - my time to start the run. My family have gone to find out what's happening. There's plenty for me to look at - T.R.'s, M.G.'s, Rileys, Jaguars which are all

smart and tidy and raring to go on this first Classic Run.

Here comes the family; it must be time to go. Dennis is behind the wheel, Diana's navigating - she's got a very interesting book they keep studying - of course, the route book. Gosh, Silverstone 150 miles shall I make it? Of course I will! Right, I'm ready, are the family? Yes, then I'm away. Slowly across the car park towards a marshall who's waving to me. He has a look underneath, checks my tyres and I'm off towards the assembly point in front of the Abbey.

What a grand place that is. Some more marshalls, very friendly they are too, now I can go down to the starting

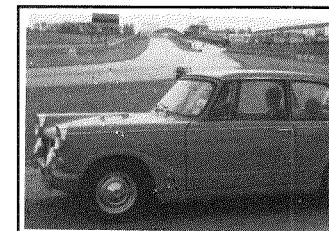


grid. Who's that guy? Mmmmm, he's telling everybody all about me and the family; I see he's from Radio Nottingham. Diana has a check card that is being stamped wait a minute Dennis, she wants to take a photograph before we leave. 9.24 am, the flag drops and I'm away a few minutes early but that's good.

Diana's reading instructions and soon I'm leaving the Abbey grounds and heading for Nottingham City Centre. The boys in the back are quite excited, "Look Dad, a mining village!" exclaims Robert. Kevin is peeping over Diana's

shoulder at the route book - maybe she needs a bit of help!

Through Nottingham then on and into Donington, where the check card is stamped again. Do you know I think I've been here before - of course, the TSSC Concours, now I remember. Just a minute Diana, that's the way to the race circuit - that's not for me! Only one lap round, oh well, that's alright. Mmmmm, doesn't look too bad. Dennis is driving so I'll be OK. Robert and Kevin are gazing across the paddock. My, what a lot of motorbikes - must be a race meeting today pity I can't stop to see it.



Three, two, one, GO! And the marshall flags me away onto the track. This is great, careful Dennis that's a tight corner, steady. Now I'm being waved down out across the paddock and back towards the exit and on my way again to Silverstone, 113.9 miles away but first MIRA.

This time my route takes me across country to the A5 and into MIRA. A friendly marshall nips across to fasten my offside bonnet catch which keeps unclipping, the check card is stamped and then onto the banked, high-speed circuit. What fun this is! Such a lot to see - wind tunnels, rumble strips, incline tests, strange looking vehicles but "No photographs", say the

marshalls. Never mind, just take it all in and store it in the memory bank. Everyone is really enjoying this. Too soon I'm off the track, through the tunnel and back to the car park. "Find the loos and time for coffee", says Dennis. That's a nice T.R., I've seen him before, his driver is talking to Dennis telling him he's seen me before but where? I wonder. Question answered: he lives near Jonty. There are a lot of friendly people and cars on this run - must be sure to come again. Break over now, I have to go to Bruntingthorpe I wonder where that is. Not too bothered though, that route book Diana is using is very good. These villages do have some odd names: Dunton Bassett, Ashby Magna, Peatling Parva and Bruntingthorpe. "Careful Dennis, blind corner ahead and we need to go straight across", says Diana. That M.G. TC missed the turn but not me. Turn right, thro' the gates - oh! A plane! I didn't

think they were taking part. No, they're not, it's an RAF station. Another marshal clips the bonnet. "Mine used to unclip and rattle like that", he says. Check card stamped and onto the track. A steady trip round here Dennis, the surface isn't too good but I'll have to go. Move over the the left, a Jaguar is coming and he's going to show his driver just what he can do down that two mile straight that's round the corner. My engine's a bit old so a steady trip will do for me. Big bank ahead then it's back to the car park and coffee. Hello, there's Leon Guyot and his red 1200 - don't think they saw me.

Break over, Dennis is back in the driving seat and I'm ready too. Diana's book tells us it's 69.1 miles to Silverstone but before that there's Coventry and a stop at the British Road Transport Museum. The family are looking forward to this, so lets get a move on. I might have a bit of trouble in Coventry, last there in 1959 and I understand things have changed a bit - *I could get lost!*

This route is interesting: North Kilworth, South Kilworth, Swinford, Cathorpe (not a cat in sight!), on towards Rugby. Swift Valley and Long Lawford. Pleasant journey this is and I am enjoying myself, so is the family. Getting near to Coventry now. How about petrol Dennis? Good, a filling station up front, left and stop. Quite a few of us need replenishing; there's a nice Armstrong Siddely and that Morgan I saw at the start and that friendly T.R. driver. Back on route and heading into Coventry. Goodness, it has changed, there wasn't a ring road like this when I left here. Everyone's going so fast, Diana's not very happy, she thinks we're on the wrong road. Oh dear, Dennis *knows* it's the wrong road. This is Radford Road - I know where

I am. About turn, Dennis and I can find our way from here. What's that? Kevin and Robert are quite excited - it's the Red Arrows flying overhead. Dennis can't look as we're trying to find the museum. There it is, near the old coach and another marshal clips that catch down for me; our card is stamped and Dennis backs me gently into a space not far from Leon's 1200. I'll enjoy the rest whilst the family goes off to look around the museum. I have enjoyed that break, it's allowed my joints to settle ready for the next stage. The family have enjoyed their visit - they're coming back for another visit, I can hear them say.

Right, everyone ready? A short tour of the city centre? Then let's be on our way. Oh! These cobbles are shaking me about, past the old cathedral, now the new cathedral and into the one-way system, 40.7 miles to Silverstone. Back on to the ring road and there's the Red Arrows again; they do find me interesting, they have just swooped low to have another look at me. There's lots of other planes around. Kevin has read a notice about an Air Display that's taking place nearby. There's a lot of cars parked on my left - field-after-field of them. Peugeot 205's Kevin tells Dennis. Now I'm following the signs to Banbury, then Southam. Diana knows where we are, she came here to see Dave McDougal for some spares for Dennis to put on me. Awkward left, left again then right to Priors Marston, Charwelton, Preston Capes - what unusual names - Maidford, Blakesly, Towcester, now I'm getting near Silverstone. Into Silverstone village - not much room here with all those parked cars. Dennis is slowing down now for the main road. Hey! That one's almost like me; it's Dave Clements from Devon and she

must have started from Bath. Nip in behind him Dennis. Nearly there, right turn and only half a mile before the trip is completed. Just a minute! Dave's stopping behind another one almost like me. I know who that is, it's Liz with her coupe. We've met several times: the club Barbecue, concours - just two of the places I remember. They seem to be alright so I'll go on. Bit of a queue now, slight delay, up and over the Dunlop bridge and at last onto the Silverstone circuit. Slowly now Dennis, time to hand over the check card. Along the Pits lane and out onto the Grand Prix Circuit. Copse Corner, Maggots Curve, right into Becketts Corner, Chapel Curve and a fast run down Hangar Straight. Sharp right at Stowe Corner, Club Corner, Abbey Curve down the straight, slowing down for Wood Coate and into line because there's a gentleman up front talking to each driver. Dennis' turn next. What a nice man, he's pleased that the family and I have enjoyed the run. Hey! Wait for Diana. She's been taking a photograph and Dennis nearly left her behind. Who's that aiming a camera at me? Diana's waving to him. Of course, Pete Williams, TSSC photographer. Give him a smile! Those marshalls are making sure I park neat and tidy as there are a lot of cars to be parked here on the grid, so everyone can have a look at them.

Denis turns off the ignition. The Norwich Union RAC Classic Run is over. It's 3.50 pm and I've travelled 153 miles since leaving Newstead Abbey. A fantastic day, I have enjoyed it. Now my family can leave me here to rest whilst they go and find some refreshments, then I shall be homeward bound. Everyone's dashing around. What's that announcement? 6.00 pm start? Just a minute, here's Diana and the boys but

where's Dennis? Diana is muting about Dennis not being back as there is only two minutes to go before the flag drops. What flag? What's that? **THREE LAPS OF THE GRAND PRIX CIRCUIT?** They must be joking, I'm not designed for this racing game. Thank goodness, here is Dennis; jacket off, turn the key and I'm away with all the other 400 plus cars. What a great day I'm having. Ooh! That's a bit close - there seems to be a lot of cars jostling to get round this first bend, they all seem to be going to much faster than I am. Past an Austin Seven, Dennis is enjoying himself. I must admit that first lap was a bit hair-raising



but Dennis and I have settled down now. Second lap completed, now the third and there's the chequered flag - I've never been past one of them before! What an experience this all is.

Everyone's slowing down now, they've shut the Grand Prix and I'm on the club circuit and - that's it - the Run is over. Down the road, back over the Dunlop bridge and out onto the main road towards Northampton and Yaxley.

What a day I've had, so many friendly faces to be seen. I've met a few old friends and now it's all over but the family and I all agree we're looking forward to the 1987 Norwich Union RAC Classic Run.

9.55 pm: journeys end. Dennis is closing the garage doors; 285 miles on the clock. What a day! Goodnight.

**Total Entries 467
Total Starters 437
Total Finishers 430**

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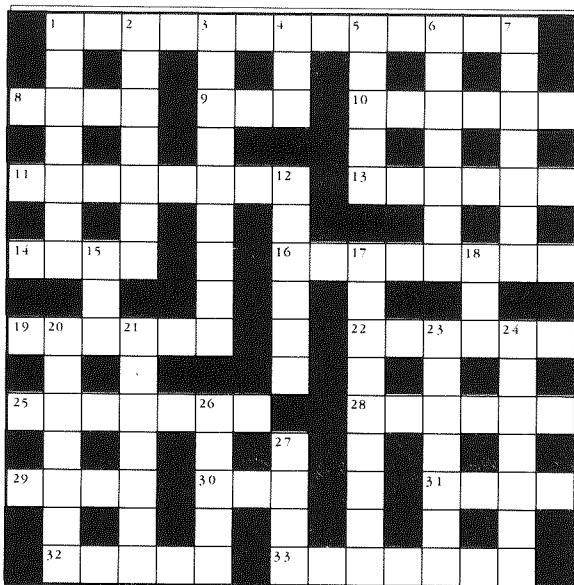
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ACROSS

1. Electric Bras ! (4) (9)
8. Do this and damage your doors (4)
9. Early cars used this to brake (3)
10. One per cylinder (3) (3)
11. Anywhere but outside (8)
13. Was Daimler's dart offensive ? (6)
14. Supersonic flow valves (4)
16. Remove radiator cap after this (5) (3)
19. Sharp valve (6)
22. Wire's look nice in this (6)
25. All our cars have this (7)
28. Change to Pepsi (6)
29. Mobile oil can ! (4)
30. Floor taking a nap ? (3)
31. Your towrope may be made of this (4)
32. Petrol for frogs (5)
33. Poor men's Porches (7)

DOWN

1. Do this to cure the shakes (7)
2. Waters the car at each corner (7)
3. Spitfire in a storm (9)
4. This light will make you stop (3)
5. Makes water bend ? (5)
6. Do you make these in good time ? (7)
7. For onus on fresh air (3) (4)
12. Jiving valve gear (6)
15. Stub this and you will need adjustment (3)
17. Optional extra from Laycock (9)
18. Measure of resistance (3)
20. Tire out (7)
21. Hasty shot (4) (3)
23. Fuel for Brazilian cars (7)
24. Look like these driving topless in December! (7)
26. Drive (5)
27. Useful when changing gear (4)

Compiled by **JERRY VINCENT HERTFORDSHIRE**

AUGUST ANSWERS: Across; Headlamp Care Engineer AR Rubber Cad Ovoid Inn Courier Far Arc Lad Screen Cathode Ink Artic Gearbox Great Orders Torque Sparkplug Assen Yes Tyre Roast Energy Ark Inca Paint Clutch Hem Agent Ski Sports Emu Temperature

Down; Horn Lubrication Jet Anti Gravel Reverse Director AA Rust Anon Crane Cab Radiator Rudder Gantry Empty Add Oil Speedometer Apprise Gas Parking Each Peg Jack Urgent Yellow SU AS Sty Astra Aim ET Cost

QUIZ ANSWER – the word **NONE** which appears between 47 across, 48 down and 51 across.

