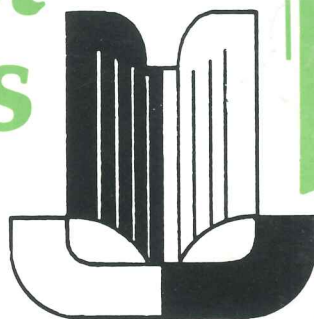


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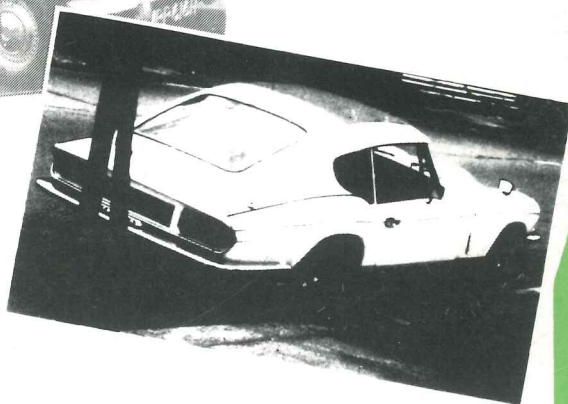


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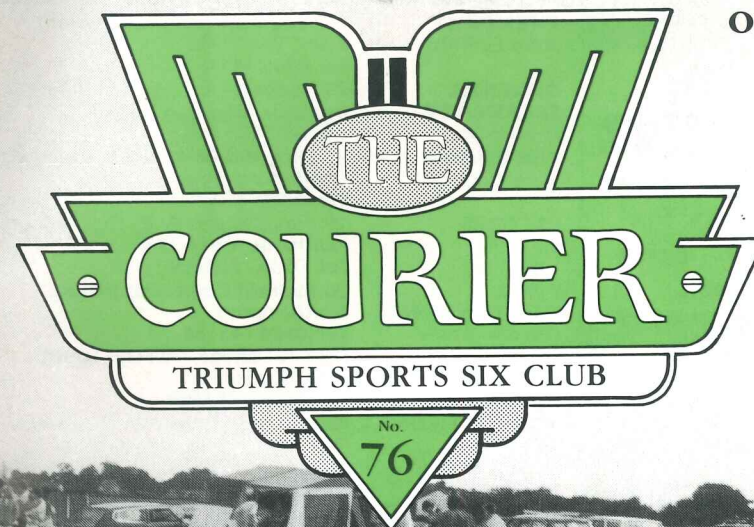
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EDITORIAL

WINNING WAYS



Hectic is not the word events, events and yet more events have been attended over the last couple of months, the most notable of which being the International Family Weekend at Cranfield, the International Spitfire Weekend at Arcen and most recently S.T.I.R. '86 at Coughton Court, where Sharon Espins immaculate GT6 MKIII won the 'Car of Show' award - many congratulations Sharon. All our thanks must go to the hard-working organisers of the numerous events which have been part of the TSSC calendar for 1986 and to the many hundreds of TSSC members, from both home and abroad, who have taken the time to attend.

This magazine has again been very well subscribed, so much so that we have been unable to feature a crossword for October. Details of September winners and a new crossword will appear next month. Due to lack of space, we have also 'edited' the Club Regalia pages from this issue; there will be a Regalia insert in the November magazine so you can get your orders in for Christmas. You will notice, however, that we have Yet another very special, Special Offer for this month in the form of brazing and spraying equipment and we hope many of you will take advantage of this.

The 1986 Self Help Scheme will accompany your 'package' this month. Yet again Geoff and Julie King of Milton Keynes have done a marvellous job of compiling and collating the information. This issue has been completely up-dated in an effort to ensure that all those included are current members. Geoff and Julie have decided to take a break and will not be overseeing the next Self Help Scheme. Therefore, if you would like to be included in the 1987/88 issue, or have any amendments to the existing information, please be sure to contact KEN ALLAN, 38 Lingfield, Stacey Bushes, Milton Keynes MK12 6HB, who has kindly volunteered his services for the duration.

I would like to remind all Area Organisers to get their nomination forms in to Richard Bruford as soon as possible as without these, we will be unable to up-date the Area Directory and Area News for your Area. Whilst on the subject, please remember that we have to send the magazine cover to the printer significantly earlier than the normal deadline for magazine copy (15th of the month); this is because the cover is now two colour and the printing process takes longer. Be sure to send all alterations to me by the 5th of the month to be sure of being included in the following months publication.

It is still early days yet, but the renewals are coming in thick and fast and it looks as though we will have a record renewal for 1986/87. It seems that more people than ever before are realising the advantages of being a member of the TSSC.

We are currently working hard on the forthcoming Spitfire Turning Circle. Many of you have sent in excellent articles for this publication and we hope you will all enjoy reading of their various experiences in November.

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Front Cover: Bond Equipe GT4S - Cranfield, 1986

Presidents Intro

John Griffiths

I am writing this month's Intro. on the vessel Sealink 'St. Nicholas', on my way to the Triumph Spitfire Club's Fourth International Spitfire Weekend at Arcen, Holland. For once the sky is blue, the sun is warm and we are all looking forward to a great weekend. No doubt detailed reports will appear next month.



The TSSC Committee is particularly busy this month:-

1. Setting up the new office for the Membership has taken a lot of time and patience.
2. Renewals have been pouring in, which is good news for us all, but keeps Trudi, Elaine and Jane fully occupied at this time of the year.
3. Some new ideas are being thought about, one relating to the Club's involvement with Spares and the other with Area News.

The Club is keen to re-establish an involvement with Spares, recognising that this is a basic need of members. We'll keep you posted on developments.

On the Area News front, we are aware that it is becoming increasingly difficult to fit in all your 'copy'. One idea that Bill has come up with and is being floated, is to create a special Area News Newspaper, which would be inserted in each month's Courier. Let's hope we can reach a satisfactory solution soon.

IS THE CLASSIC CAR MOVEMENT STILL IN GOOD HEALTH?

Men and machines have always been synonymous. Even at the very birth of the motor car, men formed associations and organisations to share their new-found interest together. The AA was perhaps the largest of these, but it wasn't long before actual Motor Clubs formed. The Vintage Sports Car Club which started in 1934, soon found that it had a large, captive audience. This Club, perhaps more than any other, has been responsible for building the Vintage Car Movement, which remains so strong even to this day. But in the early 1970's a new

movement formed, fired and fanned by the emergence of a new type of magazine, "Thoroughbred & Classic Cars". Edited by Michael Bowler, it started as a very middle-class publication, aimed at creating interest in "Classic" cars of the 1950's and '60's. Interest was steered towards such superb British creations as Healey 3000's, TR3's, E-Types and even such single-minded extravaganzas as the Squire. Things were looking good. People had more money to indulge in such pastimes than they had in the post-war years and suddenly a new cult

was born. Quality journalism helped to keep the movement moving forward and consequently it wasn't long before others were realising the potential. New one-make car clubs formed, new restoration and parts specialists appeared on the scene, concours events were the order of the day and by the end of the 1970's, other classic car magazines were being offered for sale. Practical Classics, Classic & Sports Cars, Old Motor and Collectors Car to name but a few.

But is the movement still as healthy as it was, say in 1978? Is there still the same level of

enthusiasm? Does the movement still excite the same magical feelings? If not, what has changed?

The change that has taken place is the degree to which the movement has broadened its original aims. It now caters for all older cars of the 1950's, 1960's and 1970's, interesting and boring saloons, classic sports cars and failures. It matters not today; the desire to preserve an element of history is recognised as reason worthy enough.

But this trend has, unfortunately, diluted the enthusiasm and created a rift between the older, more exclusive clubs and those more recent to emerge, recognising such cars as 1100's, Victors and Consuls. This fundamental change has also brought about a change in the quality of the movement's supportive journalism. The writers of yesteryear have gone to pastures new and much of today's copy is solely supported by ever-increasing levels of advertising.

Contrary to this trend, however, is the emergent interest in Classic Rallying, the seed of which was sown in 1982 with the RAC Golden 50 Rally. Since then the Historic Rally Car Register has been formed and Sporting Cars originally under the direction of Philip Young, has helped to breed new interest. Perhaps the answer lies in new niche areas being exploited to restore some of the sparkle of the 1970's.

Whatever the outcome, the future of straight concours seems in doubt. How can a national interest hope to survive without nationally accepted criteria of judging. Things need to change to keep the interest levels, to protect the unity of the movement and provide us, the readers with, good quality, fresh journalism.

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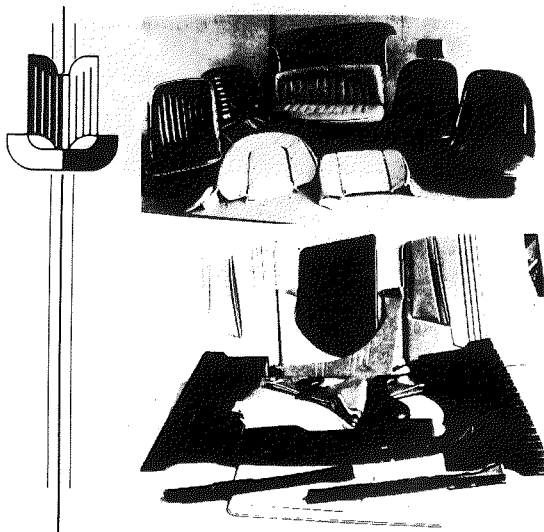
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RECRUITMENT

Drive 1986

Jonty Wild



END OF SEASON RESULTS

I am pleased to say that it has been a good recruiting year so far and the numbers are looking good. Before I list the end of the season winners, I must first give the winner of this months prize:-

85/11354 - Derrick Davies

And the prize this month is £20.00 cash, sponsored by **HONEYBOURNE MOULDINGS** of Alcester, Warks. This Company specialise in fibre-glass panels, including complete bonnets, but can also provide some steel panels, soft tops and velor re-upholstery sets.

Incidentally, a friend of mine purchased a Targa hardtop for his Spitfire from Honeybourne Mouldings and it certainly looks most impressive.

NOW THE BIG END OF SEASON RESULTS

...

Overall winner for gaining the most new members is:

77/154 - Jonathan Del Mar and the prize is £150.00.

Second place for gaining the next highest number of new members is:

84/7444 - Adrian Thompson and the prize is £100.00

Third place is a tie between:

83/6876 - Veronica Sibring and

84/7533 - Pauline Bagnall

who, because of the tie break will both receive £25.00 each which is half of the £50.00 third prize.

At this point I would also like to list the membership numbers of those who were closely following the above winners but, unfortunately, win no prizes this year: **77/213, 80/1400, 83/5500, 83/6203, 83/6397, 83/6455, 84/8293, 85/13077, 86/14346.** Many thanks to you all.

The Area Prize of £100.00 this year goes to the **THAMES AREA** (well done!), with the runners up being North Herts and South Beds, East Kent, South Herts and West Kent (the latter two having equal numbers).

Next are the winners of the Draw Prizes. Every time a new member is gained, the recruiting members' membership number is entered into the Monthly Draw and the End of Season Draw. The prizes and winners are as follows:-

£50.00 - 79/928 - Liz Clements

£50.00 - 85/11842 - Alan Hall

£5.00 Halford Vouchers:-

86/13088 - Mr Coudon

77/154 - Jonathan Del Mar

84/7533 - Pauline Bagnall

81/8505 - Douglas Portway

84/9152 - W E Swan

85/9801 - Denis Benson

85/11399 - Peter Scholes

85/11762 - Antony Parham

85/11842 - Andrew Hall

85/13027 - Ian Palliser

The last prize to announce is one designed to encourage overseas members to recruit and it is the first time we have offered a prize specifically for overseas members. The prize is in the form of a draw (raffle-style) and is £100.00 either cash in the members own currency or it can be spent at any supplier(s) that the winner wishes. **The Overseas winner is from GERMANY and is 85/13079, Ralf Schulze.**

I would like to thank all members who have helped the club by putting out recruitment leaflets. Specifically, of course, I would like to thank all those winners above as your continued efforts (both have been winners in previous years) are very much appreciated.

Although it is the end of the recruitment 'season', there are further prizes to be won as the monthly prizes continue. Also the member recruiting the highest and second highest number of new members between now and the deadline for the March Courier win £60.00 and £40.00 respectively. More leaflets can be obtained from me, Jonty Wild (details inside front cover).

STOP PRESS

The next monthly prize will be a Graham Robson book on the Herald and Vitesse or Spitfire and GT6 (winners choice) and this prize is sponsored by **JOHN KIPPING.**

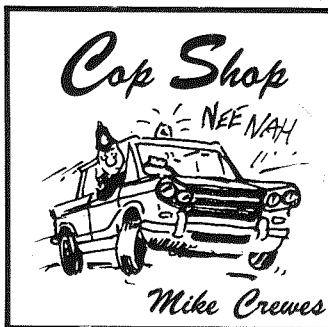
Just a quick mention of some of the shows I have been to: The Bond Equipe Weekend, which, blessed with scorching weather, was a lovely get-together. I was busy answering technical questions - thanks to Dennis and Diana Watson. Caldicot Castle wasn't quite as warm but an equally good weekend, where I spent all my time lying on my back examining cars. Thanks go to John Reese. The last show I have been to was the Birthday Barbecue; a mixture of questions and examinations where I found the worst condition car so far. Don't worry though, although it was a Triumph, it wasn't a club car. A good weekend again - thanks to Barry Newitt.