AUGUST WINNER: CLIVE INSLEY

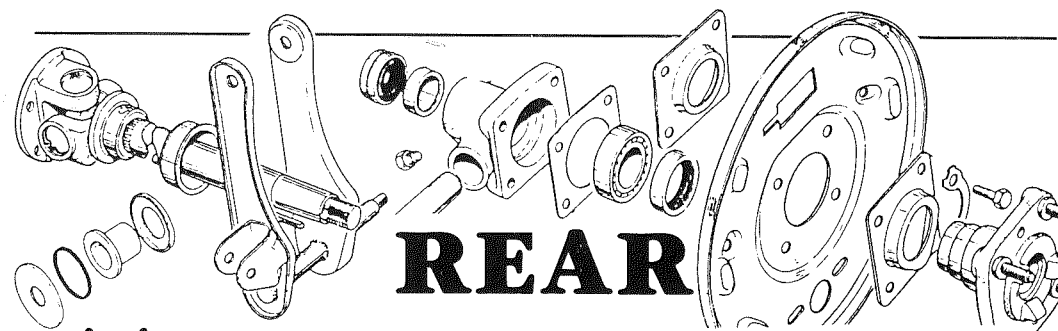
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REAR TRUNNION BUSH REPLACEMENT

By David Herriman - Venlo, Holland

The rear trunnion bushes are one of the often neglected parts of the Triumph Spitfire. A lot of drivers don't even realise that these bushes are cheap and (mostly) easy to replace. They are not mentioned in any maintenance schedule but as our cars are now between 10 and 20 years old, it is quite logical to expect them to be worn by now.

To check for wear you really need the car on a four-poster lift or over a pit as the weight of the car needs to be on the wheels. Apply the handbrake and rock the car backwards and forwards whilst watching and feeling for play at point X Fig. 6 (obviously easier if there are two of you). Wear can cause a 'klonking' noise when taking up the drive but under certain load conditions sounds very similar to the regular ticking associated with worn UJ's. If you are going to do this job then it is a good idea to spray penetrating oil on the rear brake bleed nipple a few days prior to working on the car. The said bleed nipple is very prone to corrosion and very easily shears off which means a new wheel cylinder. It is obviously a good idea to use penetrating oil on all nuts a few days prior to doing such a job, as it should make undoing the nuts a lot easier.

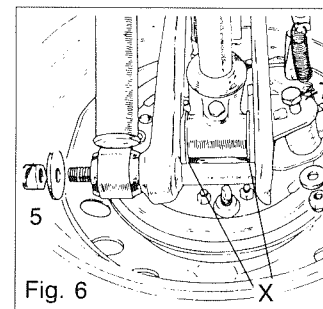


Fig. 6

Meanwhile, back at the trunnions: new bushes are usually bought in an axle set - this means you have everything to do *both* sides at the rear. A set costs about £5 at present and if yours are badly rusted I suggest you obtain new bolts and nuts (see Fig. 7) as well before starting.

Now down to the nitty gritty: support the car on axle stands, the scissor jack

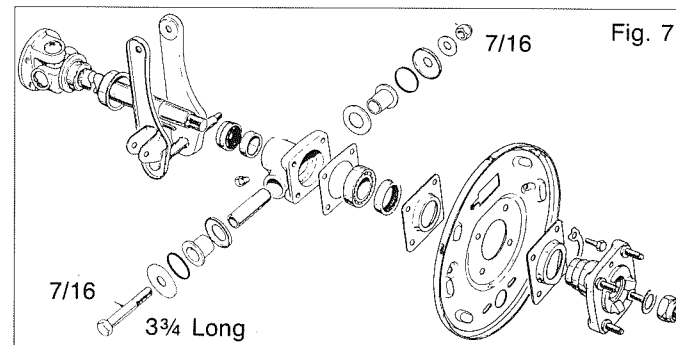


Fig. 7

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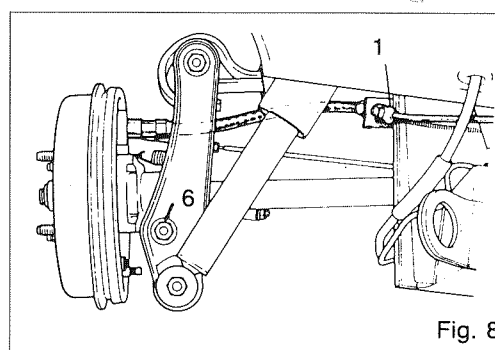


Fig. 8

four bolts of the flange Fig. 9; disconnect the brake pipe, Fig. 8, 1 and take out the bolt, 7 Fig. 6.

Disconnect the handbrake cable and pull the whole lot clear. Hold it in a vice and cut through the bolt at point X or with an angle grinder and a large wheel, grind away carefully the bolt end. After the trunnion is clear of the vertical link, you can cut, grind or chisel the ends off the old bushes. Fitting the new bushes is self-explanatory if you look at Fig. 7.

At this point, you may as well check that the bleed nipple will open. Once on the car it is more difficult and if it breaks off, fitting a new wheel cylinder is easier on the bench than on the car.

The UJs can also be checked while everything is on the bench, as half the work involved is already done.

Check for wear in the rubber bushes and replace the assembly. This is the simple bit but don't forget to bleed the brakes.

Don't be put off by everything that can go wrong but it is better to be prepared. If your car has been well maintained, it should be a simple job taking an hour, if not you might as well do it now - it won't get better on its own!

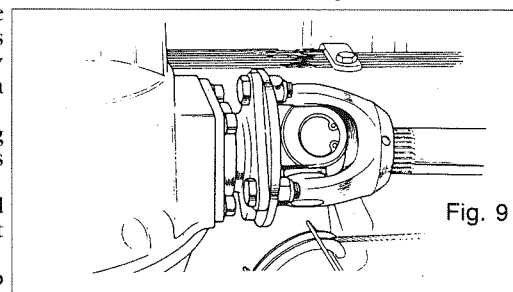


Fig. 9

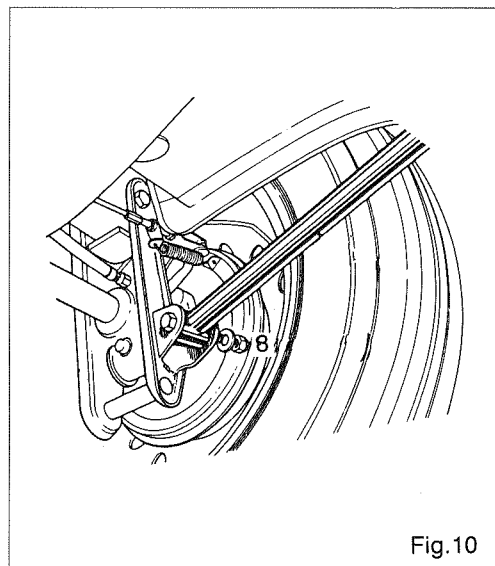


Fig.10

supplied with the car really won't hold the amount of pushing, pulling and banging you are (in 90% of cases) going to give it.

Remove the wheel, undo the lower end of the shocker plus bolt 5, Fig. 6. Next, undo the nut 6 and 8. You should now be able to knock the bolt out. Pull the bearing carrier towards yourself, you can now remove the old bushes.

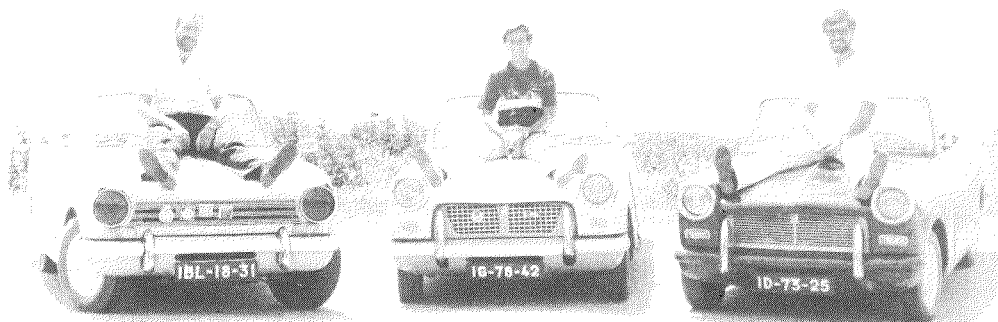
Unfortunately, the bolt is often rusted solid and no amount of persuasion will make it budge. The only thing left is to cut the bolt. At this point, you could try and use a hacksaw blade at points X Fig. 6. It is now probably easier to remove the whole assembly and cut through while it is held in a vice. Remove the

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TSSC IN PORTUGAL R P GEALL

My first meet turned out to be rather disappointing — only three of us in all, unfortunately one other Herald owner managed to buckle his front wing and bonnet rather badly the week previously and another owner could not turn up due to the fact that he has recently opened a restaurant which he could not leave, however the three of us went out on a 'convoy' (if you could call it that) in the local area and had a lunch out at a local beach then on to beauty spots where a gentleman approached us to enquire 'is this a club?' after studying the three cars. It turned out that recently he had purchased a Herald himself and is keen to get a club going. So the day did not prove a complete waste of time — at least the others took an interest.

(I am pictured on the left with the 13/60 the other two are Carlos and Urbano both with 1200's). Urbano (on the right) is a qualified Auto electrician and mechanic in Libson and now advertises himself as a 'Specialist in Triumphs' and as a result has found a good few other owners of 'our' cars interested. Our next meet is on the 19th of this month and he hopes to bring some of them with him.

Following our first meeting I eventually plucked up enough courage to enter the portals of Anglo Portuguese News (APN) offices armed with the photos. The APN is an English newspaper printed and distributed throughout Portugal, in fact it has a very wide circulation and includes a few places abroad, anyway, I merely asked if they were interested in a short piece on the TSSC as the Herald 'reeks of

England' from every nut and bolt. To my delight they were most enthusiastic and a feature appeared in the latest edition of the APN — Hopefully this will drum up more potential members. At present we are five 'definites', with at least six others showing an interest — all Heralds, believe it or not, although I have seen more Spitfires — perhaps they do not yet realise that the cars are all one and the same as far as we are concerned — they soon will.

NEW OVERSEAS REPRESENTATIVES

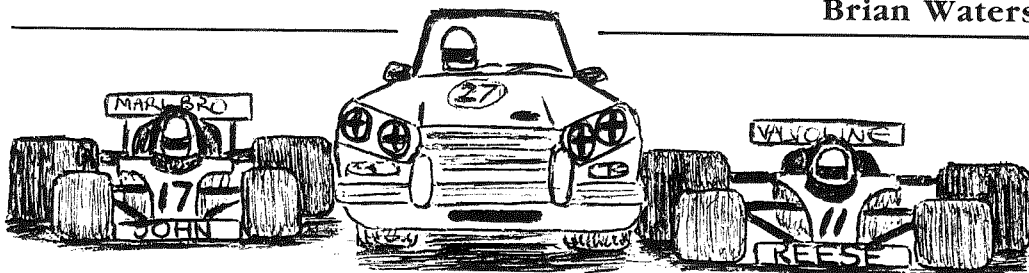
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AUTOSUNDAY REPORT By John Reed

Sunday, 6th July saw another glorious day for the 1986 Autosunday at Bracknell. The Rotary Club of Easthampstead who organise the event, make the bold claim every year, of guaranteed sunshine. I must admit that I had serious doubts this time as I watched the rain pouring down on Saturday evening! But, Lo-and-Behold, as if by order, the weather cleared dramatically. Who says the sun doesn't shine on the righteous!

Weather apart, there was the usual splendid turnout of vintage, classic and custom cars. Our own TSSC Concours attracted some 26 vehicles in the line-up. However, only 11 of this number actually entered for judging. The remainder (like myself) joined in to form an impressive block of club cars which attracted a great deal of public interest and attention. For those who have never been to Autosunday, you may be interested to learn that well over 20,000 people get to the show. Apart from the concours events for the various makes of cars, the TSSC is the only club which has its own stand. The benefit of this is evidenced by the continuing interest of the public visiting us throughout the day.

A special mention of TORMOD SCHAU, on holiday all the way from Norway in his 13/60 Herald. Although he didn't qualify in the eyes of the officials for a long-distance award, he did achieve membership of the TSSC (thanks to Leon Guyot).

The concours judging was carried out by Steve Boitout, A.O. East Berks Area and myself (at short notice) and carried a guarantee of impartiality! The results for the first three places were quite close and placed:-

1ST Sid Jensen - Vitesse MKII Conv. - Reg. VHV 814G
2ND M J Coope - Herald 13/60 Conv. - Reg. PRU 801G
3RD Richard Loveys - Moss Malvern - Reg. A339 CMO

The trophy for the Best East Berks Area Car went to Clive Brash for is very original Spitfire MKIII - just 'pipping' Mrs Gay Yeo with her recently restored 1966 Herald 1200 convertible. My sincere thanks to all in the club who helped to make this another memorable day. Remember, the first Sunday in July is always - AUTOSUNDAY.

NORTH YORKSHIRE TRIUMPH WEEKEND

By Kathy Sleightholme

The North Yorkshire Triumph Weekend was a great success, despite the awful weather! On Friday evening, the early arrivals spent the evening in The Royal at the bottom of Runswick Bay bank.

On Saturday a collection of around thirty cars drove the convoy route, stopping at Blakey Ridge for an excellent lunch. The final stopping place was at Whitby, where we made our own ways back to Runswick.

The beach barbecue was a bit wet to say the least! After 10.00pm the rain stopped and only the hardy few remained, the rest having retired to the pub.

At Sunday's concours, it was splended to see all the different types of Triumph cars on the same field. The winners of the separate classes are as follows:-

Best TSSC - Carl Heinlein - Spitfire 4 MKI from the Anglia Area.

Best TR - Ron Harper - TR4A from the Cleveland Area.

Best Triumph 2,000/2,500 - Steve Greenchaff - MKII saloon from the North East Area.

Best Stag - Dennis Perkins from the North East Area.

Long Distance Award - Tom Davidson - TR7 from Dundee.

Wooden Spoon - Dave Kitching - Herald 13/60 estate from the Cleveland Area.

Best Overall Trophy - Carl Heinlein.

Carl Heinlein's Spitfire was voted unanimous winner.

Next year we hope to make this event even bigger and better!



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SHOW CAR REGISTER

Denis Benson

Now that the better weather is upon us and the 'topless' season is well and truly under way, bringing out of mothballs some rather tidy examples of our club cars. Recently I visited the South Wales Meet and, after talking to quite a few owners, I signed up more cars onto the Register.

This month and, hopefully, every other month, I am going to feature one of the cars from the Register, so if you would like me to 'spotlight' your car, please give me a ring.

Mike Fothergill's red Moss Roadster (Special)

It was at the last of the Limited Edition shows at Castle Donnington in 1981 that Mike first saw a collection of kit-cars, after which he concluded that he must own one. None of them were particularly well finished but they all had a lot of potential. There were Gentrys, Burlingtons, Marlins and Moss cars; all Triumph based.

The family vote favoured the Moss Roadster and an order was placed for a body kit plus hood and side screens. Mike began to hunt for a Vitesse at the right price and eventually found a MK1 convertible - no MOT, siezed clutch etc. £95 was agreed and off Mike walked with his Vitesse in his pocket.

At this point, Mike had not thought about showing the finished car but did promise himself that he would not put the car on the road until it was 100% finished. He spent

18 months building the car, in which time he claims to have visited every scrap yard in the West Midlands looking for the right parts to fit to the car, in keeping with the late 1940's styling. It is the finishing touches that make the difference between a good and an ordinary car. Eventually, in July 1983, the 'Red Bomber' (as it is affectionately known) was insured and went for its MOT, which it passed first time. There were two weeks of ploughing through red tape before a Tax Disc was obtained, I am informed.

On the road at last and attracting admirers wherever it went, Mike did not get on to the show circuit until the following year, after he first attended the West Midlands Area meeting and was encouraged to take the car to M.O.T.E.C., which was the following month. He went to M.O.T.E.C. without any idea of

what to expect and was amazed at the preparation that was going into some of the cars but was thrilled to leave the event with a trophy for Best Special and Third Modified. Now hooked on showing the car and with the knowledge gained from M.O.T.E.C. on what was required from a concours car, Mike went to work on the car attending to all those little items that had lost points. Since M.O.T.E.C. 1984, his car has been to shows all over the country and taken 23 trophies in concours events, including three for Best Car in Show, one of which lead to the car being used for a three page feature in Kit Cars and Specials magazine. Mike says, "One of the nicest parts of showing the car is talking to the hundreds of enthusiasts who admire the car; it makes all those long hours in a freezing cold garage worthwhile. Trophies, though nice, are incidental. My first love is driving my car very fast through country lanes, which usually means I have to work twice as hard to keep the car in first-class condition, but I would never restrict driving it just so I could show it".

Many of you must agree that Mike's Moss is a superb achievement of what can be done with a tired, rusty car and for those who have not seen the Moss or spoken to the owner, look out for them both at forthcoming events. Mike will be more than pleased to talk to you, give you a guided tour around the Moss and give lots of friendly advice.



NATIONWIDE

60 AREAS THROUGHOUT THE U.K.

WOULD ALL AREA ORGANISERS NOTE THAT DUE TO THE VOLUME OF AREA NEWS, WE CANNOT GUARANTEE INCLUSION OF REPORTS IN EXCESS OF 200 WORDS AND ALTHOUGH THE DEADLINE OF THE MAGAZINE IS THE 15TH, OFTEN THE ALLOCATED SPACE IS FULL BEFORE THIS DATE. THEREFORE, FOR CERTAIN INCLUSION, PLEASE BE SURE TO SUBMIT REPORTS WELL IN ADVANCE.

ANGLIA - JONATHAN BALL:

The Anglia Area 9th International Birthday Barbecue was a great success: the local inhabitants must have been amazed to see such a vast convoy of club cars driving through Cambridge city centre on Saturday.

On behalf of the Anglia Area, very many thanks to everyone who helped to make this event such a resounding success, also thanks to all who attended. We hope to see you all next year.

A special thank you must go to Barry Newitt who (once again) put so much time and effort into this great event.

FORTHCOMING EVENTS:

September 4th - Convoy to Arcen, Holland for the 4th International Spitfire Weekend. ALSO monthly meet at The Coach & Horses, chaired by Simon Wisbey (for those who are not going to Arcen).

September 14th - convoy to E. Kent Area for a Games Day.

October 31st/November 1st - The Classic Car Show, Brighton. Please let me know if you need B&B accommodation by telling Simon at the September meeting. A deposit will be required.

AVON - JUNE HYAM:

First of all, may I thank John for allowing me the honour(?) of writing the monthly reports.

Our next event is a barbecue on Sunday 7th September at 7.00pm at Mike and Judy Wakeford's. Bring your own meat and drink and a small charge will be made for supply of salad and dessert.

Another event well worth entering in your diaries is our bonfire party, which we are planning to hold on Saturday 1st November. More details next month. Better still, why not come to the September meeting and help us to provide what you want from your Area.

You've just paid your £13.50 renewal, so why not get your money's worth and tell us what you would like the Area to organise in the coming year! You can find us at: **The Traveller's Rest, Filton on Monday 1st September and The Talbot, Keynsham on Wednesday 17th September.** See you there!

CORNWALL - DAVID BUXTON:

OK, I know sometimes I'm late getting the local news in on time, but this time I posted it in plenty of time, so apologies from the Post Office if any of you would have joined us on Dartmoor on 17th August.

The barbecue at Jack and Jean Hart's was the best yet, despite the fact that six turned up without prior warning. Three cheers to the caterers/hosts! More apologies are due because the August meeting was moved to Wednesday 27th, not the following night. The Farley Hotel is going on holiday! Also, advance news that the **October meeting has been cancelled** as we have been invited back to Bob and Judy Armstrong's 'Bring a Bottle' to a Wine and Cheese Party on Saturday 1st November, 7.30 - 8.00pm. Please ring them and let them know if you will be attending on Mevagissey 842748.

GATWICK - PAUL VARE:

Not so much to report this month. However, a couple of events in the near future which members will be going to are: Sunday 7th September, Bluebell Railway Vintage Sunday and on Sunday 14th September, the second day of Autojumble Weekend at Beaulieu - meet 9am at The Fox Revived.

Anyone who wants more details of the Vintage Sunday, please see Chris Childs or myself at the meeting on 1st September. Our other meeting in the month will, of course, be on Monday 15th. See you there!

HANTS & SURREY - SUE BAYLISS:

We'll be on holiday for the August meeting, so here's a note of what's been happening in the Area during July. First of all congratulations to Simon and Cathy Ward on their recent wedding.

The 19th July saw several of us spending the morning at the Panther Cars factory at Byfleet. We had a good look round the factory and production line and also at the several cars brought along by the Panther Car Club. The next day was our Treasure Hunt. Thanks very much to Dave Rix for all his work. I'm only sorry that we couldn't provide more than 5 cars but those who did join in had an interesting morning!! We had to leave before the results were announced but will report these next month. At the August meeting details were given of a Jaguar Enthusiast Club event on 31st August, to which the Area had been invited.

See you on 10th September by which time we will have been to the Spitfire Weekend in Holland. Hope to have seen our new members from Woking over there.

NORTH HERTS/STH BEDS - STEVE BEDFORD:

Our driving test at the Cambridge Barbecue was well organised and ran very smoothly this year. My thanks to Steve Antollic for the equipment and helping to set and run the course during the day. Also to Peter Scholes and Peter Grant for their invaluable help during the day; it would have been very hard work without them. Mike Clark did a great job on the Area banner, which will be used at other events. Congratulations to M Payne, who won with the only perfectly clear round and to A Brown and L Elson for the most entertaining round. The Anglia Area again put on a professional event, which was enjoyed by everyone - they even had good weather.

We missed an announcement in The

THE MILTON KEYNES AREA AND AMPHICAR REGISTER

SUNDAY 21st SEPTEMBER 1986

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Courier for our Area Barbecue on 27th July, but still had approximately 35 present.

15 of us braved the elements at Stanford Hall. How do they manage to have such atrocious weather three years running? The setting is so beautiful but it cannot be readily enjoyed from the marquee, even though the concours marking was also inside the tent. Many trade stands could not display all their goods and I was not able to buy all that I had planned. I have never seen it rain so much during the whole day. Commiserations must go to the Leicester Area who had put so much work into the event.

Our August Whitwell meeting included an engine concours of 20 club cars at the meeting. Pat McCoran from South Herts won the best engine bay, whilst it was very close for the worst one. Peter Goodman 'won' this coveted title and the prize of the engine degreaser.

Forthcoming Events:

Wednesday 3rd September - AGM at The Eagle and Child, Whitwell. Come along and elect a committee to help run the Area for next year.

Saturday 6th September - Evening Canal Trip with the TR Register and the Triumph 2000 Register from Watford Marina. Food will be provided so names to me a.s.a.p. **Please note the revised date as the original one could not be confirmed with the boat owner.**

Sunday 7th September - Rounders on Redbourne Common with Triumph 2000 Register. Meeting for lunchtime drink -

further details at our meetings as the location may alter to Offley if we can obtain permission for use of some playing fields.

Tuesday 16th September - meeting Bird In Hand, Henlow.

Sunday 21st September - late summer treasure hunt, organised by Bob Prebble (0767 315196). Food will be available after the event so names to me a.s.a.p.

Wednesday 24th September - further course on Tempsford Skid Pan. All day course run by Police. We are meeting at 10.00 at The Anchor pub on the A1 at Tempsford. A map will be provided at our meetings.