While I have been at shows, I have had several questions regarding advice on security. Now that the club is so large, many businesses rely on providing parts to club members. Although parts are not scarce, they can be difficult to find; this means that our cars become very attractive to the very few unscrupulous people who steal cars to break them and sell the parts.

It used to be very popular years ago, to slash convertible roofs to get into the car. Now thieves are better prepared and it is very often as quick and easy to pick the lock as slash the roof, although, of course, this still goes on. There are measures you can take to protect your car but remember, if the thief is determined enough to take your car, he will succeed no matter what you do. All you can do, is make it as difficult as possible and cut down the number of people able to steal your car.

There are various locks for steering gear and brake-levers; some are good, some are not. The infamous Krooklock is now out-of-date and as easy to remove as it is to get into the car. It is difficult to be specific on these devices as there are many on the market. Choose one that suits your car best and is difficult to remove. Generally, if the lock is spring-loaded, the task of picking it becomes more difficult, although this is not true in every case. A cheap, early fitted addition to your car is an alarm. Again, there are many on the market. Try to choose one that will re-set after a short period, otherwise you will not only cause a nuisance if it is set off, but you will come back to your car and find the battery is flat. The most common type of

alarm is a *tumbler type*, which is set off by vibration. If the car is rocked, the alarm activates. It is difficult to set the tumblers correctly and if not properly adjusted, they can be set off by high winds. There are also all sorts of beam alarms which send beams across the inside of the car; if something interrupts the beam, the alarm is activated. These may also be set off by strong reflections through the windows. The alarm I have had some success with is known as a Voltage Drop alarm. Strictly



speaking, it is incorrectly named but it does work. It is activated by the courtesy light circuit, which can also be wired with extra switches to the bonnet and boot. If the courtesy light comes on (when a door is opened) the alarm sounds the horn and flashes the headlights. Most of these alarms reset after a minute. Many of the alarms now on the market also isolate the ignition circuit when they are switched on. This again is a plus. If you fit an alarm, it is always best to fit bonnet locks as well. Shop around, these vary in price and specification. The most expensive is not always the best. Some are easy to pick, some are not. Many years ago, I bought a cheap pair that are very difficult

to pick, so have a good look. If you have expensive wheels, lock them. Don't leave valuables in view, lock them out of sight.

If you cannot afford the equipment I have already mentioned, consider taking out the rotor-arm when you leave the car. Fit a switch on the ignition circuit. Preferably a rocker or sliding switch as these are hidden easier, fit as far away from the driver's seat as possible and out of sight. Thieves usually sit in the driver's seat to look for the switch, since that's the easiest place for the driver. Beat him and put it in the boot or somewhere unusual. You can also fit Chubb type mortice locks to the doors; not many people can open these. Locking fuel caps are also difficult to get off. This means our thief will not be able to run the car very far if it hasn't got much petrol.

By the way, if you know of a secure way to fit a Tax Disc to the windscreen of a convertible, let us hear about it in Pen To Paper. I have had a number of enquiries and all I can come up with is an adapted motorcycle holder.

Remember, ALWAYS lock your car at night and park it in full view of everyone, preferably under a lamp post where it is fully lit. Never leave property inside in view.

The law has caught me on the hop again. From the 24th July, 1986, the speed limit for towing light trailers (caravans etc.) went up 10mph to 60mph. Check that your trailer is stable at this speed as a stabilizer may be needed. A useful book is *The Touring Guide*, available by post from National Caravan Council, Catherine House, Victoria Road, Aldershot, Hampshire, GU11 1SS. The cost is only 25p.



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TSSC SPECIAL OFFERS PRESENTS

♦♦♦♦♦By Peter Williams

Well, all we can say is that the response to the MIG Welder Offer has been tremendous - so much so that we have arranged, again through SIP, further tool offers to TSSC enthusiasts at very competitive rates we might say unbeatable!

We really do want to keep 'our cars' on the road and looking better than ever, so on offer this month is electric arc welding/brazing equipment and spray gear.

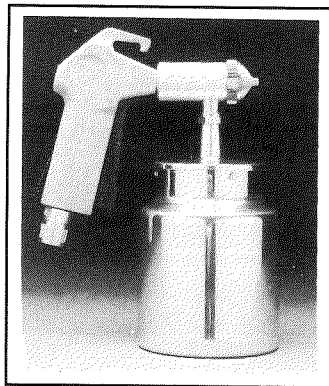
Those of you who have read Courier Number 69, March 1986, should need no introduction to the techniques of brazing and arc welding (back issues are available!). Though MIG welding has become the D.I.Y. 'ers dream for welding thin body panels, an awful lot of work can be successfully carried out with relatively inexpensive equipment. Arc welding is ideal for chassis repairs and brazing is well suited to panel and exhaust patching and replacing unstressed panels. In some instances brazing may even be more advantageous than welding.

The welding gear on offer is the proven and reliable SIP Weldmate 140 which comes complete with face mask, electrode holder and electrodes, chipping hammer, wire brush and a guide to welding booklet. The output current range is easily adjusted from 40-140 amps to suit the various electrode sizes available and although this sounds a lot, the welder runs happily off standard domestic 240 volt mains supplies. Although an optional extra, the separate Carbon Arc Brazing Kit is a *must* as it makes the whole set-up so much more versatile. Within the brazing kit comes the carbon arc torch, carbon arc 'pencils', wrap around head-shield and a starter supply of flux impregnated brazing rods. The torch also comes complete with an attachment for one sided spot-welding. All spares for the welding kit are available from SIP and replacement welding rods are easily available, e.g. from Halfords or rather more cheaply, by mail order from places such as Keller. Though most useful for welding and brazing, the brazing torch (used with the welder transformer) may also be employed to apply heat prior to correcting those off-angled exhaust pipes and to help loosen stubborn nuts. It should be noted that the brazing and spot-welding attachments will not work without a welder transformer to drive them.

N.B. Make it plain on the order form that the brazing/spot-welding kit needs a welding transformer such as the SIP 140 to operate from, i.e. they can't be used "on their own".

All in all, a very handy addition to the garage tool kit, which can also be used around the home for mending those garden tools and wrought iron gates etc.

Spraying is often a problem whether with aerosols or potentially abused hire kits, which should be solved by the other item on offer. As shown, the new SIP Airstream P10 consists



of a 0.65HP piston driven compressor, coupled to its own 10-litre air reserve tank and comes complete with pressure regulator, gauge and spray gun. The unit is light, portable and is ideal for spraying replacement panels, blowing over repair patches and with more time, may even be used to spray the whole car. The Airstream can also be used for blowing components clean and dry and applying rust preventatives etc. Though not offered here, a full range of accessories is available from suppliers of SIP equipment as optional extras for jobs such as inflating tyres, degreasing and driving low-compression power tools.

**WINTER REBUILDS
HERE WE COME!**

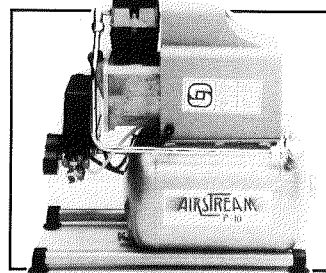
WELD IT! BRAZE IT! SPRAY IT!



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**SIP WELDMATE 140
Welder Kit Complete
(saving over £40.00)**

£49.95
inc VAT & Carr.

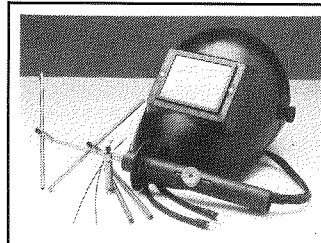


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COMPRESSOR P10
with Spray Gun
(saving over £70.00)**

£166.95
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**SIP BRAZING KIT
Conversion complete
with Spot
Welding attachment**

£13.95
inc VAT & Carr.



ORDER

TOTAL	QTY

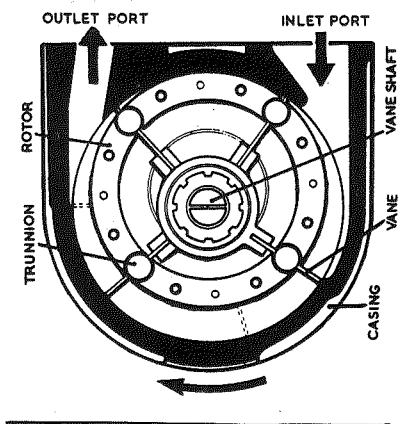
AMOUNT ENCLOSED

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HOW THE BLOWER WORKS



THE SHORROCK is a vane - type compressor, the four vanes being driven by an eccentrically mounted rotor. The four vanes are able to pass through the rotor as it rotates, and effectively subdivide the crescent - shaped chamber into four separate chambers. The inlet port is positioned in such a way that as one of the chambers receives its full volume of air, the adjacent chamber is increasing in volume and creates a vacuum at the inlet port. Such is the design that as soon as the vanes have reached the position where the chamber between them contains the maximum possible volume of mixture, the volume between the vanes decreases as the rotor continues to revolve, because the space between the rotor and the casing becomes less. Thus charge is compressed before being released into the engine manifold via the outlet port, and creates an inlet pressure.

If you're thinking of high-performance tuning Tony Bostock gives some facts and figures about

SUPER

TWICE AS QUICK TO 60!

It almost sounds like a tall story. But I'm not taking anyone else's word for it - that figure was for my own car.

All cars differ, as you will see by the comparison figures at the bottom of this page - but the improvements that it is possible to get by the simple addition of a supercharger are fairly impressive you must admit.

Nobody can deny that you get more extra power for your money with supercharging than with any other type of tuning.

That's because fitting a low pressure supercharger is tantamount to adding another 50% to your engine size - like dropping a 1500 Cortina into a 997 Anglia!

Naturally enough the asking price of £59 for the blower kit to fit Mini, Anglia, R8, Herald and several others - or up to £67 for variants - £99 for the bigger blower for larger engines (stocks are not at present available of this last item) may deter the enthusiast who is doing his tuning on a shoestring. He must spend his money as wisely as possible in other directions.

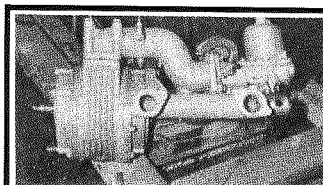
The blower on its own makes a substantial improvement, but used in conjunction with other mods to the engine, it produces even more startling results. Example - Alan Allard's 220 hp Anglia!

So - the little tuning that one can afford at first will pay off handsomely if and when a blower can eventually be afforded.

PROS AND CONS

Many of the so - called disadvantages of supercharging are more imaginary than fact, but a few do exist, as I'll explain.

On the pro side - apart from the power for money angle - there's the considerable advantage that the blower can be



ENGINE was removed from frame to make photography easier. Kit is very easy to fit with engine in situ. the first job: remove inlet/carbs



FRONT mounting plate is fitted via longer water-pump bolts on this engine



Drive pulley has vee for engine belt and twin vees for blower belts

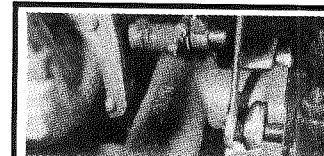
swapped from a present car to your next one at the cost only of the parts required to fit it.

Fitting a blower is a do - it - yourself job. It doesn't get out of tune like some highly tweaked multiple carb outfits. The blower produces its power evenly through the rev range, with bags of low - rev torque.

On a blown engine you can dispense with the choke even in cold weather immediately after starting, and enjoy instant and powerful response to the throttle.

It is relatively simple, quiet, flexible - and virtually trouble free. 'Insurance is prohibitive' is relative to the driver. I pay no more than when the car was standard. But you are wise to check before you buy rather than argue afterwards. An average loading has been between 10% and 25% for most drivers that I have known with blown cars.

'Blowers are harmful to the engine' is a load of twaddle that's no more true than for any highly tweaked engine if it is misused! Mine shows no signs of wear, even after being used on a Heenan and Froude brake for 16 weeks on extended tests. After I stripped it and Laystalls passed it as perfect, prior to my fitting it in the car. But if you over - rev the engine for long periods you



BLOWER unit is bolted to special manifold supplied. Locate blower in the front mounting plate then bolt to block

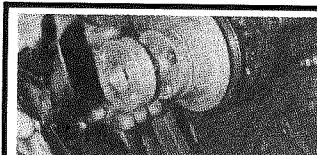


Oil feed to blower comes from adaptor on main gallery and is fed via flexible pipe to front of blower

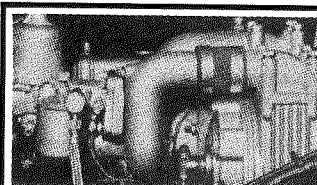
CHARGING!



IGNITION advance must be controlled by fitting a limiting sleeve on stop peg in the distributor



BELT is fitted to pump & dynamo then twin belts fitted to blower pulley that now goes on to shaft



RESULTS HERALD 1200

might be in trouble. There are limits!

'They use too much petrol' is relative to how it is used. My Herald uses no more fuel than a 2 - Litre Vitesse, and it has got almost identical performance. Keep the boot down all the time and you have got to pay for the pleasure. It's the same story however you get your big increase in power.

I've had a fair experience with blowers, and my share of problems too. Sometimes it takes a little while to sort out the right metering pin to ensure you don't burn too much oil; to get the ignition right for peak power; to get the car balanced for both reasonable idling and max top - end performance; to choose the right plugs if the ones recommended don't quite suite your engine; to keep the belts in tension - just to name the ones I remember that ever gave me any problems at all. You must ensure that the manifold is accurately and perfectly tightened to avoid a pressure leak at the inlet gasket.

And these don't all happen to the same person on the same car by any means - most blown cars are trouble free.

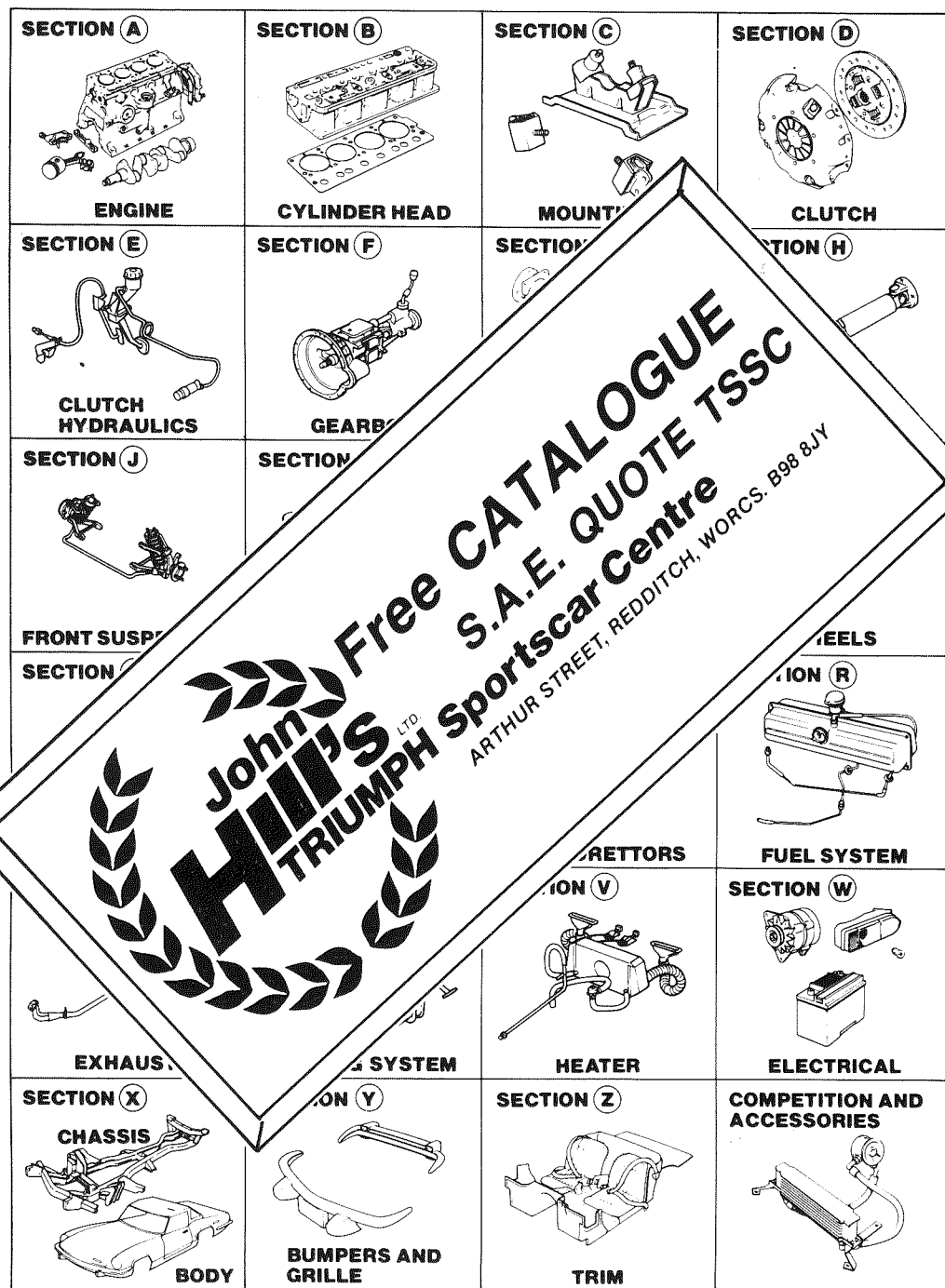
Such problems as may occur are well within the scope of the owner himself to fix - the kind of problems, in fact, that interest rather than annoy the enthusiast! I think it's true to say if you ever a blown version of the car you own, you would soon be saving all your pennies to buy a blower.

Just a final word. I dealt only with the Shorrock in this article as it's the only blower volume sale in this country for a wide variety of different cars.

And - full service facilities are available for owners of blown cars.

Courtesy of Hot Car JUNE 1968 and Leon Guyot for bringing this article out of the archives

0-60 before 26.5 secs after 13.8 secs Top Speed before 76mph after 94mph MPG before 31.1 after 24!



COMPETITION NEWS

ROUND 8 - GOODWOOD 16th June, 1986

		Class	Time	Points
Mark Barber	GT6 MK2	A6	119.35	10
Chris Haywood	GT6 MK3	A6	124.32	8
Steve Hollingsworth	GT6 MK2	A6	131.91	6
Eddie Wilkins	Spitfire MK4	B4	115.57	5
Ted Wilkins	Spitfire MK4	B4	126.83	4
Hugh Davies	GT6 MK1/2	B6	110.62	10
Dave Young	GT6 MK3	B6	112.73	8
Johnathan Stevens	Vitesse MK2	B6	116.29	6
Ian Nash	Vitesse MK2	B6	123.08	4
Dave White	Bond MK2	B6	130.17	2
Val Young	GT6 MK3	B6	138.35	1

ROUND 9 - BRUNTINGTHORPE, 22nd June, 1986 NO ENTRIES

ROUND 11 - OULTON PARK, 13th July, 1986 NO ENTRIES

ROUND 10 - GURSTON DOWN, 22nd June, 1986

		Class	Time	Points
Chris Haywood	GT6 MK3	A6	47.66	5
Eddie Wilkins	Spitfire MK4	B4	44.40	5
Ted Wilkins	Spitfire MK4	B4	46.02	4
Hugh Davies	GT6 MK1/2	B6	43.23	5
Dave White	Bond MK2	B6	45.79	4

ROUND 12 - GOODWOOD, 3rd August, 1986

		Class	Time	Points
Greg Anderson	GT6 MK2	A6	128.59	5
Chris Haywood	GT6 MK3	A6	133.22	4
Hugh Davies	GT6 MK1/2	B6	123.00	5
Johnathan Stevens	Vitesse MK2	B6	126.61	4

ROUND 13 - CURBOROUGH, 10th August, 1986

Chris Haywood	GT6 MK3	A6	45.01	5
Eddie Wilkins	Spitfire Mk4	B4	48.40	4
Hugh Davies	GT6 MK1/2	B6	41.71	5

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 SPARES AVAILABLE.**

CHAMPIONSHIP POSITIONS AFTER 13 ROUNDS

1 Hugh Davies	GT6 MK1/2	B6	58 points
2 Chris Haywood	GT6 MK3	A6	* 43 points
3 Mark Barber	GT6 MK2	A6	28 points
4 Dave Young	GT6 MK3	B6	26 points
5 Andy Lacey	Vitesse MK2	B6	22 points
6 Eddie Wilkins	Spitfire MK4	B4	15 points
7 Dave White	Bond MK2	B6	14 points
8 Nigel Thomas	Spitfire MK4	A4	13 points
8 Greg Anderson	GT6 MK2	A6	13 points
10 Steve Hollingsworth	GT6 MK2	A6	12 points
10 Ted Wilkins	Spitfire MK4	B4	12 points
11 Paul Heseltine	Spitfire 1500	A4	10 points
12 Johnathan Stevens	Vitesse MK2	B6	10 points
14 Ian Nash	Vitesse MK2	B6	9 points
14 Kevin Ginger	GT6 MK3	C	9 points
16 Val Young	GT6 MK3	B6	8 points

* BEST 8 RESULTS

CURBOROUGH SPRINT: Eventually, after a long motorway trip, we arrived at the venue and were surprised to find all the marshalls clearing up the cow-pats on the track. I think the walking of the track was more hazardous than the driving.

Although the track was only 900 yards long, there were cones on all major corners which, if you hit them, .5 of a second was added to your time and if all four wheels left the track, you time would not be recorded.

So, with this being an M.G. Car Club meeting, we had a lot of hard driving with me (Eddie), Ted and Hugh Davies racing against non-roadgoing, modified sports cars.

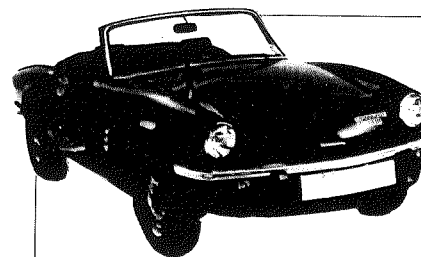
Despite this and the slippery surface, the day turned out to be very enjoyable with some good times being recorded by the TSSC members.

Chris, Ted and Hugh added to the excitement by all spinning off on one run, I came very close to joining them but just managed to keep control of the car.

After we had all completed our final runs in the rain, we could sit back and enjoy watching the last of the competitors gracefully sliding around the track.

EDDIE WILKINS

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Spitfire 1500	150/62	Spitfire Mk1, 2, 3	£21.16	Spitfire Front 62-80	Spitfire 630
Mk IV	150/63	Mk IV 1500	£13.09	Rear 62-74	GT6 630
GT6 Mk IV 70-74	150/64			GT6 Front 66-74	Exchange Deposit on Dynamos
120 DEGREE HOT PAINT		CAM FOLLOWERS		GT6 Rear 72-74	Securicor Delivery
Black, White, Red, Silver		Spitfire - Most Models			
13oz Spray Cans		GT6 Millitech			
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Super Oscar		A Post Lower (Handed)	£4.26		
Oscar		Doors Mk 1, 2, 3 (Handed)	£2.12		
Oscar		Full Outer (Handed)	£10.50		
Type 35 Rect Stainless		Set Closing Plate	£2.12		
Type 45 Round Stainless		Inner Sil	£5.75		
Quadronics with Bulbs		Inner Sil Reinforcement	£2.25		
Relay		Rear 1/4 Panel Repair (Rear of Sil)	£4.42		
		Type 45 Panel Below Bumper (Rear Wing)			
Quadrasonic Units		Stainless Steel Overall	£10.50		
Quad 2180 with Bulbs	PR £28.53	Stainless Steel Finishing Strip	£2.60		
Quadrasonic with Bulbs	£2.00	Stainless Steel Threshold Plate	£4.42		
Relay		Ad Securicor Delivery on all Panels			
Bulbs - Halogen 12 volt		ENGINE COMPONENTS			
H1 100 Watt	£2.56	Timing Chains			
H2 100 Watt	£2.56	GT6 and Spitfire All Models	£4.15		
H3 100 Watt	£2.56				
H4 100/55 Many Dip	£4.13	GASKETS			
H4 100/80 Many Dip	£3.80	Headset			
OIL COOLER EQUIPMENT		Spitfire 1500	£10.09		
Refrigerators		Mk IV	£11.25		
GT6	PR £19.54	GT6 66-68	£10.47		
Other Sizes available	£22.99	69-71	£11.91		
Installation Hose Kits		71-73	£10.35		
Spitfire	£18.80	Complete	£24.74		
GT6	£18.64	Converted	£17.45		
Stainless Steel Hose Kits Add 50%		GT6 66-68	£14.75		
Extensive range of oil control equipment		Mk IV	£6.86		
stocked, enquiries welcome		GT6 66-68	£15.16		
ENGINE COMPONENTS		COMPLETE CLUTCH			
Camshaft - Exchange		BORG & REICH			
Piper HR270 4CYL	£28.00	Plate, Cover, Bearing			
Piper HR270 4CYL	£38.00	Spitfire 1500 (74-80) 7/4	£46.11		
Piper HR270 4CYL	£38.00	Spitfire IV (71-74) 6/2	£35.50		
Add £10.00 Each. Dep. to 4CYL		Spitfire I and II	£36.85		
EXCHANGE DISTRIBUTORS		GT6 All Models	£24.86		
Spitfire Mk IV 72-74	£33.50	TR 4	£33.60		
1500 74-80	£33.50	TR 4 A	£35.48		
GT6 66-74		TR 4 A 6	£52.57		
GT6 66-74		COMPLETE CLUTCH ECONOMY			
GT6 66-74		Plate, Cover, Bearing			
GT6 66-74		Spitfire 1500 74-80 7/4	£40.77		
GT6 66-74		Spitfire IV 71-74 6/2	£28.23		
GT6 66-74		Spitfire I and II	£136.06		
GT6 66-74		GT6 All Models	£114.75		
GT6 66-74		TR 4	£98.89		
GT6 66-74		TR 4 A	£198.02		
GT6 66-74		TR 4 A 6	£248.02		
GT6 66-74		VALVES			
GT6 66-74		INL	£40.00		
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GT6 66-74		PISTON RINGS FULL ENGINE SET			
GT6 66-74		94C, Head, Springs	£11.09		
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GT6 66-74		114 C, Heras, Spitfire	£11.47		
GT6 66-74		94C, Vitex	£6.89		
GT6 66-74		136C, C, 94C, Spitfire	£6.89		
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GT6 66-74		136C, C, 94C, Spitfire	£11.47		
GT6 66-74		136C, C, 94C, Spitfire	£11.47		
GT6					

ENFIELD PAGEANT OF MOTORING

A week after North London becoming, once again, an officially recognised Area, Jonty Wild forwarded to us details of the Enfield Pageant, with a view to the Area organising a club display. A week later, at our next meeting (14th April, '86), I put forward an idea for a display and we decided to 'go for it', with only one and a half months until the show.