Tuesday 28th October - guided tour of McMullen Brewery in Hertford.

SOUTH HERTS - SHERIDAN EARL RUSSELL:

Our meetings have been well attended, with everyone congregating outside the pub and viewing each others cars. The most immaculate Spitfire MKIII turned up at our last meet, owned by a 16 year old, as well as a Bond Equipe GT4S. Now, we need more Heralds, so all those in our Area with such cars, come along and meet your fellow four-wheeled friends and relations.

51 people attended our Barbecue, making it one of our most successful occasions. Great thanks go to our barbecuers, Peter and Jeremy, aided and abetted by their respective wives, Anna and Vicky.

Our stand at British Aerospace certainly looked the part, with four lovely examples

of our cars. Thanks to Nick, John, Karen and Anna. A pity the weather couldn't stay dry, however the crowds still turned out in force.

The Treasure Hunt was jointly won by Nick Crisp and Richard Dakin, with myself third. Congratulations to them and their navigators.

DIARY DATES:

Saturday September 13th - Night Event. Maps and all necessary literature provided for your £4 entry fee. 10pm at The Coach & Horses.

Saturday October 25th - Halloween Fancy Dress Party. Our annual ghoulie and ghostie night. Tickets available NOW!

HULL - G CURTIS:

As we have not been in The Courier these last two months, don't despair, we're still holding the meetings on the second Thursday of every month. We have had two good meetings with some new members attending and also two members from the Doncaster Area, who were very pleased to see.

At The Hull Show on the 5th and 6th July we had a good turnout. Also the Kirmington Air Show on the 27th July went very well with 20 cars attending.

The Polington Show will have taken place when this is printed; here's hoping the weather stays fine for us all.

IPSWICH - ANDY SPURLING:

This months combined efforts to get Jonathan Turkettle's Vitesse fit for the weekend event at Cambridge, is a good example of what being in the club is all

about. Thanks to Pete (mechanic), Andy (forklift driver) and Bob (highly dangerous crumpet merchant). We had five evenings to do the job but as is usually the case with cars, nothing went according to plan. The week was spent roaring between Ipswich and Sudbury in a 1963 vintage 1600 Vitesse, collecting and returning parts, heaving the engine around with a forklift, before the existing crank was finally reground, new wheels fitted and two conrods located and fitted from an engine found growing in a hedge in Manningtree, Essex.

Although he didn't make Cambridge, Jonathan is, happily, mobile again, even though he's got no money to buy petrol from the young wench at the Mobil garage.

A good night was had by the three of us who made the trip to the Norwich meet, even though most of it was spent in The Ritz Night Club discussing spares.

EAST KENT - MARTIN MARRISON:

The meeting on the 10th went well, with over 30 people turning up. It now seems that we are the pub's main trade on our Wednesday meetings. There is an incentive of members to turn up to the meets as there is now available a FREE news sheet - one for each member attending. This contains information of events past and future and items wanted and for sale.

We would all like to wish Phil and Jane all the best for the wedding on 6th September and we would like to thank David and Maurice for all their help in the past - good luck with your move to Bognor (watch out West Sussex!)

FUTURE EVENTS:

3rd September - Meeting at The George.

6th and 7th September - International Spitfire Weekend. Further details, see Martin.

14th September - Sports Day against the RMC. Further details nearer the event.

Also required are the numbers of people who are interested in going to the Brighton Classic Car Show and to see the London to Brighton Run. We will be staying in the same guest house as last year and Leslie needs to know numbers by the September meeting.

There will possibly be a trip to Norway for the New Year - more details at the meeting. Also I have been informed that the East Kent Area are to have their own sweatshirts, costing £9.75. See Clive or Heather.

WEST KENT - RICHARD & SUE FRANCIS:

Bromley Pageant of Motoring:

We know a report was featured in the last months Courier but, due to lack of

space, the names of the team members for the Tug-a-Car and Throw-a-Tyre were not mentioned. As we had promised to the two club members we grabbed out of the crowd to help us that we would mention their names, I apologise and hope that the photograph below makes up for it.



Our thanks for the photograph goes to Diane Watson (Peterborough Area), who gave us a real shock when she turned up on our doorstep one Sunday morning. It was lovely to see you Diane, sorry we had so many other visitors that morning.

Our new venue seems to be working out very well, with the Manager being very co-operative. In the near future we will organise some darts and pool matches and if we ever have any decent, summer evenings, we will get the barbecue going. **Area meetings at The White Horse, Sundridge - 1st and 3rd Wednesdays.**

CITY & EAST LONDON - PAULINE BAGNALL:

In June a group of us went camping and canoeing. I would like to thank The Lewisham Sea Cadets for loaning us the campsite and canoes in Maidstone and Mark and Dave for organising the weekend. It was hard work and very wet, but we all enjoyed ourselves and look forward to next time.

Dennis and Jeanette gave us a wonderful evening of videos, music and lots of jokes!

Thanks for the food and company - again, we look forward to the next evening.

July saw the Hackney Film Festival, 1986 Barbecue. Anyone who is anyone was there - James Dean, Brian ('Always look on the bright side of life'), Clint Eastwood and David Bowie - plus other 'not so famous' people. This time it is Pete and Anita who deserve the praise for organising the barbecue. Again, great fun - just wish I hadn't got lost at 2 a.m. in my leotard, toga and sunglasses!

By the time you read this, a group of us will have been flying over London.

We still meet on the first and third Thursday of each month at The George, Isle of Dogs. Attendances have been flagging - although some of this may be explained by holidays. It is very difficult to plan events for the Area if we do not know what you would like to do. So, why not pop along to The George and say hello. **Next meetings: 4th and 18th September.**

Finally, congratulations to Ian and Jane who will be tying the knot on **September 13th**. We wish you the very best and hope you have a 'Triumph-ant' time!

NORTHANTS - IAN MCKEGGIE

September again and time to elect your Area Organiser. Unfortunately, due to other pressures, I cannot stand for this position during 1986/7. So nominations should be in for the September meeting. I would like to thank those who have given me so much support over the past six years.

NORTH EAST - JUDITH ATKINSON:

First in last month's quiz was Paul (we've got a Master Mind here), with a score of 46 points. Second was Tony and Doreen with 31 and third was Graham with 30.

Well, the North Of England Motor Show went well with about 30 people promising to join the club. Thanks to everyone who took part, the cars looked fantastic; there wouldn't have been a stand at the show if it hadn't been for you.

Now on to the summer meeting. Well, what happened to everyone? I get lots of people who say "I would come if there was something for all ages", and you still didn't turn up. I must thank Alan Threlfall, who came all the way from Swindon to take part - he puts the rest to shame. Anyway, we still had a great time. The

barbecue was great (thanks Anthony's dad), the weather was fantastic with everyone getting a suntan, so see what you missed!

At our September meeting it is to be discussed who is to become Area Organiser for 1987, so if you are interested, come along.

DATES FOR YOUR DIARY:

Sunday 7th - Holker Hall. Anyone interested in a convoy.

Saturday 13th - Convoy Run to the Derwent Reservoir and barbecue. Meet at The Bowes Incline at 2 o'clock.

NORTHERN IRELAND - ROB MILLAR:

Thanks to a small band of members who continue to support the club by regularly turning out no matter what the weather dishes out. We also saw a couple of new faces and new cars and said goodbye to Fred, a long-standing member who has not only moved to England but, worse still, has bought a Stag! Despite this misguided behaviour, we all wish Fred the very best of luck in his new venture.

By the time that you read this, we should have had a successful barbecue at Gerry's place but more about that next month. **Next meeting will be at The Glenavna Hotel on 7th September at 2pm**, so why not come along and bring your Triumph (not essential) and your ideas for future meetings.

NORTH MIDLANDS - ALAN MOSEDALE:

On the 19th and 20th July, the Area were present at the Austin Healey Jubilee Weekend at Bingley Hall, Stafford, representing the club with a Spitfire, GT6, Herald and Vitesse convertible.

The show went well with much interest being shown in our cars, and I would like to thank the Austin Healey Club organisers for inviting us along.

Still on the subject of shows, I went to Tatton Park on July 27th, for the Triumph Sporting Owners Club national meeting, and it was nice to see so many TSSC members entered in the concours event, which was of very high standards.

Back to the present with a number of new faces averaging around three a month, the Area register is filling up, so let's keep appearing folks.

To the future: the Area has planned a treasure hunt and your support is needed. The 'Hunt' will take place on September 7th, meeting at The Three Crowns, Stone, at 1.30pm. There will be an entrance fee of £1 to cover the cost of the trophies, of which there will be a 'Main' shield, which will be kept on public view, and presented yearly to the winners.

See you all at the next meeting. **STOP PRESS** Congratulations to Daniel Jones on picking up the 'Best Herald' trophy at the Leicester 'Splash' for his immaculate white 1200 convertible. We like to see local Area members winning.

SALISBURY - BILL MORLAND:

Salisbury Area returns to The Courier! Although Salisbury has been in the Area Directory, it appears we have no Area Organiser, we meet nowhere at no time. Well, to put matters straight, we have been meeting at The Three Crowns at Waddon on the 1st Thursday of every month. Numbers have, however, declined a bit from the 67 attending in November last year to about 12 in August this year.

I'm sure that, now everyone knows we still exist, we will have a record turnout in September. Be there to be sure of a place in our treasure hunt on 28th September. Fabulous prizes to be won!

SWINDON - IVAN KIRK:

Another good turnout, even though it was the middle of the holiday season. In all about 30 people and some new faces attended the meeting.

Many thanks for supporting the raffle and to Jimmy for showing his silent movies of past events. If you missed the barbecue on 12th July, boy did you miss a barbecue! Burgers, bangers, chops, ribs, salad and venison (yes, venison!), washed down with a GT6 bitter and Vitesse lager. All those who attended thank Forbes for giving up his yard and doing all the organising. Can we book again next year? The on-the-spot concours at the barbecue got bonnets and boots (Di) open, the winners being: GT6 Forbes Jardine, Spitfire Di Hodson, Vitesse John Cudmore, Herald Jimmy Carter and one special (sorry, can't remember your name), each cherished their own certificate.

Following Caldicot, can Ralf please have his spanner back which he lent to someone (return it via me).

FUTURE EVENTS:

1st September - meeting at Blunsdon for a feely bag competition and raffle.

14th September - Observation tour (treasure hunt) at Coate Water Park, 10.15am for 10.30 please. No map reading required, 50p per car entry. Prizes!

6th October - Blunsdon meet.

THAMES - D RAMSHAW:

First things first, I'd like to thank Nick for all last years events and conning me into being Area Organiser.


Last month saw the Birthday Barbecue, following a successful convoy to the event. Nick started the weekend off well by knocking his silencer box off at the entrance, closely followed by Leon. Our Ladies 'Haul The Herald' team got stuck half-way round the course and ended up being helped by various male on-lookers. After a very pleasant afternoon came the prizegiving: well done to Lorraine and Andrew for winning a trophy for the most amusing entrant on the Gymkhana.

Our club stand at the Uxbridge Show drew a few crowds. Well done to Clive whose GT6 won the Best Car on the

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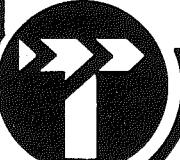
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The Leicester Event went quite well, despite Chris, whose GT6 overheated on the M1. Saturday we camped and enjoyed the disco. Leon lost his silencer yet again. Has anyone ever been to a meeting where Leon hasn't lost his silencer? Well, we will not comment on the rain which never stopped falling on the Sunday.

Thursday 11th - Wellie Throwing Competition at The New Inn. 8.15pm

Sunday 14th - Standard Triumph International Rally. Please note, get your tickets in advance or you will not be able to park with the club cars. Convoy leaves The New Inn at 2pm on Saturday.

Thursday 25th - Social at The New Inn.

A lot of things are happening at the Wessex Area, with the Bonnets-Up

A lot of things are happening at the Wessex Area, with the Bonnets-Up Competition being very successful. Chris was the winner with his nice Vitesse convertible and it was a very close result for the booby prize, with new member Phil Warr just beating my disaster Area Herald with his farmyard condition Spitfire!

We had an excellent turnout for our first TSSC cricket match held in the New Forest, despite the traditional cricket weather.

Next on the agenda is a treasure hunt, organised by members of the Salisbury Area to be held on the 28th September.

Meeting times and places as usual - see you all soon.

We can blame the Post Office for no Area News last month, which only emphasises that all Area Organisers should get theirs in the post to Bill as early as possible.

June's meeting saw a good selection of cars, including the oldest GT6 in the club; a prototype believed to be No. 2. We were offered a discount from a sand-blasting and enamelling company. I will bring their cards to future meetings.

July's meeting was generally well-attended, Sunday being hot and sunny, allowing us to sit outside and enjoy the countryside.

We have been invited to the Patrick Collection on Tuesday, 9th September. This is a special, late night opening and as it falls on our meeting night, we will have the next meeting there. The museum has been greatly expanded since last time we went and it is well worth a visit.

The full address is The Patrick

Collection, 180 Lifford Lane, Kings Norton, Birmingham, but if you want to go from Moxhull Hall, we will leave there at 7.30pm; admission has been reduced to £1.20 each. Refreshments will be available there.

Thanks must go to Bill and Bev Dixon for making us so welcome at the Worcs. Area Barbecue, it was good to see some West Midlands members there. It was a great day.

Next meeting Tuesday 9th September
(at The Patrick Collection) and Sunday
lunchtime, 28th September.

A lot to report this month. From all the comments we have had concerning the barbecue, it seems that a good time was had by all. We would like to thank everyone for turning up, but with special thanks to Janis, Sally, Lynda, Therese and Chris. It was a night to remember, especially for Tony Spicer, as a little bird had told us that it was his birthday on the previous day. So, to do something special, Beverley revealed all (well, nearly all - photos as yet not available but stay tuned!). Also, we would like to thank John, Sue, Les and June for making the long journey from Bristol to come to the barbecue - we hope the trip was worthwhile.

The meeting was well attended this month with over 30 people there. A very hard quiz provided by Vicki was won by Rob and Linda from Malvern. It was also decided that in November (no date as yet) we would hold a fancy-dress and disco at Norton Grange - all will be welcome. More details later. Don't forget W.A.C. '86 this month - hope to see you all there

We did manage a second, open-air meeting for this year - it didn't last long, however, we soon 'nithered' out.

We certainly made up for lack of attendance over the year with 22 members at this meet, including two new ones: Neil and Melody from Bridlington. All were looking forward to the Concours and especially the Moors Run, which this year finishes at Gossmont. Here's hoping it was good weather on the 31st.

See you, winners and all, at the **next meeting on Wednesday 3rd September.**

Thanks to Andy Grundy for producing our Area Banner, it sets our stands off a treat. Also it was *commiserations* to Chris Rooke (July issue) in case anyone thinks me odd! The Rotherham Show was quite a success. Well done to Mark and Jeff on winning your trophies. The Humberstone Air Show was also a success.

14th Sept - York Historic Vehicle Rally - details from Steve Boyne. 21st September S. Yorks Transport Rally - details from me.

The last month of the Summer Calendar is as follows:

Monday 1st - Newcastle TSSC Meeting.
Wednesday 3rd - York TSSC Meeting.
Saturday 6th/Sunday 7th - TR Lakes
Weekend/Holker Hall Classic Car
Weekend, nr. Windermere. **Wednesday
10th - Cleveland TSSC Meeting, Ship
Inn, Saltburn. Wednesday 24th -
Cleveland TSSC Meeting, Ladle.
Sunday 27th - Harewood Hill Climb.**

A splendid turnout at the Springfield Classic Car Rally; I lost count of the number of Membership Leaflets I handed out! It seems that an Area is needed to cater for the Boston, Alford and Skegness area - anyone interested please contact me if they want any advice. We are putting on a display at the Boston & District Classic Car Club's Annual Rally, at Oldrids Downton, Boston on Sunday 7th Sept. Anyone from Boston interested in displaying their cars (do not have to be in Show Condition), please contact me.

Don't forget the meeting on 8th September. We shall be leaving The Plough at 8.00pm PROMPT to drive to Dave Rutterford's premises for a demonstration on Crypton Tuning. Directions at bar for late arrivals.

The Loch Lomond barbecue was like an adriatic seascape on probably the hottest day that we've had all summer. We had 3 barbecues, a canoe and about 20 people to feed. A fantastic day out.

The convoy to Clamis was an intimate one. We arrived with tops down for this huge event comprising of Autojumble and 100's of cars on display.

We had several club cars on display at the Culzean concours. It turned out to be a scorcher again. It's a pity the cars didn't win anything though - we should have done as they were a credit to their owners. The club stand was buzzing all day.

Meetings are being held at The Sherbrooke Castle Hotel, 2nd Monday of the month in Pollockshields, Glasgow.

The Yeovil Festival of Transport has been and gone, with brilliant sunshine on the Saturday and rain on the Sunday. The club stand was very successful. We had 12 cars on the stand, which were all very well presented. Thank you to their owners and all other members who came to support us. I would like to extend my thanks to those members who helped on the stand throughout the show; your help was much appreciated.

The Area Treasure Hunt was quite well attended and enjoyed by all, despite several cars getting lost. The winner was Kaye Sorrers who will keep the trophy until next year's competition. Thanks to Geoff and Joy for organising the event.

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BILL SUNDERLAND — EDITOR **19 Prince Rupert Avenue,**
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CLASSIFIED

Vitesse convertible 1965 2L engine and g/box: 12 months MOT, excellent cond. both bodily and mechanically. Many new parts inc. panels. No rust, no filler, re-sprayed Damson. £1,500. Contact: Madeley, tel: York (0696) 61032 - 86/13850.

Spitfire 1500 V reg: v.g.c., MOT July, Carmine Red. £1,995. Contact: Carol, the: Farnham (0252) 726195 - 83/7022.

GT6 MKIII 1972: good condition, 11 months MOT, upgraded suspension and many extras. £1,500 o.n.o. Contact: Richard, tel: Bourne End, Bucks (06285) 30671 - 82/3398.

1968 GT6 complete car for spares or rebuild. Offers? Contact: A Pack, tel: Rushden 315285 after 6pm - non-member.

6-cyl. 12/50 Herald: not been used for 2 years. Must sell. £50. Contact: Jenkins, tel: Cardigan (0239) 612765 - 84/7663.

Herald saloon 1200, 1964: B reg., 32500 genuine miles, Cactus and Olive, good, clean condition. Taxed Dec '86. MOT mid-Aug '86. £650. Contact: Paice, tel: Wilmslow (0625) 522874 - non-member.

Vitesse convertible 2L MKI, 1968: white/brown, new floor and chassis members. V.g.c. Taxed and tested. £1,000 o.n.o. Contact: Curness, tel: Southampton (0703) 776096 - 84/9318.

Triumph Spitfire MKIII, 1967: red, excellent condition throughout. 6 months MOT, radio, new carpets, same owner last 12 years. Genuine reason for sale. Will deliver. Offers? Tel: Plymouth (0752) 872444 - non-member.

Triumph Vitesse convertible 2L MKII, 1969: post box red, new engine and new, cream hood. Stereo. MOT, taxed Dec '86. 2 owners only. Unexpected company car forces sale. £1,500 o.n.o. Contact: Paul, tel: W14 (01) 603 7347 after 6.30pm or w/ends - 86/13299.

GT6 MKIII: L reg., years MOT, nice looking, original example in Sapphire Blue, which has been stored 5 years. Sound body and chassis (Hamerited), O/D. Genuine reason for sale. £1,800 o.n.o. Contact: Coles, tel: Poynton (0625) 876833 - 86/6272.

Herald 13/60 convertible 1970: dark blue, light blue interior. New hood still boxed. Plus spares inc. both doors complete. Vitesse engine, gearbox, prop. £250. Contact: Chris, tel: Sutton Coldfield (021 378) 3935 - 85/11669.

Herald 1200, 1969: Valencia Blue, 52,000 miles, one previous owner. Full history, excellent and mainly original condition throughout. Immaculate bodywork, must be seen. MOT and

Tax Genuine reason for this reluctant sale. £800. Contact: Templeton, tel: Seaford 896101 - 85/10685.

Vitesse MKII convertible: O/D, 1970, Valencia Blue, showroom cond., mechanically sound, T&T. Many new parts, extras tonneau, carpets, Halogen h/l. TSSC Valuation £2,000, asking £1,900 for quick sale as flat purchase looms! Contact: Bob, tel: Guildford (09483) 502176 eves - 85/12648.

Vitesse MKII saloon, 1971: Royal Blue, new engine, gearbox and clutch, excellent condition throughout. No rust. MOT. £695. Contact: D Watts, not between 6-20th Sept., tel: Bristol (0272) 273316 - 84/7560.

Spitfire 1500: H/S tops, R reg., Inca Yellow, O/D, radio, tonneau and H/cover, tax/MOT Dec '86. V.g.c. £1,495 o.n.o. Contact: Bannon, tel: Peterborough (0733) 40758 - 85/12952.

Vitesse MKII convertible: JTJ 156K. Full, professional chassis upwards restoration, 12 months MOT, full history, original Handbook and Service Manual. Drive train and brakes, clutch, replaced, new hood, carpets. Waxoyled. £1,700 o.n.o. P/EX cheap 13/60. Contact: Alan, tel: Preston (0772) 25601 - 86/14717.

1973 Spitfire MKIV 1300cc: French Blue, hard/soft tops, tonneau. Recon. engine/gearbox/clutch 18,000 miles ago. Good runner, used daily. A good home required. Open to offers. Contact: David, tel: Cardiff (0222) 612765 eves - 85/11184.

Triumph Herald 13/60 convertible, 1969: totally restored, resprayed B.R.G. Low mileage, no rust. New cream hood, tonneau cover. New carpets. MOT. £1600. Contact: Bryan, tel: Sutton Coldfield (021 354) 1670 - 81/3255.

Convertible 2.0L GT Bond Equipe: O/D, 1970. Sound, original chassis. Craze-free silver body, Claret stripe. Tonneau set. Quality new hood. T&T. 64,000 miles. £1,640. H/top bodysell, bonnets, parts. Contact: Richard Martin, tel: Sussex (0424) 52809 day; before 9pm (0424) 82 267 - non-member.

Triumph Herald 1200, 1964: 37,000 miles genuine. Full service history. MOT 'til June '87. Tax 'til Nov. Immac cond. Must be seen. Ideal collectors car. Sensible offers. Tel: Surrey (01) 643 9047 - non-member.

1966 Bond Equipe GT4S: runner but needs attention. First offer accepted or to scrap. Contact: Ward, tel: Birmingham (021) 449 3802 - non-member.

Triumph Vitesse saloon, 1969: dark grey, red upholstery, 72,000 miles. Taxed December, MOT November. New clutch,

exhaust, battery, front tyres and spare. Second owner. Garage maintained throughout. Original radio. Good cond. Reluctantly selling. £1,100. Contact: Miles, tel: Swindon 21489 - non-member.

Triumph GT6 MKIII, 1973: Magenta, cloth, tints, O/D. Restored. Recent new engine, box, 3.27 diff, bodywork, Compomotive wheels. One of the best in the West! £2,300. Contact: Gill, tel: Midsomer Norton, Bristol 414349 after 5.30pm - 81/2872.

GT6 MKIII, 1973: Mimosa, low mileage, sunroof, towbar, radio/cassette, anti-roll bar, rear adjust shockers. Many new parts. Maintained regardless of cost. £2,995. Contact: Alan, tel: Denham 833745 - non-member.

Herald 13/60 estate: July 1969, outstanding condition, valued at £1,650. Extensive spares included. Car available for sale late September. Offers sought. Contact: Murray, tel: Hawthorn, Wilts (0225) 811186 - 86/13404.