The display was to be based around an old 1962 advert for the Herald, showing off its turning circle on half a tennis court, with the caption 'Advantage Herald'.

Unfortunately, most of the Areas showable cars were either undergoing repairs and modifications or were 'away' for the Bank Holiday of the show. Thank God for the Show Car Register!

Originally, it was planned to have two Heralds showing full lock on half a tennis court with the other club cars forming a semi-circle around the tent, peering through the tennis net which was displaying the slogan 'Advantage Herald'. Things didn't quite go as planned. A tennis net proved impossible to get hold of and we had to settle for a volley-ball net - not that anyone noticed. Next I recruited the help of my parents. The Advantage Herald letters were cut out of old net curtains in duplicate and then pressed and sewn together by my mum. My dad, a carpenter/joiner by trade, made up the posts for the net and also a display plinth for the 1962 advert. Hardest to obtain was the marking lime for the tennis court and, with only a week to go, I struck lucky when by chance I met a groundsman in my local on the Saturday night. I dropped

him a fiver for a sack of the stuff.

The next day Steve and I went up to Hitchin in his Herald estate to pick up tables, chairs, banners etc. from Jonty.

Come the Saturday of the show (set-up day), we hit a new snag. Despite having confirmed attendance and got acknowledgement of our space being reserved, when we arrived we had no space and the show organisers denied knowledge of our club - something that would keep raising its head throughout the weekend.

When we got our space sorted out, we set about marking out the ground. An excursion into Enfield was called for as Pete, with our bucket to mix the marking lime in, was turned away as the TSSC weren't attending! Once marked, the lines didn't show up too well due to the length of the grass, so it was decided to bring a lawn mower the next morning to cut it.

Later on Kevin arrived with the tent; it was a relief that the chap of the Panther Owners Club stand next to us knew how to put it up!

Unbelievably, the rain held off for the whole of the show, although a strong wind was present for most of the time, which didn't allow for the display of anything which wasn't fully secured.

On the Sunday morning the grass was mown (just parallel to the court lines), the net was put up and the cars run into place. Due to only having one Herald, Sandra's 12/50, we put 'Lewis' home-restored Spitfire MKIII on the court area as well, which proved to be the centre of attraction on the day. Come 11 o'clock no Vitesse had turned up, so I had to run my Vitesse into place and do my best to remove a months road dirt with a damp cloth! (I was going to give him a wash that morning but I woke up too late). Just as he was looking presentable, one of the show

Vitesse arrived. Later on in the day, as people began to filter out of the autojumble, our stand began to draw more attention. The autojumble was an odd mixture of stalls, some selling complete rubbish (some nothing to do with cars - second-hand clothes and toys) and some with goodies galore, some selling bargains and some making a killing. One chap was selling a complete front suspension kit with ball-joints and trunnions for more than we can get it via John Hill's! Lewis picked up an early Spitfire overdrive badge, while I got a brand new, overdrive column switch - very useful to have one spare. After an hours mental debate as to whether or not to buy a brand new Vitesse MKII overdrive badge, I rushed back for it, only to arrive in time to see someone handing over their dosh for it!

On Monday, which proved to be the busiest day, we said goodbye to Graham's black GT6 MKIII and said hello to six new cars. Carl's fuel-injected Spitfire

MKI took up the front position opposite Sandra's 12/50 on our now completely mown court and behind the net were lined up Mike's and Dave's Vitesse 2-litre convertibles, Steve's Bond Equipe 2-litre convertible, Lewis' Spitfire MKIII (which was late due to the paint being split on the bootlid. Lucky it could be compounded off) and three cars, Spitfire 1500, Spitfire MKIV, GT6 MKIII, which we lost in the mid-afternoon. We weren't left without a GT6 for too long as Colin from Stecol Engineering turned up with his 170 BHP fuel-injected black MKIII.

At about 5.30 pm it was announced that the best club award had gone to MG, followed by Alvis. Without question, our display was the most original and inspiring (with the best cars as well!), which many independent spectators, when discreetly asked, agreed with, that one can only assume that, when the displays were judged, the TSSC were assumed not to be attending.



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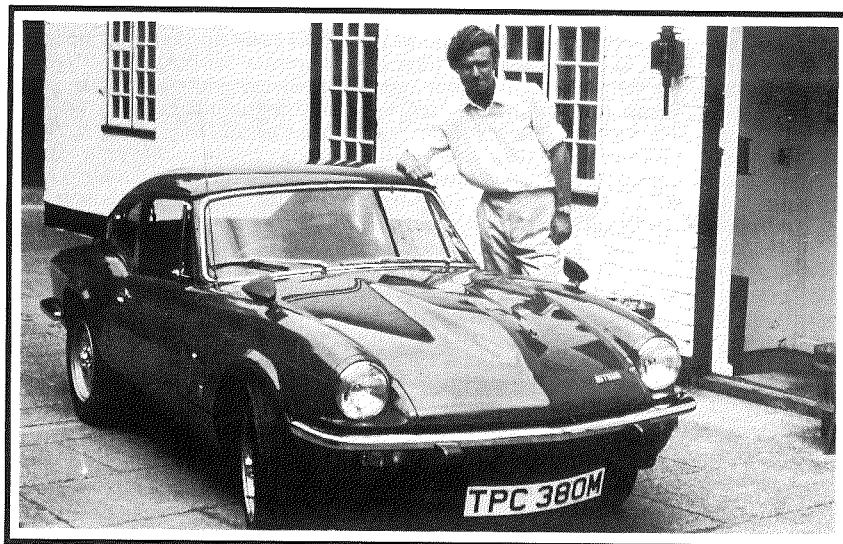
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Chris Brooks — Southmoor

Well, it all started back in the summer of 1974 when I was the tender age of 21 and looking for a sports car to buy. For many years I'd dreamed of owning either an MGB, Triumph Spitfire or Austin Healy 3000, while in 1974 my interests changed to Lotus Elan Sprints. The trouble was in that year a good Elan Sprint would cost you £1,600, which was about £500 more than I could afford (just look at the prices now!).

Anyway, a friend of mine at the time owned a GT6 MKII which he had owned since new in 1970 and I was always impressed by its' looks and refinement, coupled with very respectable performance. However, I preferred the shape of the new MKIII and so decided to look for one of these instead of a Lotus. I started looking through the various car magazines and spotted a GT6 MKIII for sale in *Motor* for £1,200. It only had 8,000 miles on the clock and was first registered in September 1973, sold through Puttocks of Guildford to the chap who was selling it in Coventry. My father took me up to see it and I immediately fell in love with the car, which was in virtually mint condition. The car looked quite superb in its' Pimento Red paint scheme. After a test drive I made an offer and a week later picked the car up in exchange for a cheque to the value of £1,125. I remember racing my father home to Oxford with him in his Fiat 124 Special but I really don't think he was trying too hard as he was frightened I would crash the GT6!

Well, TPC 380M was used as my only means of transport for the remainder of 1974, when in January 1975 it was joined by a company Mini 850 until the September of that year, when I returned to college for two years. As a student, the GT6 provided fantastic transport and was used every day for the next 3 years. I have always liked to keep my cars in immaculate condition and I remember spending an average of three hours every weekend keeping her in tip-top order, especially during the winter months. While at college she provided totally trouble-free motoring, except for a second gear cog which needed replacing in 1976. Having left college in June 1977, I used her for work until January, 1979. However, first we must go back to the 5th September, 1978 which proved a very black day in the life of TPC 380M! It was 7am on a Sunday morning and I was on my way down to the Farnborough Air Show Press Day and heading along the A415 just east of Abingdon,

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when without warning a flock of sheep burst through a high hedge. Reaction time was zero and I hit two of the sheep at around 70 mph; one hit the car head-on while the second wacked the passenger door. The windscreen was immediately covered in blood and guts (sorry, but that really is the only way to describe it!) and I couldn't see a thing. I stopped as soon as possible, especially as I thought the car was on fire; it turned out to be steam from a fractured radiator hose and I surveyed the sorry mess. Someone stopped and gave me a lift to Abingdon police station to report the incident, after which I returned to the scene with a policeman who found it all too much for his stomach and was forced to call one of his colleagues who possessed a stonger constitution!

The damage looked much worse than it really was and, having washed off some of the mess and repaired the radiator hose, I was able to drive home and inspect the damage more closely. To cut a long story short, my beloved GT6 needed a new bonnet, front valence, bumper and



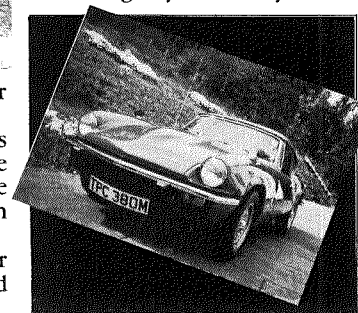
nearside door-skin. Total damage was estimated at £800 which was a lot in 1978. And so a claim was put into the National Farmers Union on the basis that the farmer's hedge was in poor repair. They promptly told me to get lost, at which stage a six month legal battle ensued with the invaluable help of the R.A.C. Legal Department. After threatening the N.F.U. with a court order, backed-up by photographs of the holes in the hedge, we finally won and the GT6 was put into the capable hands of P J Jones of Kidlington to be returned to its former glory. I really must

stress the superb efforts of the R.A.C. legal section which, for a fee of £6.00, did a fantastic job for me. When the day came to collect my car after the repair, I was very nervous as I just couldn't believe it would be quite the same again. However, fears of poor colour matching and the like were unfounded and she looked as good as new on that April day in 1979.

For the next five years TPC 380M was used only at summer weekends due to the luxury of company cars and provided trouble-free, fun motoring once again.



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AMPHICAR REGISTER

Jennie Coombes



AMPHICAR CRUISING IN THE AMPHIBIAN Part 1

Ulrich Kuisch

Reproduced with the kind permission of "MARKT - für Klassische Automobile und Motorräder" and with thanks to P J Gibson for his hours spent in translating.

It is just at home in the water as on the road: the amphibian car known as the Amphicar and built at the beginning of the 1960's in Lubeck and Berlin. At that time the original amphibian car was not particularly successful and today it is a sought-after rarity.

The orange-yellow Berlin underground trains and the typical double-decker buses - everyone knows them. And every Berliner knows who built the workaday local transport: the "Waggon-Union", registered under the company name "Deutsche Waggon- und Maschinenfabrik" (DWM) up to 1971.

Today the company is still one of the most important factories in the north Berlin district of Reinickendorf. But only a few people remember that at the beginning of the 1960's the gigantic factory complex on the Tegeler See built sporty cars, which could not only be driven on the road

but could also float. The name was Amphicar. World-wide, 3,500 models of the original amphibian car were sold: the car was primarily used as a leisure vehicle, for driving on the road, cross-country and on water. Although the number sold is not outstanding, the Amphicar has a secure place among the rarities of automobile manufacture.

It is, however, sad that hardly anyone at the manufacturer's factory cares to remember the long-legged cabriolet with the prominent propellers in the stern. This unique vehicle was even at that time something of an unloved child. Proof of this is that the entire documentation,

including the old constructional drawings were sent to the shredder shortly after production ended. Ten black-and-white photos - that was all the management could produce on request. Production was simply uneconomic even at that time.

Even among the work force only vague traces of the memory of the time of the amphibian can be uncovered. In a strong Berlin accent, one man said, "Yes, there was a car like that. I saw it pottering around on the Wannsee".

The relationship of remaining amphibian car captains to their now rare amphibian cars, however, is quite different.

They expend a lot of time and skill in keeping the hull-shaped steel body in a functional condition at all times. For a long time spare parts have been unavailable commercially, but there is a resourceful Amphicar Club, which keeps second-hand parts available or even has parts manufactured specially. For example, the front bonnet which is susceptible to rust is available in a man-made material.

However, it cannot be denied that the supply of parts subject to wear threatens to become critical. There are no more clutch discs or door seals available. Consequently, many Amphicars are more often standing in the garage converted to a workshop, than making rivers and lakes unsafe.

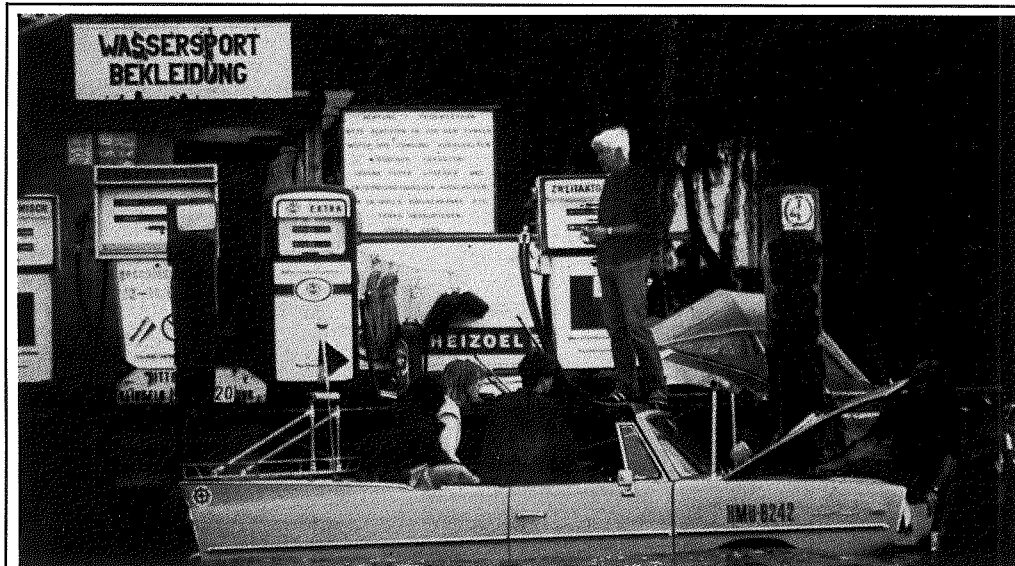
The upshot is: whoever wants an Amphicar nowadays, must be prepared to make it a hobby! In fact, the amphibian car from Berlin was never marketed in a fully developed form.