Vitesse MKII, 1969: excellent mechanics, v. sound bodywork, stainless exhaust, new clutch and chassis, one year MOT. Price negotiable. Contact: Ron, tel: SE18 (01) 855 6587 - non-member.

1963 Triumph Vitesse saloon 1596cc: one owner, immaculate cond. 59,400 miles, original colour Olive with Cactus flash. 10 months MOT, taxed December, insured. Full history and service details. Genuine reason for sale. £1,250. Contact: W Field, tel: Hereford (0432) 276249 - non-member.

Triumph GT6 MKIII, 1971: in B.R.G. Extensive rebuild 2 years ago. This car has been kept in excellent order since updated to 2.5 Pl. MOT until March '87. £1,695. More details contact: Gary, tel: Liverpool (051) 531 7301 eves or w/ends - 84/7195.

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GT6 MKIII K reg'd: brown, gold top. O/D, tax, MOT, new carpets. £900 o.n.o. Contact: Eastwell, tel: Wareham (09295) 54161 - 86/13916.

Triumph 13/60 convertible, 1971: 30,000 miles only. In beautiful overall condition. Is certain to be admired by examination. Colour bright red. One, careful, lady owner from new. 12 months MOT. £2,000. Contact: Moulton, tel: Llandudno (0492) 40307 - non-member

Spitfire 1500, 1979: B.R.G. V.g.c. Recent respray. 51,000 miles. Hard/soft tops, tonneau, O/D. Maintenance history, manuals. MOT April. Parts, clock radio. Offers invited around £2,200. Contact: Cristine, tel: Upton (06846) 2709 - 85/11631.

Spitfire 1500 S reg: blue, good condition, 56,000 miles. Want good home. O/D, soft top, tonneau, radio/cassette. MOT until Dec, taxed until Nov. Reason for sale - broken home! £1,500 o.n.o. Contact: Jayne, tel: E13 (01) 470 1043 - 86/13941.

GT6 MKIII 1971: K reg., white, beautiful condition - must be seen. A real eye-catcher. Sunroof and many other extras. Move forces sale, hence bargain at £1,450. Contact: Mr R Strafford, tel: (021) 360 7114.

1968 Triumph Vitesse saloon 2L MKI: white, 72,000 miles. Taxed and MOT'd. V.g. original condition. £1,100. Contact: Carter, tel: Rustington, W Sussex 772553 - non-member.

13/60 estate, 1971: for restoration. Body tired but OK, bonnet perfect. Front outriggers rotten, mech. good, engine fast before blew ring. Good tyres, MOT June. Would restore, need cash for other Herald. £80 o.n.o. Contact: Ian, tel: Street (0458) 42230 - 85/11648.

Spitfire 1500, 1979 (+): Inca Yellow, 55,000 miles, 6 months Tax, 8 months MOT. Good condition all original. £1,700 o.n.o. Contact: D Nemes, 40 Shirley Road, Acocks Green, Birmingham B27 7XH (not on 'phone) - mornings and weekends only - 84/8498.

Vitesse 1600 saloon, 1966: O/D, white, Cherry stripe, red interior, full length sunroof, Triumph tune exhaust, GPS tyres, radio/cassette, 78,000 miles, years MOT, v.g.c. University forces sale. £850 o.n.o. Contact: Jon, tel: Woking (0734) 785629 - 85/11959.

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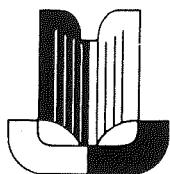
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Triumph Spitfire 1500: red with beige hood and interior excellent condition. R reg. Lady owner going abroad forces sale. £2,200 - no offers. Contact: Sue, tel: (01) 488 2825 day or Essex (0708) 852054 eves - 85/12960.

Vitesse 2L MKII saloon: K reg., new radiator, g/box etc. Good trim, v. original but requires work to finish. Lots of potential, offers around £350. Also good 13/60 bonnet, £40. Contact: David, tel: Stoke-On-Trent (0782) 643828 - 86/13703.

Triumph Spitfire MKIV 1300, L reg: new tyres, 2 wire wheels, new exhaust. £480 o.n.o. Contact: McKenzie, tel: Edinburgh 554 4901 - 86/13558.

GT6 MKII: O/D, Signal Red, J reg. New sills, rear side panels and arches, carpet. Work still to do. No more time or inclination. Good engine and fun. 11 months MOT. £1,000 o.n.o. Contact: Nicholas, tel: Wilmslow (0625) 583044 - 84/7335.

Triumph Vitesse MKII saloon, 1971: O/D, v.g.c., Laurel Green, 10 months MOT, taxed. Servo brakes. £850. Contact: Burns-Cox, tel: Bristol 392217 - 85/11854.

GT6 MKIII, 1973: O/D, Mimosa Yellow, £1,500 spent in past 2 years which includes: new inner/outer sills, front wing, sunroof, leaf spring, tyres, carpets, rad, etc. Excellent cond. £1,950 o.n.o. Contact: Martin, tel: Brentwood 220480 - 83/5791.

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I have a Honda CBX 1000 motorcycle, value £2,300 and would like to swap for a late model Spitfire or GT6. Anyone interested? Contact: John, tel: Washington (091) 4169674 - 86/14121.

GT6 MKIII, 1971: red, O/D, good mechanics; sills require attention. MOT expired. Standard wheels plus wide set. Useful extras. £395. Contact: Laurie, tel: St Germans, Nr. Plymouth (0503) 30056 -79/00980.

1966 Vitesse 6 saloon with overdrive: Conifer Green with white stripe. Professionally restored 3 years ago inc. new diff, carbs, carpets etc. V.g. all round cond. 69,000 miles. Tax and MOT. V. reliable. £1,295 o.n.o. Contact: Shaw, tel: Brighouse (0484) 710116 - 82/4705.

1600 Vitesse and 12/50 Herald for sale: no MOT, both in need of restoration. Lack of time and space forces sale. Will split. Will accept any sensible offer. Can deliver. Contact: Alltree, tel: Halesowen (021 550) 5250 - non-member.

Vitesse MKII convertible: damaged bonnet, door and rear. Runs beautifully. Recent hood, exhaust, dynamo, UJ, steering rack. Best offer secures around £190. Contact: William, tel: SW11 (01) 622 1710 - 84/8188.

Spitfire MKIV 1973: new hood, resprayed, many new parts, MOT, Taxed, good cond. £650 o.n.o. Contact: John, tel: Essex (024541) 4547 - 85/12732.

Vitesse convertible 1968: white, MOT March '87. Good body, restoration 1984. New hood. Recon. gearbox, mechanically reliable. Interior clean and tidy. Boot rack. Haynes Manual. £1,000 o.n.o. Contact: Neil, tel: Spalding (0775) 3417 - 85/10333.

Vitesse 1600 Convertible, 1965: Navy Blue, white hood, stripe, wheels. A beautiful car that will reward an owner prepared to spend time and care. £1,500. Contact: Richard, tel: E1 (01) 791 0072 - 86/13602.

Vitesse MKII conv., O/D, 1969: White/Damson flash. Beautiful cond. Extensive restoration work undertaken body/chassis. Mechanics excellent. T&T, tonneau. Only driven in summer months. Garaged all year around. A reluctant sale of a much admired car. £1,795. Contact: Mike, tel: Manchester (061) 864 2660 - 84/7181.

Triumph Vitesse convertible, MKI, 1967 2L: taxed, MOT, white, many spares. £1,350. Contact: Peter Marson, tel: Sevenoaks (0732) 75312 - 85/12147.

Herald 1200 1971 rear opportunity to purchase 3rd newest 1200 on club register. Good body, mechanics, interior. Requires UJ on propshaft and respray. New parts include driveshaft, UJ's, battery, fuel pump. Must sell. Offers around £250 bargain. Contact: Malcolm, tel: N Wales, Chester (035286) 622 - 85/11650.

1600 Vitesse convertible: O/D, mechanically and bodily good, chassis u/s. Also Herald built upon excellent Vitesse chassis £400 the pair. Herald coupe 41,000 miles: mechanically good, grey seats, excellent. Needs restoration but original. £80. Contact: Eaton, tel: Haxey 752019 - 84/7864.

GT6 MKII, 1970: Saffron Yellow, reg. no. BGF 9H. Reluctant sale to a new, caring owner. New tax and MOT. 76,000 miles. Garaged. In good cond. Realistic offer considered to secure sale. Contact: David Scott, tel: (01) 637 5300 day or NW2 (01) 435 4883 - non-member.

Herald 1200, 1965: registration LCU 225, good interior/mechanics, 65,000 miles. Requires body repairs. All parts needed included in price. £175 o.n.o. Also chrome overriders (new) and suspension unit available. Contact: Cullen, tel: Chester-Le-Street (0325) 887191 - non-member.

Vitesse convertible MKII 1971: good, overall cond. Currently taxed and MOT'd. Towbar facility. Tonneau. 5 1/2 j.s. Yellow. £575 o.n.o. Contact: Palma, tel: (031) 661 6406 or P. Reilly, 6 St Mary's Place, Kirkcaldy KY1 2RG - 84/9421.

Herald 1200 saloon A reg: Powder blue/white, excellent cond. Genuine low mileage. 12 months MOT. Original Handbook and service coupons! £430 o.n.o. Also Vit spares: diff, door etc. Contact: Nigel, tel: St Albans 53835 - 84/7964.

Spitfire 2000: Tax 12/86, MOT 5/87, Kenlow, pancakes, large rad, additional rollbar, servo, road rollover, 1/glass bonnet, recent respray, Cosmic 5½ alloys, ammeter, oil press/temp, clock, slow wipe, map light, air horns, boot rack, s/h tops, hood, elec wash, grabar, Astral wheel, twin pipes. £845. Contact: Coatts, tel: Middleton, W Sussex 4842 - 86/12115.

Spitfire 1500, 1977: Java Green, MOT'd and taxed, reliable; new hood, clutch, brakes, exhaust etc. First reasonable offer secures. Contact: Kevin, tel: Edinburgh (031) 229 9045 - 85/11872.

Spitfire MKIV: v. g. bodywork, Inca Yellow, white; new soft top, taxed, years MOT, 47,000 miles. Sell due to home. £995. Contact: Alison, tel: Tunbridge Wells 41958 - 84/7608.

Triumph GT6: excellent cond, 6 months MOT. Owner emigrated. Radio/cassette, sunroof. Must be seen. £1,300 o.n.o. Contact: Farcelman, tel: Peterborough (0733) 74831 - non-member.

GT6/2: 5½J, no MOT or TAX. G reg. White. Poor. Needs slight attention. £115. Trailer available. Contact: Coultis, tel: Middleton, W Sussex (024369) 4842 - 86/12115.

1967 Herald 13/60 saloon: Wedgewood Blue. Body and paint excellent, one years MOT. £695 o.n.o. Must sell. Best offer accepted. Numerous spares free to good home. Contact: Ian, tel: Beccles 712273 - 85/11432.

GT6 MKIII: M reg., white, O/D, full MOT. V.g.c. New diff, gerbox O/D and exhaust. £1550 o.n.o. Contact: Steve, tel: Gloucester (0452) 28944 - 86/13938.

Spitfire 1500, 1975: hard and soft tops, O/D. Only 54,000 miles. One years MOT, taxed. New tyres, immaculate cond., red respray. V. v. reliable. £1,400 o.n.o. Must be seen to be believed. Contact: Phillimore, tel: Surrey (01) 337 2144 eves - 85/11466.

Bond Equipe 1966 4S: Golden Sand. 1 yr. MOT. Complete service July '86. Spare engine, gearbox, clutch, water pump. Many other parts. In excellent condition throughout. Owner reluctantly selling through ill-health. £2,000 o.n.o. Contact: Baker, tel: Hampshire (0705) 550668 - non-member.

Convertible TR7, W (80): Platinum Blue, excellent, below average mileage, T&T, new hood, tyres, dampers, serviced, v. reliable, economical 5th gear, genuine reluctant sale. £2,875 - will haggle. Possible viewing in London/Bristol or areas between two. Contact: Hibbs, tel: Bristol (0272) 46859 - 85/11844.

Triumph Spitfire 1500, 1980: Racing Green, one owner, 36,000 miles, hard and soft top, full MOT, excellent cond. A fine car, new clutch, tyres, battery and brakes. Original paint. £2,400 o.n.o. Contact: John, tel: Norwich (0603) 53362 private sale - N/A.

Triumph Herald 12/50, 1964: Green, sliding roof, 47,000 miles, body diseased but fighting on, engine sound. Spare gearbox plus other bits and pieces. First reasonable offer secures. Contact: Mike, tel: Manchester (061) 773 3234 eves - non-member.

Triumph Herald convertible 1200, 1960: reg. no. 94 OHU. £600. Contact: Wilson, tel: Brimscombe, Glos. (0453) 886059 - non-member.

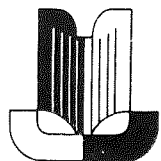
Triumph Herald convertible 13/60: red, black roof, white bumpers. One years MOT, new clutch, trunnions, tyres. Body in good condition. Excellent runner. 1967 reg. £800 o.n.o. Contact: Sarah Culme-Seymour, tel: Stevenage 314333 ext 318 - non-member.

Bond Equipe 2L O/D, 1967: hard top, full length sun roof. Full history including original invoice documentation. Two owners. 70,000 miles. Contact: M Willis, tel: Braintree 46107 eves or Chelmsford 353660 or 50331 work - non-member.

Vitesse 6 convertible, 1965: Red, good mechanically, numerous minor faults. Best offer around £590. Tel: (01) 622 1710 - 84/8188.

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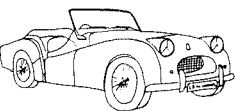
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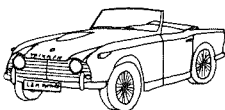
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Vitesse MKII convertible: body-off restoration and v. solid but needs work to finish. All bills and photos available. T&T. Many spares to be included in sale - some rare. No time due to flat purchase. Offers? Contact: Cliff, tel: Lewisham (03224) 39979 day - 86/6044.

Spitfire MKIV convertible 1975: red, MOT to April '87. Many new parts inc. new engine July '85. Bodywork needs some attention. V. reliable runner. £900 o.n.o. Contact: Vicki, tel: (01) 935 1159 day or Bucks (029671) 2632 w/ends - 86/13641.

GT6 MkIII late 1973 model, full spec, overdrive, alloy wheels very good condition, excellent mechanics, tested. £1400 offers. tel: Gloucester 503203 83/6665

Dolomite Sprint 1976 cream 67000 miles, rebuilt engine + new head 25000 ago. Immaculate condition, tints, alloys, overdrive manual box, towbar. £995 ovno. tel: Nottingham (0602) 328597 84/7762

GT6 MkIII 1973 One Not to be Missed. 2 Litre conversion, too much more to list. tel: Colchester (0206) 48666 (day) (0206) 225021 (evening) — 82/3438

Triumph Herald 13/60 Convertible White 1971. One years MOT, taxed April 1987, new doors, good mechanics. £825 ono tel: Hatfield (07072) 65477 (after 6pm) — 85/10857

'Alfie' needs good home: Herald Saloon 12/50 1968. Very good runner — chassis and bonnet require attention otherwise mechanically sound. No tax or MOT. offers around £70. tel: Wallington (01) 6691594 — Non member

2500 MkIV Spitfire. Upated suspension, spax, brakes, overdrive. Resprayed, 11 months MOT. Plus 1600 and 2 — litre Vitesse Mkl engines, 2 — litre gearbox, front suspension, discs, callipers for MkIV Spitfire. £1000 or will split. Contact Lawrence, tel: Watford (0923) 27682 86/13751

Spitfire MkIV 1300Red. Many new parts, clutch master and slave cylinders, clutch, starter motor, battery, coil, alarm, cassette, head — rests, new carpets. Recently tuned. £1250 ono tel: (01) 3020809 after 5pm (SIDCUP) 85/12512

Triumph Vitesse Convertible MkII 1969. Red. Long MOT, short tax, good condition for year, needs minor tidying. Also many spares for the above, including engine and overdrive gearbox. All spares and car must go £800 tel: Bucks (02404) 3461 — 82/4043

Herald 13/60's One Convertible Signal Red suitable for rebuild. One hardtop with squashed boot, but otherwise sound. £175 each or £300 for both plus parts. Contact Simon tel: Chelmsford (0245) 350637 — 83/6596

GT6 1972 Excellent Sienna brown body. Tan interior, mechanics, except noisy gearbox, SAH exhaust, 175/70's, 5½J's. 2 previous owners, present owner 3 years 11 months MOT 5 months tax £2000. tel: Brentwood 74130 — 82/4752

Vitesse MkII Saloon G REG. good chassis and body, engine needs attention £225. Contact Graham tel: Preston (0772) 720738 — 86/14680

CARS WANTED

13/60 Herald convertible wanted in v.g.c., possibly having undergone restoration. Fair price paid and am willing to travel to view. Please contact: L Squires, tel: Hatch End (01) 428 4610 eves or (01) 927 4272 (days) - 85/11375.

AMPHICAR road and water worthy or nearly so. Contact: Simon Lichtenstein, tel: SE1 (01) 231 8002 daytime - 86/14784.

Bond Equipe 1300 GT4S or 2-litre wanted. Will pay good price for original car. Anything considered though. Please contact: Vincent, tel: Huntingdon 217973 - 77/205.

GT6 MKII required November: Must be condition 1. Reply airmail please with full description: year, colour, recent repairs, extras, mileage, spares, condition of body/chassis/mechanics etc and price. Contact: Overton, Box 717, Whangarei, New Zealand.

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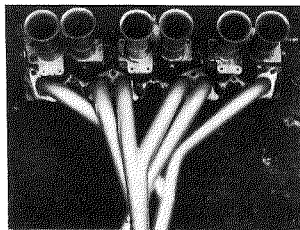
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contenders. N.B. Will not fit with the weber inlets currently available. GT6 using twin 1 3/4" SU requires minor modification to manifold. Does not fit with standard Stromberg inlet manifolds.

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Vitesse non-O/D gearbox, propshaft, radiator, Bond Equipe 2L heated rear window, n/s front complete wheel and suspension assembly, rear leaf spring, fibre gearbox cover, torsion bar, front spring. All reasonable offers. Tel: Catford (01) 461 1889 or (01) 6900 110 - 84/7987.

GT6 wire wheels, 5, all in good cond. £250. Contact: Chris, tel: W14 (01) 602 3614 eves - 86/11421.

Spitfire MKII spares: good bonnet, valance, excellent laminated screen and frame, original steel hardtop, O/D gearbox, softop frame, door glasses, bumpers, diff., 2 engines c/w all auxiliaries, doors, suspension, also some GT6 MKI spares. Contact: Mike, tel: Plymouth 268130 (eves) - 85/9893.

Spitfire MKIV brown reclining seats with headrests £40 pair; tonneau cover, new £20; MKIII hub caps, new £4 each; MKIII hood cover £10; Herald clutch disc and assy., new £10. Other Spitfire surplus parts. Contact: Robert, tel: Bishops Stortford (0279) 870350 - 86/13337.

Herald parts: bulkhead, floor needs welding otherwise good, £15; rear body £25; good roof £10; glass £5 each; Vitesse airbox, new filters £5; Herald chassis needs outriggers otherwise sound, £15; heater, red trim, various other bits. Contact: Gavin, tel: Surrey (048632) 216 - 86/13935.

Spitfire MKIII hardtop: original, red with white headlining £70 o.n.o. Contact: Kevin, tel: Reading (0734) 863980 - 85/12415.

MKI 2L Vitesse complete rolling chassis for sale including engine, gearbox, diff., prop. and drive shafts. Will sell as one or split if enough interest. Contact: Dines, tel: Gravesend (0732) 822064 anytime - 86/13264.

Triumph Vitesse/Herald hard top, 5 months old, only used for short period. Fits in minutes. Also has an interior light. £160. Contact: Robert, tel: (01) 650 7598 - 85/11207.

5 Dolomite Sprint alloy wheels: cleaned and resprayed silver. C/w nuts and centres. Fit all TSSC cars. £65 o.n.o. Contact: Alan, tel: Preston (0772) 25601 - 86/14717.

Coupe your Herald! coupe hardtop c/w headlining road, rear glass c/w seal, rear deck panel, brand new rear wingtops, pair coupe doors, complete rear seat, sunvisors. Plus good 1296cc engine. Contact: Martin, tel: Stafford 56415 - 86/13754.

Parts for Herald/Vitesse: most Herald parts S/H, some Vitesse items. Also one or two cars for spares or restoration. Contact: Robert, tel: Newmarket (022029) 322 daytime - 85/11898.

Spitfire MKIII 1968 for spares or repair. Engine and diff naff, but clutch, gearbox, chassis and tyres good. £80. Contact: Kevin, tel: N1 (01) 241 0221 - 85/11892.

Spitfire MKII engine number FC79491HE. Inlet manifold (for twin SU's), offers please. Contact: Peter, tel: Chingford (01) 524 6400 - 85/12802.

Spitfire MKIV and 1500 trim and equipment. V. cheap to clear. Engine, gearbox, propshaft (non O/D type), fascia (1500), door trims (tan), also looking for a works hardtop for winter. Contact: Richard Boothroyd, tel: Bedford (0234) 854500 - 86/13117.

Breaking Spitfire MKIV: most spares available. 'Lenham' hardtop £75, softop, tonneau, doors, bonnet, suspension, engine and gearbox, front valances, boot seal, chliinder head, rad., bumpers, spare tyre, set of wheels, electrics, etc., etc. Contact: Jasper, tel: Plymouth 268130 eves - 85/9893.

Garage clearance after kit build: Spitfire MKIII engine, SAH manifold, Carb (CD150), distributor £150; O/D gearbox £25, O/D prop. £5; differential £5; rad £5; Vitesse MKII h/shaft hubs wishbones £25; radiator £5; Spitfire II radiator £5. Contact: Stannard, tel: Essex (0702) 219484 after 6pm - 84/8982.

Spitfire III/IV/V accessories: Kenlowe cooling fan (kit) as new £30, oil cooler stat and adaptor £30. MKIII Spitfire hard top, black, new headlining £80 o.n.o. Contact: Martin, tel: Rugeley 5650 - 83/6405.

GT6 MKIII copper brake pipe set, spoiler, brake pads, wheel bearing. Plus other oddments. No reasonable offer refused. Contact: John, tel: Notts (0773) 712247 - 84/9535.

Vitesse MKII 2L engine, excellent condition £75. Set wheel trims as new £20. Contact: Richard, tel: Woking (04862) 21564 - 86/9096.

Breaking Spitfires, GT6's, Vitesse's, Heralds, Dolomites. All parts removed, postal service arranged. Triumphs and spares purchased. Contact: Terry, tel: Chelmsford 57739 or 71883 - 86/13828.

Two Herald 13/60 engines with gearboxes for sale £60 each o.n.o. Please contact: Graham Longley, tel: Brownhills (054337) 3677 eves - non-member.

New MKIII Spitfire steel bonnet assembly: genuine, B.L. bonnet still in factory primer, stored for past four years. Must be the last one available. £350. Contact: Steven, tel: Tamworth 830462 - non-member.

13/60 cylinder head brand new, £45; 1 1/4" SU twin carbs with inlet manifold for Herald/Spit, £15; Her/Vit bootlid, v.g.c., £15. Contact: Steve, tel: Palmers Green (01) 882 2617 - 84/9435.

Herald 1200 engine (GA), v.g.c., also gearbox and various other bits and pieces. Reasonable offers accepted. Contact: Ruth, tel: Chippenham (0249) 654964 - 86/14035.