The forerunners of the Amphicar go back to the 1930's. With the exception of the VW amphibian car which Professor Ferdinand Porsche developed, their creation has always been associated with the name of a self-made man who dedicated his whole life to the amphibian vehicle: Hans Trippel. He completed no academic training as an engineer, but was a practical man. His first car appeared in 1932. Further amphibious cross-country cars followed to the order of the German Army (Wehrmacht) in 1939.

In 1940, following the annexation of Alsace by the Army, he took over the helm in the occupied factory of Ettore Bugatti in Molsheim. 3,000 employees produced Tyre SG 6 military amphibian vehicles as well as torpedoes. By 1944, 1,000 had been finished.



An Amphicar once more gets firm ground beneath its wheels. With front-wheel drive it would have been considerably easier on a poor surface



Not only for Amphicars, otherwise the petrol station owner would already have starved

HERALD REGISTER

CHRIS LONGHURST

KNOW YOUR HERALDS/MEMBERS CAR FEATURE AUSTRALIAN HERALD 12/50's COUPE & SALOON

Two versions of the Herald 12/50 were available in Australia through Australian Motor Industries Ltd. (part of the Leyland Motor Corporation). The first, launched in early 1964, was a 12/50 coupe; later in the same year a 12/50 saloon (sedan) was launched.

The mechanical specification of both Australian 12/50's was identical to the British 12/50 saloon, with a GD prefixed 1147cc engine developing 51 bhp at 5,200 rpm, 63 lb/foot of torque at 2,600 rpm and an effective gearing of 15.7 mph per 1,000 rpm in top.

Internally, the Australian differed from British cars in that, although the transmission tunnel and rear footwells were carpeted, the front footwells were equipped with rubber mats. The dashboard retained many features of the 948 coupes/convertibles. Unlike British cars, the speedometer, white faced, fuel and temperature gauges, were fitted either side of the speedo. The dashboard does not appear to have been finished with a walnut veneered facing but was of the pressed-fibre type of the late 948's.

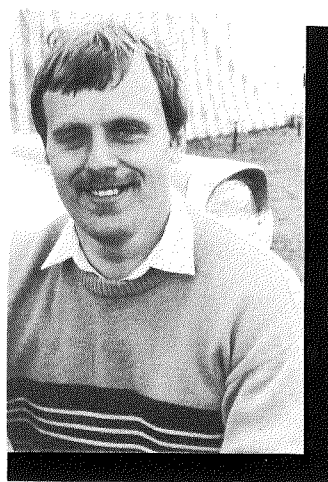
Externally, the major difference (other than the roof on the Coupe!) was the use of the twin headlamped bonnet from the Vitesse 1600 and the lack of white rubber bumpers as on British produced 1200's and 12/50's. The front and rear valances were covered with

what I believe is chrome trim; it does not have the same patterning (horizontal striations) as the British Vitesse. It would appear from contemporary and recent photographs that the chrome trim was not fitted to the rear quarter valances. Wheel trims were also unique to the Australian 12/50 and do not appear to 'belong' to other Triumphs of the period. A 12/50 badge only (not Herald and 12/50) appeared on the bootlid, along with TRIUMPH in single letters. There were no 12/50 badges on the wings. The Australian saloon was not fitted with a sunroof as standard.

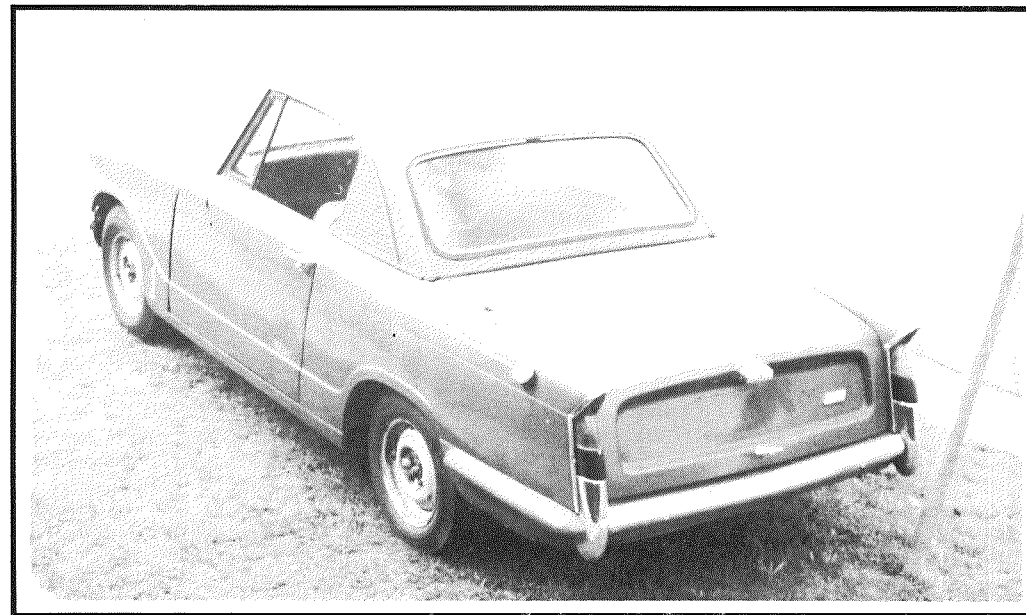
The Australian 12/50 coupe had a claimed 0-50 acceleration time of 13 seconds and a top speed of 84 mph. This was slightly in excess of the 0-50 time of 14.5 seconds and top speed of 81 mph of the British saloon (factory figures). Possibly the slightly more aerodynamic shape of the coupe improved the figures.

The featured car in the two photographs belongs to Michael King of Victoria, Australia. The chassis number

is GB 17334 CP and the engine number is GD 13686 HE. The body number is quoted as C64084, presumably an Australian supplied code as it doesn't fit in with the MAT sequence for coupes or GDT sequence for 12/50 saloons used on British cars. Michael's car is of 1965 origin, with tan (fawn) interior and green paintwork; the paint shade was probably unique to Australia (Surf Green?). I also have a record of one other Australian 12/50: a saloon 2GB 12716 (?DL), which is (was?) owned by ex-TSSC member John Laycock of Queensland. This was a 1966 car, also in Surf Green, which had been fitted with a 1996cc engine (MB 70903 HE). What little information I have would suggest that the Australian 12/50's were assembled from parts exported from Britain to a factory in Melbourne. One interesting fact that I did learn from some information that Michael sent me was that A.M.I. Ltd. was marketing Japanese Tiaras alongside Triumph Herald's! - shades of current BL/Japanese (Honda) collaboration 22 years ago.



Australian 12/50 Coupes (photo's M. KING)



INFORMATION WANTED

Michael King (3/139A Alma Road, East St Kilda, Victoria 3183, Australia) is planning to carry out a 2-litre conversion (engine from Triumph 2000) on a Herald; the gearbox will probably be from a Marina or a Dolomite. Does anyone know what clutch arrangements, radiator and propshaft will be required? Please write to Michael if you have any information.



9TH BIRTHDAY BARBECUE SATURDAY 19TH JULY, 1986

By Sharon Espin - Peterborough Area

This year was the 9th Birthday Barbecue, held by the Anglia Area at the superb setting of the Shelford Rugby Club. Over 300 members attended in the following cars:-

Spitfires	21
GT6's	18
Heralds	18
Vitesse	14
Specials	6
Bonds	2

Throughout the day there were various events being organised, including Pull A Herald and the excellent Driving Test, organised by the North Herts/South Beds Areas, (the Herts Area donating the

trophy).
3D Autos, John Kipping and John Hill's were the main traders with several 'Boot Sales' to be found on wandering around the club members' Autojumble.
Beefburgers, hot Cornish Pasties and baked potatoes were on sale throughout the day, including cups of tea and coffee, and I would like to say a big thank you to Maureen and Diana who spent nearly all the day in the hot kitchens.
Choice Herald (Marshall's)
Choice Vitesse (Marshall's)
Choice Spitfire (Marshall's)
Choice GT6 (Marshall's)
Choice Bond (Marshall's)
Choice Special (Marshall's)
Distance U.K. (Miller's)
Distance International (Miller's)
Pull A Herald (Miller's)
Driving Test
Most Entertaining Entry
Name The Parts
Guess The Weight
Radio Controlled Cars
(organised by the Watson boys)

Incidentally, they also cooked 29 breakfasts on the Sunday morning because we were let down at the eleventh hour.

A Grand Raffle was held, with a personal stereo as first prize.

John Cudmore, Carl Heinlien, Nick Hall and Denis Benson judged the Best Car Awards and the trophies donated by Marshall's and Millers were awarded by Mr Miller to the following people:-

Daniel Sleath 13/60 Conv. BYV 228H
Denis Benson MKII 2.0 UVT 962G
Carl Heinlein MK4 DRW 503B
Sharon Espin MKIII PUO 716M
Dennis Watson GT4S 127 EEW
Barry Muxam Burlington Arrow RRD 71H
R Lingard from Cumbria
Harry Walstra from Holland
Anglia Area Time 26.4 secs.
M Payne
A Brown and I Elson
Denis Benson
Janet Horner

Adults - Patricia Taylor
Under 15's - Matthew Squibbs

Highlights for the day 'for some' was the shortest mini skirt and the Best Teddy Body, dancing late into the evening with the Blue Print Band.

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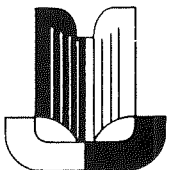
		From	£ 89.50	P.O.A.	Front Bumper - Exchange	£ 49.00
Bonnet Mk.4	Door				Rear Bumper - Exchange	£ 49.00
Bonnet Top Mk.1/2/3	Rear Lamp Panel Mk.4				Stainless Steel Sill Kit	£ 25.00
Boot Lid Mk.4	Windscreen Frame S/H Mk.1/2/3		£ 29.50		Spoiler - Original	£ 19.50
Front Valve Mk.1/2/3	Rear Inner Wheel Arch		£ 19.50		Sun Visor Kit	£ 25.00
Front Valve Mk.4	Bonnet Wheel Arch Outer		£ 35.00		Radiator Hose Kit Mk.1/2/3/4	£ 2.26
1/2 Valve - Fibreglass	Bonnet Wheel Arch Inner		£ 17.50		Engine Mounting	£ 3.55
1/2 Valve - Steel	Sill Outer		£ 13.00		Brake Calipers - Pair	£ 49.50
1/2 Valve - B. Leyland	Sill Inner		£ 11.00		Brake Pad Mk.1/2 - Set	£ 7.00
Front Wing Mk.1/2/3	Sill Stiffener		£ 5.00		Brake Pad Mk.3/4 - Set	£ 5.00
Front Wing Mk.4	Door Skin		£ 15.00		Front Wishbone Bushes (8)	£ 3.60
Rear Wing Mk.1/2/3	Floor Pan Front		£ 10.00		Universal Joint	£ 4.96
Rear Wing Mk.4	Floor Pan Rear		£ 16.00		Anti Roll Bar Link	£ 6.45
Rear Inner Wing R/H Mk.1/2/3	Boot Floor		£ 55.00		Brake Disc	£ 12.30
Rear Inner Wing R/H Mk.4	Rear Wing Repair Front		£ 6.50		Petrol Tank	£ 29.50
Rear Valve Lower Mk.4	Rear Wing Repair Rear		£ 10.00			
Rear Valve Lower Mk.1/2/3	A Post L/H		£ 49.50			
TRIM						
Door Panel	Hood Mk.1/2/3	PVC	£ 49.50	CANVAS	FITTING SERVICE AVAILABLE	
Door Rubber Seal	Hood Mk.4/1500		£ 59.50			
Carpet Set	Hood Bag		£ 19.50			
Arm Rest	Tonneau Cover		£ 25.00			
	T/Cover with Headrests		£ 30.00			



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Inlet valve GT6 MkII & III	£3.50
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Valve spring Spitfire IV (from comm FH25001) & 1500	£1.30
Valve spring GT6	£1.00
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Cylinder head stud Spitfire 1500	£1.44

Cylinder head stud GT6 MkII & III	£1.20
Cylinder head stud GT6 MkIII	£1.20
Cylinder head stud	£0.40
Manifold stud, outer, Spitfire	£0.12
Manifold stud, inner, Spitfire	£0.32
Manifold stud, exhaust, outer, GT6	£0.12
Manifold stud, inlet, short	£0.32
Manifold stud, inlet, long	£0.59
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Manifold stud nut	£0.15
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ENGINE ANCLILLARIES

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Water pump, Spitfire IV & 1500 viscous	£34.00
Water pump, Spitfire IV & 1500 non-visc.	£15.00
Water pump GT6	£18.25
Fuel pump*	£12.00
Top radiator hose*	£1.50
Bottom radiator hose Spitfire	£1.75
Bottom radiator hose GT6	£4.00
Radiator, Spitfire (exch)	£53.00
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Engine mounts, Spitfire	£2.75
Engine mounts GT6	£6.00
Gearbox mounts, non-overdrive	£1.35
Gearbox mounts, overdrive	£12.75
Speedo cable, Spitfire I, II, III	£4.00
Speedo cable GT6 MkII, III	£4.00
Speedo cable Spitfire IV, 1500 & GT6 III non-overdrive	£4.00
Speedo cable Spitfire IV, 1500 & GT6 overdrive	£8.00
Tacho cable Spitfire I, II, III	£7.75
Tacho cable Spitfire IV & GT6	£9.50

CLUTCHES

Clutch cover Spitfire I, II, III, IV	£13.00
Clutch cover Spitfire 1500	£16.00
Clutch cover GT6	£20.00
Clutch plate*	£10.00
Clutch kit comprising cover, plate & bearing Spitfire I, II, III, IV	£26.00
Clutch kit Spitfire 1500	£29.00
Clutch kit GT6	£33.00
Clutch master cylinder repair kit	£2.50
Clutch slave cylinder repair kit	£2.00

FRONT SUSPENSION

Trunnion bushes* (per side)	£1.85
Trunnion & bushes* (left or right)	£13.50
Trunnion bushes, wishbone bushes & bolts* Please state L/R.	£17.00
Trunnion, bushes, wishbone bushes & bolts* both sides	£32.00
Trunnion, bushes, bolts & upper balljoint* (left or right)	£24.00
Trunnion, bushes, bolts & upper balljoints* (both sides)	£45.00
Wishbone bushes, each	£0.50
Wishbone bushes, set of 8	£3.00
Upper ball joint, each	£7.75
Fr. lower wishbones* (state L/R)	£21.62
Top wishbones*, each	£16.00
Vertical link, Spit (left or right)	£43.00
Vertical link, GT6 (left or right)	£45.00

FRONT SUSPENSION

Anti-roll bar*	£24.75
Anti-roll bar bushes, Spit I-III	£0.40
& GT6 I-III to comm KE20000	£0.65
Anti-roll bar bushes, Spit IV, 1500 & GT6 from comm KE20001	£4.25
U bolt and nuts Spit I-III, GT6 I-III to comm KE20000 (2 nuts 2 bolts)	£1.80
U bolts & nuts Spitfire IV 1500 & GT6 from comm KE20001 (2 nuts, 2 bolts)	£10.00
Anti-roll bar link* (Left or right)	£8.25
Front wheel bearing kit*	£9.00
Front wheel bearing kit incl. nut & thrust washer*	£1.75
Grease cup*	£18.00
Fr spring Spit III & IV	£18.80
Fr spring Spit 1500	£ TBA
Fr spring GT6*	£15.00
Fr shock absorber*	

REAR SUSPENSION - NOT ROTOFLEX

R Trunnion bushes (I/R)	£2.10
Bolt & nut for R Trunnion or spring eye bush*	£1.15
Spring eye bush*	£3.22
Radius arm bush (not GT6 front)	£0.50
Radius arm bush GT6 front	£8.00
Radius arm assembly (not GT6)	£9.20
Radius arm assembly GT6	£10.00
Vertical link* (left or right)	£15.50
R Spring Spitfire I-III	£55.00
R Spring Spitfire IV & 1500	£70.00
R Spring GT6 II & III rotoflex	£70.00
R Spring retensioning & resetting*	P.O.A.
R Shock absorber*	£13.00
Wheel bearing kit	£9.50

REAR SUSPENSION - ROTOFLEX

Lower wishbone bushes, seals & shields* (left and right)	£7.90
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4TH LEICESTER 'SPLASH'

Reported by Sheila Copland

Well, we really managed to foul up the weather this year. Despite this though, many people turned up and we would like to thank all who attended and helped on the day.

It is a shame the weather wasn't good because the trade stands were out in force and many packed up early because of the bad conditions. The only stands that were in any demand was the club stand, Triumph Bookshop and the bar because they were in the marquee.

John and Carol Marshall put in a lot of effort On the barbecue both on Saturday night and Sunday all day, and even in the rain on Sunday, there was always a long queue waiting to be fed. The disco on Saturday went with a swing and a head-bang (courtesy of Royd, the Leicester Area heavy rocker!!) proved to be an extra attraction.

Hearty thanks must go to the judges for their efforts and efficiency in getting the concours judged quickly. The results were as follows:-



CONCOURS RESULTS

Trophy	Winner	Runner-up
Best Spitfire (Spitfire UK Trophy)	Carl Heinlein DRW 503B	David Jones FWK 845L
Best Herald (John Kipping Shield)	Daniel Jones KAW 831E	? PBD 717F
Best Vitesse	Denis Benson UVT 962G	Sid Jenson VHV 814G
Best GT6	John Thorpe PPN 123M	Bev Warren XJH 291M
Best Special	Mike Fothergill (MOSS MK1)	-
Best All-Comer	(TR6) A TR6 OK	-
Triumph of the Day (Jarrold Shield)	A TR6 OK	-
Best Interior (Autotrim Shield)	Sharon Espin (GT6) PUO 716M	-
Leicester Premier Award (Finlux TV Cup)	Thomas Bunce (Spitfire 4) 5222 UN	-

In an effort to encourage more people to participate in our concours, we now hold a special section for previous winners at Stanford Hall and call it 'MASTER CLASS'. The winner and runner-up of this years Master class was:

Master Class (Leicester Area Rosebowl) Sharon Espin (GT6) PUO 716M Roger Rowley (Spitfire MKIII) JON 928F

Due to the inclement weather, parts of the judges sheets became illegible and we have not got the names of the Herald Runner-up or the Best All-comer, which was a TR6. If you are reading this article, or you know the people who won these trophies, we would like you to get in touch with the Leicester Area Organiser (Tony Mee). Our event this year was sponsored by the magazine *Thoroughbred & Classic Cars* who, along with financial help, donated a trophy to be awarded at the discretion of the committee. The committee felt that the trophy should go to a member rather than a car. After much thought, a decision was reached that it should go to JOHN THORPE. John has been a major force behind the smooth running of the Stanford Hall event for the past four years and has given up time that he should have spent on keeping the families four Triumphs on the road to organise this and other events for the Leicester Area over the years.

Those of you who came last year will remember that we did not manage to get the Satellite TV demonstration working - this year we had success. Once again John Thorpe spent much of his time on Saturday night and early on Sunday morning lining everything up to enable us to show the MUSIC BOX channel in the marquee all day. Also on show in the marquee all day were videos from the Club Library.

Once again, thanks to all who came - hope to see more of you next year for an even better do.

P.S. Does Sharon Espin become our reigning champion!!! (sorry!!).

VITESSE REGISTER

MARTIN BROWN

VITESSE ORIGINALITY GUIDE

This month I would like to cover changes made to the Vitesse 6 model during its' four year production run.

As many of the changes are referred to by engine, body and commission numbers, it is important to know where these are located. The engine number is stamped on the rear of the block on the left-hand (passenger side) of the engine. Body and commission number plates are located on the bulkhead, the commission plate on the left-hand side and the body number plate in a corresponding position on the right-hand side. Figures 1 and 2 show the two types of commission plate used on Vitesse 6 models, the early type does not give details of paint and trim colour and was superseded by the later pattern at the end of 1964.

Early Vitesse 6 models from engine number HB1E to HB6798E were fitted with Solex downdraught carburettors, type B32PIH and then with Solex type B321H until the introduction of the Stromberg CD150 side-draught carbs. at engine number HB27986E; these useful improvements in both performance and economy. Figure 3 shows the downdraught Solex set-up together with the early design of radiator and separate header tank.



Early Vitesse 6 engine showing fitment of downdraught Solex B321H carbs - note: also early type radiator with separate header tank fitted from HB6798E to 27985E



TRIUMPH VITESSE TYPE

COMM. N^o [redacted]

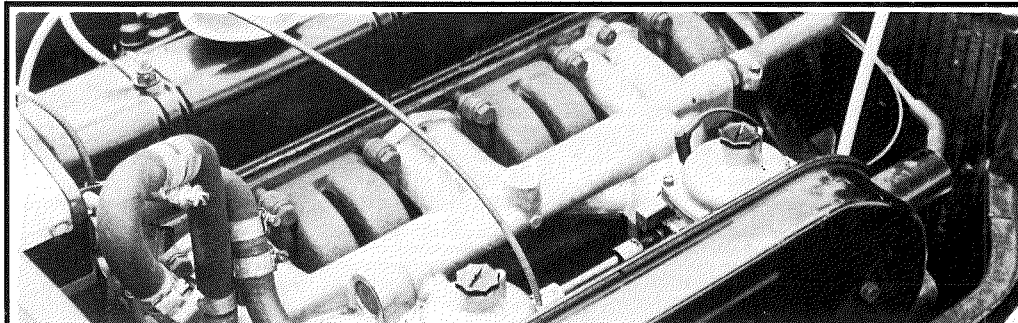
MANUFACTURED BY
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COVENTRY, ENGLAND.

COMM N^o [redacted]

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GROSS LADEN WEIGHT- LBS
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COVENTRY

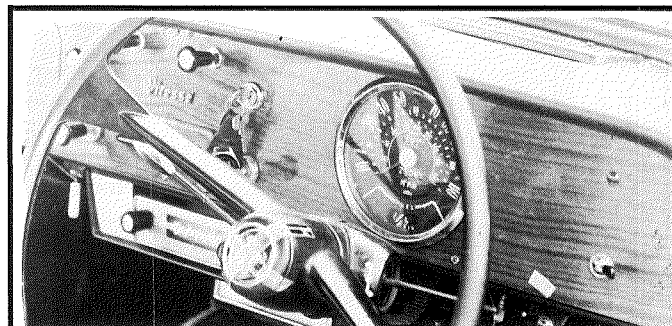
Figure 4 illustrates the familiar Stromberg fitment used in later Vitesse 6 models and subsequently on the 2-litre.



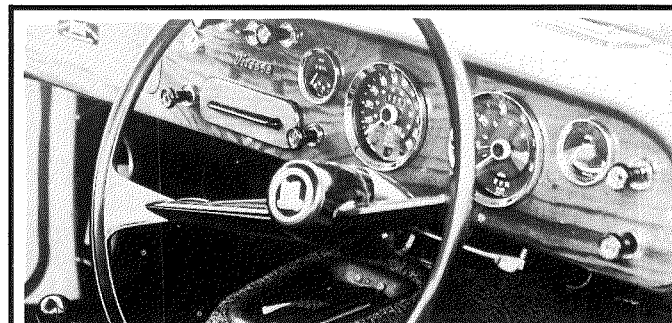
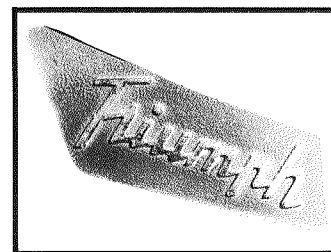
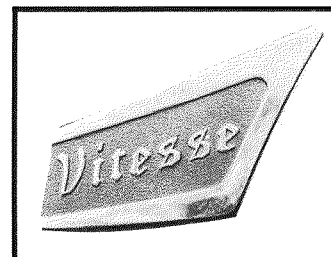
Later Vitesse 6 engine showing fitment of 150CD Stromberg carbs and later radiator
Fitted from engine number HB 27986E

Major changes took place to the dashboard layout of the Vitesse 6 during the Autumn of 1963, when the Herald-style, single instrument layout was replaced by the multi-instrument dash as used in all later cars. Figures 5 and 6 illustrate the changes made.

Another feature of the early Vitesse 6 saloons was the different style of rear pillar badges fitted. Only the very early cars up to body Number HBD2855, had the 'Vitesse' pattern fitted. Later Vitesse 6 and all 2-litre cars used the familiar 'Triumph' badge. See figures 7 and 8.



Early Vitesse 6 dash layout with single central instrument.
Note: original radio and fitting bracket. Fitted from HB1 to 15000



Later Vitesse 6 dash layout with improved instrumentation fitted from HB 15000 onwards. Note: original grey flecked carpet peculiar to Vitesse 6 models

That is all on the originality guide for this month, but on a more general note, I would like to glean more information on any Vitesse estate cars owned by club members. Details of estates on the Register have recently been requested and a check shows very little information. I would be most grateful if owners of Vitesse estates could please send me full details of their cars so that this gap in the Register details can be rectified.

TRIUMPH SPECIAL ON SALE NOW

Much of the October issue of Sports Car Monthly is devoted to the much-mourned Triumph marque.

- ★ **TR7 V8** We drive three very different examples of Rover-engined TRs, with power ranging from 200 to 260bhp and set-ups from basic road to full rally.
- ★ **The TR7 Story** Wilson McComb looks at the development and production of the TR7 — and the short-lived TR8.
- ★ **Spitfire Rebuild** Our project Spitfire receives a shiny new coat as Lindsay Porter continues the story.
- ★ **Buy a TR6** To many, this was the last true TR; our feature serves as an invaluable guide to an intending purchaser.

Plus: Overhauling Weber DCOEs • The classic Rover V8 engine profiled • Thundersports Ginetta-Mazda track-tested • Porsche 928S road test • Setting up for wide wheels and tyres • Griffin 110 on the road.

In the November issue

Midas Gold road test • Brighton or bust: Mercedes record run • The Costin story — and Amigo on the road • Spitfire takes shape.