Scotland for sale MKIII Spitfire hardtop, MKI, II? Must sell this month as need space. £35 or nearest. Contact: Duncan, tel: Fife (033781) 286 eves - 86/14619.

Breaking Vitesse MKII and GT6 MKII: all parts available. New GT6 MKII rear wings, 3.27 diff (used), SAH extractor manifold, new distributor (Lucas), SAH anti-roll bars, spring, GT Transmissions uprated gearbox, new O/D cost £275 (used), less than 6,000 miles, offers? Brand new Vit/GT6 2L crankshaft, Tuftrided £85. New Triumphtune alloy r/cover. Alloy spring caps. MKIII centre exhaust silencer as new £5. Contact: Steve, tel: Tottenham (01) 801 4577 or Colin, tel: (01) 808 8007 - 82/3806.

GT6 MKI Parts Catalogue, £10 (or swap for MKIII Catalogue). Spitfire/Herald halfshafts, stub axles, calipers, drums, vertical link, exhaust manifold, brake parts, chrome hub covers, engine parts, Courier nos. 48-61, TC nos. 6-8. Contact: Steve, tel: Doncaster (0302) 882 468 - 84/7924.

Bond GT4S body with rear window, lamps, boot lid, bumpers etc. £50. Triumph 2500 cyl. head with valve gear and exhaust manifold £20. Contact: Frank Gilbert, 50 Ashbourne Road, Derby DE3 3AD, tel: (0332) 44363 - 84/9396.

Alloy wheels 5 1/2J off Dolly Sprint swap for SAH front and rear anti-roll bars for Vitesse MKII with cash adjustment either way or sell £50. Contact: Clive, tel: S-on-T (0782) 335944 - 85/11188.

GT6 MKII spares at bargain prices. Everything must go! Give me a ring and find out what is available. Contact: Steve, tel: Caterham (0883) 44636 eves only after 6.30pm - 85/9755.

GT6 MKIII bonnet, £60. Front bumper £10. Vitesse MKII 2L dash £20. Tan front interior inc. seats, £25. GT6 wire wheel with tyre and spinner, £18. Blue Herald conv. rear interior inc. seat £18. Contact: Stephen, tel: Telford 607527 - 82/3844.

Bonnet from Vitesse, £35. Seats as new £25 pair. Vitesse chassis £30. Will break. Also Herald rolling chassis £20. Contact: Boulton, tel: Shrops (093928) 254 - N/A.

Wheels: 3 steel 4 1/2" x 13" (Spitfire MKIII) with Michelin tyres, £5 each; 2 steel 5" x 13" (Spitfire?), £5 each. GT6 MKI/II f/glass bonnet, little rough, hence £25. Swap any for towbar attachment for MKIII Spitfire. Contact: Nick, tel: Southampton (0703) 445702 - 85/18207.

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Herald 13/60 chassis, v.g.c., new outriggers etc. Painted black with good steerin, suspension, diff, brakes, £70 o.n.o. Also 4 5½J Spitfire wheels, one new 165 x 13 tyre, £50 o.n.o. Contact: Paul, tel: Weybridge 51479 - 83/6885.

New parts for all models: Handbooks for Vitesse 2L I/II, GT6 II, Spitfire IV/1500. Parts Catalogues and Workshop Manuals for Spitfire 1500. Genuine Girling brake pads for early Herald/Vitesse 1600 (GBP 166), £6, Vitesse 2L I/II, GT6 I/II/early III, £5. Servo overhaul kits for Girling MKIIA £27.50, MKIIB £32.50. Rear trunnion overhaul kits for Vitesse 2L II, GT6 II/early III, £17.75 per side inc. bolt. All parts available individually. Herald/Vitesse LHR overriders £15. Vitesse 1600/2L I, GT6 I drive shafts £35. Genuine Rotollexes £18.50. Tons more. Send S.A.E. for list, stating model to: John Mann, 5 Nevis Close, Loundsley Green, Chesterfield, Derbys S40 4NS. Chesterfield 71036 - 81/1941.

Herald 1200 engine complete and in good, working order, £15. Contact: Ray, tel: Bromsgrove (0527) 75252 ext. 75.

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PARTS WANTED

Wanted for Spitfire MKIII: scroll type ledgend "Spitfire". Must be in excellent condition. Good price paid. Please contact: Mike Richardson, tel: Felixstowe (0394) 277948 or 604923 anytime - 85/2662.

Wanted hood and frame assembly for MKII Spitfire. Must be in good condition, no rips or tears please. Contact: Martin, tel: Ipswich 77697 - 85/12330.

Wanted SAH 357 camshaft, good price paid for genuine article. Contact: Steve, tel: Tottenham (01) 801 4577 or Colin, tel: (01) 808 8007 - 82/3806.

Wanted speedometer from non-O/D GT6. (3.27). Contact: Tony, tel: Boldon (0783) 364729 - 77/00239.

O/D gearbox to suit Vitesse MKII plus mountings etc., if possible. Contact: Ray, tel: Bromsgrove (0527) 75252 ext. 75 - 86/13890.

AREA DIRECTORY ... 1986

AREA	AREA ORGANISER(S)	TEL. NO.	VENUE	TOWN	MEETING DAY
01 ANGLIA	Jonathan Ball	0223-748203	The Coach & Horses	TRUMPINGTON, CAMBS.	1st Thursday
02 AVON	John Lippitt	0272-867594	Travellers Rest/The Talbot	TRUMPINGTON, CAMBS.	1st Mon/3rd Wed
50 AYLESBURY VALE	William Gregory	0296-461909	The Cow Roast	BERKHAMSTED (A41)	4th Tuesday
59 CANTERBURY	Gerald Spencer	0227-373512	Abbots Barton Hotel	CANTERBURY	2nd Tuesday - 8pm
55 CLEVELAND	William Hall	0642-470860	The Ladle	LUDGATE LANE, M'BORO	Last Wednesday
53 CORNWALL	David Buxton	0726-824083	The Farley Hotel	TRURO	Last Thursday
04 COTSWOLD	Sue Ind	0285-61137	King's Head Hotel	CIRENCESTER	3rd Thursday
06 CUMBRIA	Michael Brown	0468-71723	Ye Old Queens Head	KESWICK	1st Wednesday
05 DERBY JUNCTION 29	David Beardsley	0623-28406	The Elm Tree	HEATH VILLAGE	2nd Sun/Last Sun
06 DEVON	Mike Atkinson	0266-890214	Ley Inn Arms/Dart Bridge Inn	KENN/BUCKFASTLEIGH	2nd Sun/Last Sun
51 DORSET	Andrew Topp	0963-251189	The Antelope	SHERBORNE	Last Wednesday
08 ESSEX	Steve Boutoult	0494-35903	The Sun/Uncle Tom's Cabin	READING/COOKHAM DEAN	3rd Mon/2nd Wed
19 GLoucestershire	Chris Childs	03727-27654	The White Bear	SELLACK, NR. ROSS	1st 3rd Sun, Lun
01 GRAMPIAN	Justin Barwick	0989-81506	The Fox Revived	PIRBRIGHT	2nd Tuesday
11 HANTS & SURREY	Ade Bayliss	0426-899551	The Loughpool	LITTLE COMMON	2nd Wednesday, 8.30pm
57 HASTINGS	John Simpson	04243-3813	The Royal Oak	WHITWELL/HENLOW CAMP	2nd Monday, 8pm
12 HERTS NORTH & SOUTH BEDS	Sheila Russell	04243-3813	The Eagle & Child/Bird In Hand	NEWGATE ST. VILLAGE	1st Wed/3rd Tues
13 HULL	G Curlls/D Russell	01705-23597	De White Horse	HESWICH	3rd Wed, 8.30pm
58 IPSWICH	Clive Caldwell	0462-73074	Rushmore Falcon/Chequers Hotel	SANDHURST	2nd Thursday
14 LEICESTER	Richard Francis	0473-830437	The Duke of Wellington	EAST KESWICK	1st Wednesday
62 LEEDS	Kevin Rosser	0533-36288	The Bath Hotel/Gate Hangs Well	SHEARBY LYSTON	4th Thursday
53 LEICESTER	Tony Mee	01515-4699	The George	GLENGALL GROVE E14	1st 3rd Thursday
18 MILTON KEYNES	David Evans	0908-315025	The Carrington Arms	MOULSOE	3rd Wednesday
48 NEWBURY/READING/B-STOKE	Norman Smith	07356-4629	The Stag's Head/The World's End	PADWORTH COMMON	1st Tues & 3rd Thurs
19 NORFOLK	Bob Smedley	0603-747637	The Bowes Incline	MAIDWELL/ECTON	1st Monday & 30pm
47 NORTHANTS	John Atkinson	01952-1755	The Three Crowns	EIGHTON BANKS	3rd Wed/Last Sun lunch
21 NORTH LONDON	Alan Mosedale	0782-394301	Redgate Lodge - racing circuit	STONE	1st Monday
23 NORTHHERLAND	Rob Millar	0509-504387	The Grapes	NEWTONABBEY	2nd Monday
24 NOTTINGHAM	John McCree	0773-389555	Three Horseshoes/The Plough	CASTLE DONINGTON	2nd Wednesday
25 OXFORD	Sharon Egan	0773-32237	Black Horse/Bridge Inn	VAXLEY/D'ING ST NICH.	2nd Mon/4th Sun
52 PETERBOROUGH	Bill Coulshed	0203-542059	The Fox & Hounds/Three Horseshoes	KIRKHAM/WALTON LE DALE	2nd Mon/4th Sun
27 RUGBY	Clive Humphreys	0336-54796	The Cycles Tavern	N/A	2nd Mon 8pm/last Sun lun
30 SCOTLAND EAST	John Wheaton	0292-56624	Manor Hotel/Creech Castle Hotel	GLASGOW	2nd Sunday 12.30pm
32 SOMERSET	Rod Warren	0278-242434	White Hart	PAWLETT/BATHPOOL	2nd Monday
33 SOUTHERN	Tony Farby	0705-324065	The Farmers/Various	DENMEAD	1st Tues/3rd Thurs
34 SUSSEX	Pete Stuart	0444-458305	Blunsdon House Hotel	SCAYNESS HILL/VARIOUS	1st Wed/3rd Sunday
31 SWINDON	Ivan Kirk	0793-29948	The New Inn	N/A	1st Monday
35 THAMES	Nick Lord	01-572 9386	The Travellers Rest	HAM COMMON	Alternate Thursdays
36 TRENT	Patrick Costigan	0636-814050	The Golden Lion	FARNDON RD./NEWARK	1st Thursday
37 WALES NORTH	Brian Wakely	0222-624229	Wenlog Castle Hotel	ROSETT, NR. WREXHAM	2nd Tuesday
38 WALES SOUTH	Jeremy Woodward	0202-602651	The Skittlers	CASTLETON	1st Wednesday
56 WEST MIDDLESEX	Bob Rowland	01-561 0671	The Tally Ho	BROADSTONE	2nd Tuesday
57 WEST MIDLANDS	I & J Spicer	021-3539961	Moxhall Hall	NORTHOLT	2nd Tues/Last Sun Lunch
54 WOLVERHAMPTON	John Cox	0902-330940	Norton Grange Hotel	MERRYHILL	2nd Monday
41 WORCESTER EAST	John McKay	0789-772480	The Anchor Inn	HARVINGTON	Last Tuesday
60 WORCESTER WEST	Stephen Payne	0905-358781	The Hopgrove Inn	MAIN RD., KEMPSEY	1st Monday 7.30pm
42 YORKS NORTH	Chris Stabler	0302-35420	Norfolk Arms/Lumley Arms	YORK	1st Wednesday
43 YORKS SOUTH	Charles Henderson	0422-45607	The Grove Hotel	Rivelin Valley/MALTBV	2nd Sun lunch/4th Thurs
44 YORKS WEST				NORWOOD GREEN (of A58)	2nd Tuesday

UPDATES MUST BE RECEIVED BY THE 5TH FOR FOLLOWING MONTHS PUBLICATION