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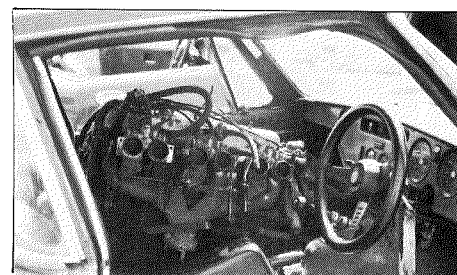
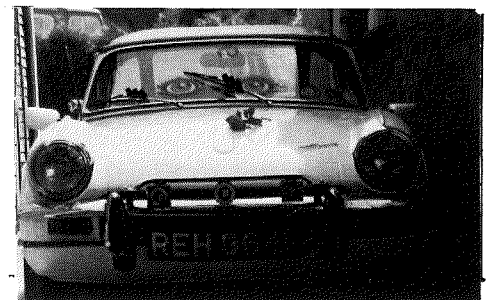
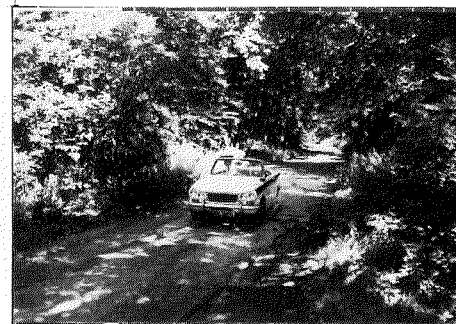
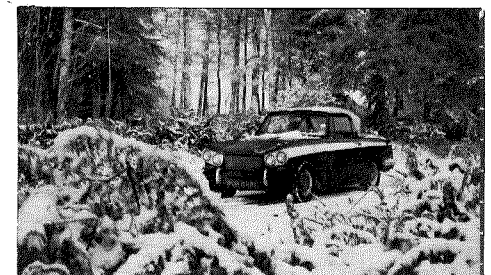
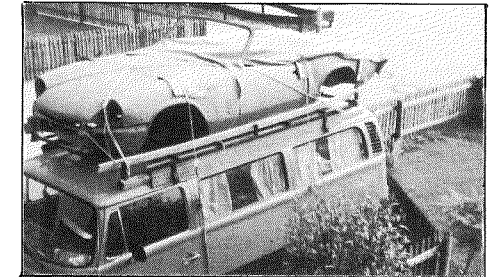
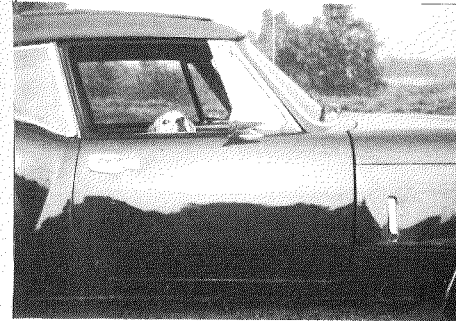
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TRIUMPH

What d'ya mean you
want to bleed the
brakes I can't even
reach the ...'ing pedal

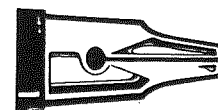
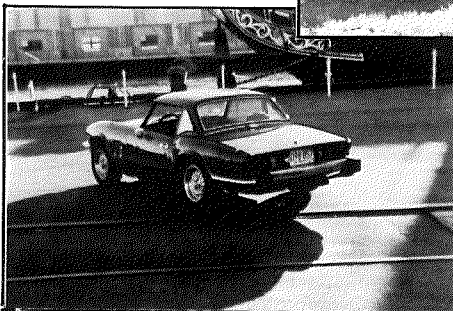
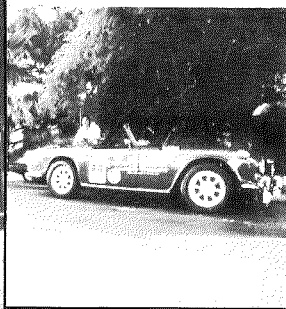
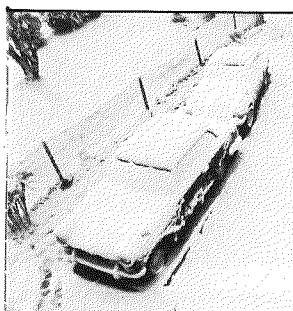
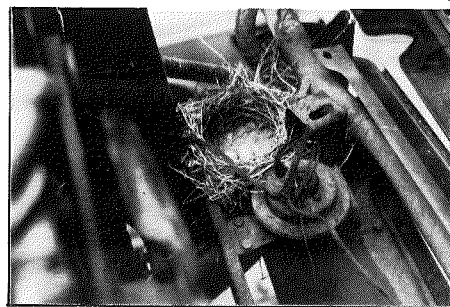
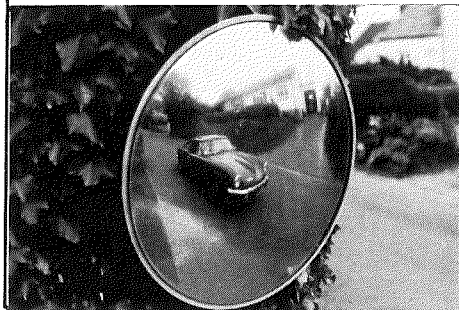


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PEN TO PAPER



EUROPE AND BACK

Having just returned from a marvellous month's holiday in South East Europe with a friend, I thought members may be interested in hearing a little about it.

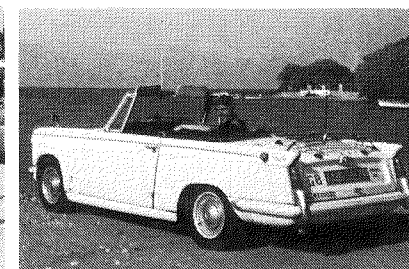
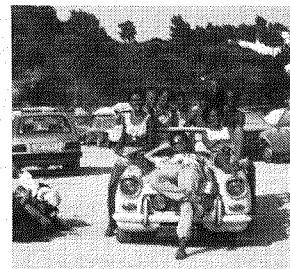
The car we took was my 1964 Triumph Herald convertible. The original 1200cc engine was replaced by a rebuilt 13/60 engine two years ago and just prior to the holiday I fitted a Vitesse fuel tank, a reconditioned differential and gearbox with overdrive from a MKIV Spitfire. The latter two modifications allowed the car to cruise at 70 mph on the motorway at a leisurely 3,500 revolutions, with occasional spurts up to 90 mph.

During this holiday we covered some 7,500 miles, touring mainly in Yugoslavia, Greece and Hungary, averaging just over 40 miles to the gallon.

The car performed excellently the whole time, coping with temperatures in the 100s, pot holes in Yugoslavian roads, tight hairpins and narrow passes in the mountains of Greece and jockeying for position with Zastavias, Wartburgs, Ladas and Skodas on the roads of Hungary.

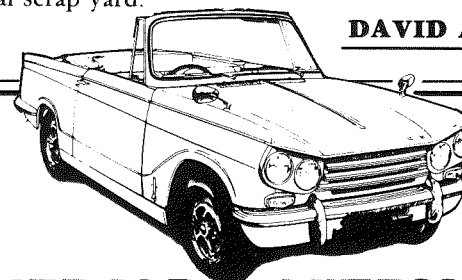
The lower ratio differential and overdrive gearbox transformed the Herald convertible into a first-class, long distance touring car, guaranteed to turn heads and raise smiles wherever you go.

One of the biggest surprises of the holiday was finding Club cars in Greece, left-hand drive versions of all the Heralds, from what looked like an early 948cc Herald, to 1200s and



13/60s. We even saw a Vitesse convertible and one or two Spitfires. It was quite comforting to know that if something serious went wrong with the car I could probably get parts from a local scrap yard.

DAVID AMOS - KELSO, ROXBURGHSHIRE



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ONE COMMENT

Having read David Herriman's excellent article in Courier 74, I thought there was one comment I would like to make.

As David says, by rocking the wheel with the weight of the car on it, you will feel trunion bush wear; you will also feel wheel bearing wear. To sort out which is which is very simple: rock the wheel and if play is felt, get someone to put their foot on the brake and rock the wheel again. If no play is felt, then the play was in the wheel bearing. If play is felt then that is trunion bush wear. Play with the brakes off may be a combination of both.

If the trunion thread is not lubricated regularly, not only may it break the vertical link but, as happened to me, it pulled the lower wishbone off the chassis. £120 worth of parts later I considered I was lucky when it happened as I stopped - 5 miles earlier I was on the Motorway!

Members should note that most of the nuts on the suspension are nylock nuts. These are designed to be used ONLY ONCE. If you take them off, throw them away and get

new - they may undo themselves otherwise. Taking out a split pin from a castellated nut is unnecessary; it will break off when the nut is turned, quicker and easier.

Check and oil regularly as this is one of the most dangerous parts of the car to neglect and most people do.

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PROLONG THE USEFUL LIFE OF A CAR BATTERY

Part 2

By K L Martin B.Sc. - Shefford, Beds

Since my article on batteries late last year (The Courier, No. 65, November 1985), a surprisingly large number of people have written to me with questions and problems. This follow-up article attempts to sort out some of the more common difficulties.

By far the most common problem seems to be what to do with a battery during a long-term period of inactivity. This situation seems most commonly to arise in cars which are either taken off the road for the winter or for a long-term rebuild, where a perfectly good battery remains after a car is scrapped, and in a few cases in batteries which are used in caravans during the summer months only. The run of events seems all too familiar: an excellent battery sits in the garage, it gets charged when it's owner remembers, and after six or so months when it is needed again, it doesn't deliver enough power any more. With just a little effort, a battery can be stored for many years in a way which causes no deterioration at all in its performance.

Firstly, the electrolyte must be removed from the battery. Care must be taken since it is fairly concentrated sulphuric acid, but the operation can be easily and safely carried out. The simplest way of removing it is to turn the battery first on its side with the terminals uppermost, and then completely upside-down, over a plastic bowl. Never do this over a metal container, or particularly over a stainless steel sink - the battery still works at this stage and any dead short across the terminals may well leave a burn mark on the sink! The electrolyte will

probably be re-useable, even if it looks dirty, so if it is caught in a bowl, it can be kept for future use. An average sized battery contains about 1½-litres (2½ - 3 pints) of electrolyte which can be stored in screw-top glass or polythene bottles.

After the battery has been emptied, it should be washed out with copious amounts of cold water. Don't stint on this, keep filling and tipping out until the last trace of sediment emerges. If you don't remove all of the acid at this stage, it will cling to the plates and coat them with lead sulphate, leading to all the familiar problems associated with sulphating. Don't be tempted, either, to remove the acid by adding an alkali - this will form lead hydroxide or plumbates which will finish off the battery for good. When washed, the battery can be successfully stored for years dry, on its side, with the plastic caps removed.

When the battery is to be used again, the acid can simply be poured straight back in. Whilst it is out though, the plates can be cleaned of any sulphate deposits which may have built up during its working life by using EDTA. Add about a rounded tea-spoon of EDTA to each cell, and then top-up with a hot diluted solution of washing soda (sodium carbonate). As I explained in my earlier article,

EDTA works slowly in battery acid, but extremely quickly in alkaline solutions such as washing soda. Leave the EDTA/washing soda solution in the battery for an hour or so, shaking it occasionally, and then remove and wash out well with water. After the EDTA treatment, the acid can be poured back in. If you are short of electrolyte, (you shouldn't be if it was drained properly), get a little from your local battery suppliers. If they won't co-operate, or want to charge you the earth, ask you local chemist if he will make you up a little 4 M sulphuric acid (1 part concentrated sulphuric acid to 4½ parts water).

A second point regularly raised is whether anything can be done with a battery which seems to be completely dead. This quite simply depends on what is wrong with it, and more importantly, how it came by its demise. Testing the battery with a voltmeter tells you surprisingly little; it should give a reading of about 13.7 volts, but will give this if there are virtually no plates left. Also, don't test it with the ammeter function on a multimeter, it may deliver about 200 amps and leave you badly out of pocket! Testing the specific gravity with a hydrometer can also be misleading, different manufacturers use slightly differing acid concentrations. As a rough and ready guide, a

battery which suddenly and spectacularly fails, or fails to start a car after a long static charge, might as well be thrown away. Those most likely to be resurrected are ones which were in good condition but have stood neglected for some time. These need the electrolyte removing and a treatment with EDTA in an alkaline solution of washing soda, as described above. In one, albeit spectacular case, someone recently claimed to have returned to use a battery which was 14 years old and had laid out of use for 10 years!

Many people have also asked me about distilled water, whether it is really necessary, and if it is, whether it is worth the cost. In both cases the answer is usually "no". If you have a fridge or a freezer, you can collect the ice that forms due to condensation of water vapour in the air and use that. Failing that, you can use ordinary tap water, if you have to, but it is better to prepare yourself a topping-up solution. To do this, put about a quarter of a tea-spoon of EDTA in a jug and add a pint of boiling water, allow it to cool, and carefully decant the water off any sediment which might fall to the bottom. Preparing yourself a topping-up solution like this is far more economical than continually buying distilled water for batteries and has the advantage over tap water in that it is slightly acidic, whereas tap water is usually very slightly alkaline.

Finally, I am very happy to try and answer any queries which you have about batteries, but *please do include an s.a.e.* My address is, as before:

**19 Brookmead,
Meppershall, Shefford,
Bedfordshire,
SG17 5SA.**

FROM EXMOUTH TO HOLLAND AND DOWN TO THE SUN

By R J Madge - Exmouth, Devon

My old, trusty Minolta SRT 101, complete with an f3.5 35-70mm Minolta zoom lens, a mini tripod/G clamp camera holder and plenty of FR4 all accompanied me and my 1500 Spitfire on a 6,300 mile journey from Exmouth, over to Holland and down, 1,700 miles south to where the sun shines profusely.

As a commuting cyclist travelling up to 15 miles per day on my velocipede, I felt envious of the Dutch pedal pusher - not because of the flat lay of the land, but because I found their accommodation of cycle lanes adjacent to the roads in abundance.

**'Now here's a sensible country',
I thought.**

After leaving this land of good fuel consumption, I travelled quickly and quietly through Belgium not that I disliked Belgium in any way, I merely wanted to allow myself more time at my goal.

Pitching my Vango Force 10 with its' sun faded flysheet, (due to last years' tour of the South of France) I viewed a famous beauty spot dominated by a 9th Century castle, which was balanced on a hill top overlooking the cobbled streets of Vianden in Luxembourg.

The Mercedes', Audis and B.M.W.s ruled the Autobahns in Germany. Gracefully they swallowed the miles ahead of them, leaving me and my Inca Yellow Spitfire to potter along into a peaceful Switzerland. My destination at this point was situated on the edge of Lake Constance, where the Mallard drakes were treading noisily on the lakeside until dusk fell at my Arbon campsite.

Early Sunday morning saw me drive at a leisurely pace through the countryside of Switzerland, listening to the delicate tinkle of the church, cattle and goats bells on my way to Liechtenstein.

Driving through Liechtenstein into Austria, I came across the Arlberg Straßentunnel which is 14Km in length, being the longest tunnel in Europe (don't quote me on this one!).

Leaving Austria by means of the Brenner Pass, I moved on into Italy. At the border I was able to purchase my petrol coupon booklet, which also contained Autostrada Vouchers.

After posing for self-photographs at the panoramic Di Sella and Pordoi Passes, I followed the road eastward, which meandered its way through tunnels containing hairpin bends on to the winter Olympic town of Cortina D'Ampezzo.

This time the Vango was pitched showing off its scottish craftsmanship at 'Camping Dolomite'. Never did a tent look so smart, displaying a smooth, creaseless flysheet for all to admire.

The next mornings drive south to Venice was comparatively

short, and was completed in no time at all.

With the convertible securely locked, including the bonnet, and an internal chain on the boot-lid which only allowed a very little opening space (just large enough to turn the key in the padlock fastening it) I turned on the alarm to ward off would-be intruders and made my way to the ferry which would take me to the centre of Venice. This ferry was packed full of American and Japanese tourists displaying their cameras with long, zoom lenses swinging freely around their strained necks. Each owner was looking sheepishly at the next to see what brand name their cameras carried.

After my brief visit of four hours to Venice, I summed up my tour of this sinking city as a place where dogs excreta lined the narrow passageways/streets, which were decorated with head waiters, each standing outside his respective restaurant doing his best to drag in unwilling customers who didn't really want to fill their stomachs with pasta. Not only was the tourist reluctant to frequent these dining places, he was also rather shy to board the ever waiting gondolas moored alongside each other, looking as splendid as ever with the Gondolier sporting his red and white, horizontal striped shirt.

After leaving Venice, I drove to Riccione down on the east coast. Here I encountered torrential rain which forced me to sleep in the car as I was not going to make up camp in those conditions.

Leaving the east coast behind me, I drove west along part of the Via Flaminia to Rome, where I camped in the northern part of the city; this allowed me right into the heart of the city to see sights such as the Colosseum, the Roman Forum, etc., etc.

Further into Italy, on my way to Pompei, I again encountered a thunderstorm which lasted several hours. Never in my life (all 31 years of them) have I witnessed such torrential rain as I did here, just north of Naples. The sky literally blackened to that of night. The roads were absolutely awash, slowing the Italian traffic on the Autostrada to a record minimum speed of 30 mph. So dark and dangerous was this precipitation, I inadvertently forked off into Naples, where I was surrounded by irate motorists queuing three abreast where one lane should be. Their 'tin lizzies' were unfit even for 'Banger Racing' at Newton Abbot. And there I was in the rush-hour, approaching this crossroads without a traffic-light in sight, on a road inundated with water. It was every man for himself, choosing whether to collect a dent in his rear or put a similar one in the side of the car pushing its way across his path. I was fortunate to survive Naples.

After forcing my way out of the city, and over to nearby Pompei, I set up camp and visited the excavated ruins of the ancient city.

From Pompei I drove along the Autostrada further on to where this amazing road hangs on to the edge of cliffs hundreds of metres high, and crosses enormous valleys on stilts as a viaduct, then disappears into lengthy tunnels only to emerge on concrete pillars once again. From the great height of this Italian construction, I viewed Sicily far down below me in the distance.

I saw my goal!

The ferry crossing from Villa S. Giovanni to Messina on Sicily was indeed short and sweet because in no time at all, after boarding the vessel, its bow slowly raised itself and finally

formed a ramp ashore for the passengers and cargo of automobiles to disembark. The passenger train on board was connected to the main line on Sicily and departed peacefully, powered by electricity as are all trains in Italy.

I motored south to Lettojan-ni near Taormina. Taormina stands high up on the cliff at 205 metres, offering splendid views of the long sweep of coastline, rugged Calabria across the strait and the brooding bulk of Mount Etna to the west was also visible. Taormina offers a wonderful climate first of all; semi-tropical vegetation, clumps of prickly pear here and there, lining lanes leading down the ravines to the sandy beaches and the deep, blue sea.

My Spitfire and I climbed 1,900 metres from Lettojan-ni to a situation from where special, four-wheel drive buses take you a further 1,400 metres to the top of Mount Etna at an altitude of 3323 metres. This volcano last erupted in 1983 and 1985, meaning a further eruption is possible.

The valley of Temples near Agrigento were visited from my campsite at San Leone. The overall condition of one of these temples is remarkable.

I found Erice about 14 kilometres east of Trapani on the west coast. It was one of the most memorable sights in all of Sicily. Erice rises at a height of 750 metres on its lofty, unmatched position: I can see why it became a holy place.

Going east along the north coast and passing Palermo (Mafia country), I arrived at Cafalu, where I saw the Cathedral, one of the finest examples of Norman church architecture in Italy today.

Driving inland along the Autostrada to Enna, I again admired the construction of the roads winding its way down through the valleys on stilts.

Enna holds a position in the

geographical centre of Sicily at an altitude of 945 metres, and is capped by the impressive Castello di Lombardia. From this castle you can observe all the major mountain ranges of Sicily as well as Etna.

On the north coast Milazzo was my final camping ground from where I sailed on one of the Hydofloils to the island of Lapari for a one day visit, leaving the Spitfire on the mainland.

Now came the time for the start of my drive home, which was to be broken up by a short stay in Antibes on the south coast of France. The first days drive of 763 miles went well; it included a pop-in visit to Pisa just to admire the leaning tower.

A few days at Antibes were fine, being more my type of climate rather than that of the torrid heat of Sicily.

One of my evenings was spent in the Casino at Monte Carlo, where I won 1,000 Francs on a one-armed bandit. Although the amount of winnings didn't break the bank, I won, and that was something to write home about - *Winning at Monte Carlo!*

Motoring along the south coast of France, with an evenings stay at Marseillan Plage, and a further days drive north to stay another night south of Le Mans, left me with one or more days to spare and part of that day I chose to drive around part of the circuit at Le Mans, but not for 24 hours though - only 24 minutes.

After this nostalgic drive, it was "Home James"

By placing membership forms on many cars eligible to join the club, I hope there will be some new continental members joining the club as a result.

In Sicily I met the drivers of three 1500 Spitfires, who I think may be interested in joining, but we shall see

Next year I think I'll take a rest and just drive over to Holland for the Spitfire Weekend!

Due to the amazing response to PHOTO '86 please keep sending any unusal PHOTOGRAPHS of Triumphs or Triumph life.

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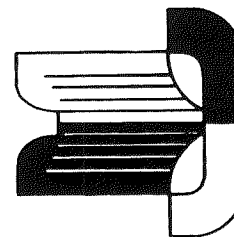
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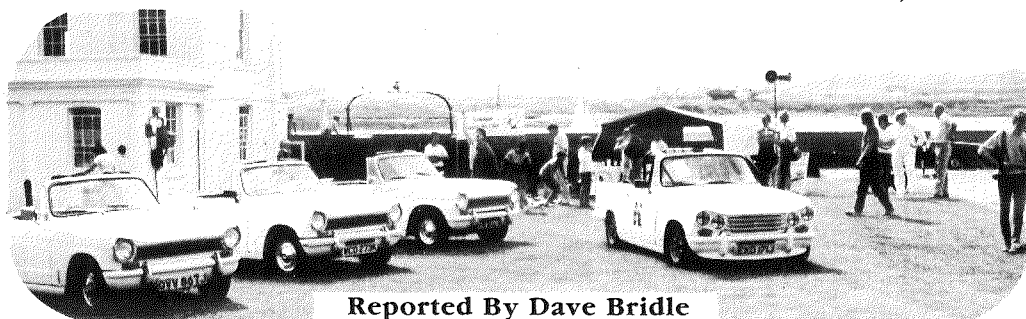
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MEDWAY INTERNATIONAL TRIUMPH WEEKEND, 1986



Reported By Dave Bridle

The one thing we hadn't been able to arrange, the weather, seemed to be against us, as Saturday morning dawned slowly through the raindrops. Those who turned up before 9 am to set up the event were very wet by 10 am when the event started. Saturday saw us finding our way - because of the rain, we put the trade stands under cover but this split up the area. Overall, Saturday was a good start, considering the rain and we got the Gymkhana well under way, also the first Herald Pull Runs and there were videos being shown on both days in the Conference Room.

On the Saturday night we had the disco and camping at Fort Amhurst and again it poured with rain. However, our spirits undampened, we boogeyed the night away with the ghosts in the tunnels.

Sunday dawned brighter and later the sun actually shone. Sunday was by far the best day and probably 100 cars turned up. Everyone wanted to try their hand at the Gymkhana which had been organised for us by the Rochester Motor Club. This was finally won by Keith Clements in his white Herald. During the afternoon we stopped the Gymkhana, while we had the Herald Pull on the Helipad. The course contained a straight run, a corner and a slalom - very fast on concrete if the technique was right. Six teams took part including a team of non-members, local lads calling themselves the Rainham Majorettes who managed the course in a valiant effort with 54 seconds. One of the two Rochester Motor Club teams nearly managed to run over one of their team members. The winners were, of course, the TSSC East Kent 'B' team in a time of 28 seconds. The Wellie Throw was great fun and the three winners were:

Under 16yrs.	Jasen Hamshene
Ladies	Diane Hatcher
Gents	Paul Blakeley

During the weekend we held a Photo Competition and a Dinky Concours. The winners were Marita Carpenter and Jon Low respectively. Thanks for donating the Dinky prize Jon.

BEST OF SHOW RESULTS

Rather than a concours, everybody who turned up was a judge and voted for each category.

Best Vitesse	BZY 569H	Best Herald	SLH 605F
Best Spitfire	BKC 918T	Best GT6	TGJ 236M
Best Bond	CHT 454C	Best Special	96 HYM
Guest Triumph (TR3A)	WDK 906	Worst of Show	TPC 308M

The Winner of the Best Overall Car of Show was the Herald SLH 605F

If the driver of 96 HYM - Lenham Spitfire we think - could contact Clive Coldwell (East Kent Area Organiser) we will forward the shield.

As this was the first of these events, I think everyone would agree that it was a great success. Now we can build for next year. I would like to thank the trade stands and advertisers for supporting us and also the Chatham Historic Dockyard Trust for the use of their land and facilities and for the work they put in. Lastly, those who helped set up and marshall the event - eleven of us and one non-member (you know who you are). Where were the other fifteen plus members who come to the meetings?

Thank you to those of you who attended the event and made it a success. I hope you will come next year when it will be both bigger and better.

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TECHNICAL TIPS

I am writing concerning the problem of how to deal with a badly rusted GT6 window frame and roof panels.

With no repair panels available, I decided to have an attempt at fitting a decent MKIV Spitfire window frame, adding a false lip and repairing the front edge of the roof panel, using pre-formed strips (making only a skim of filler required).

I cut all the parts and John did all the welding (the finished result shows how his expertise was exploited). He used 3mm rods, better for filling and grinding back with. All the metal used was 18 swg as thinner gauge tends to warp.

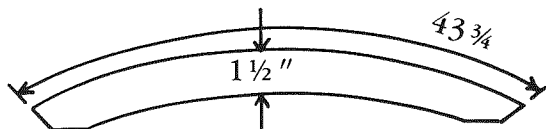
WINDOW FRAME

1. Spitfire MKIV window frame from a scrapyard. I obtained one with part of an 'A' panel.
2. Sand-blast this to stop any rust that may have started.
3. Remove screen, doors, strip out dashboard and pull back the roof lining.
4. Take reference measurements around the door and WF.
5. Make cardboard templates for around 'A' frame and mark where appropriate.
6. Remove capping strip and gutter leading edge. Leave what is left of roof lip intact as reference.
7. Cut out the old WF by drilling spot-welds and hacksawing. You should be left with the roof cross-section (where visor fits).
8. Cut $\frac{1}{4}$ " off the lower end of cross-section using jigsaw cutter and hacksaw.



Piece Removed.

9. Line up WF, tack, re-check then weld.
10. Make false WF roof lip. Bend welding rod to shape of roof or lip - this acts as template. Cut out shape on sheet metal. Best done in two halves, e.g. L & R then welded together. Trim to fit under old roof lip. Weld to WF and dress using angle grinder.



Need a new Roof!!

1. Make template of lip and roof edge, e.g. $\frac{1}{2}$ " x 4" x $\frac{1}{16}$ " copper tape. This is used as a gauge when making strips.

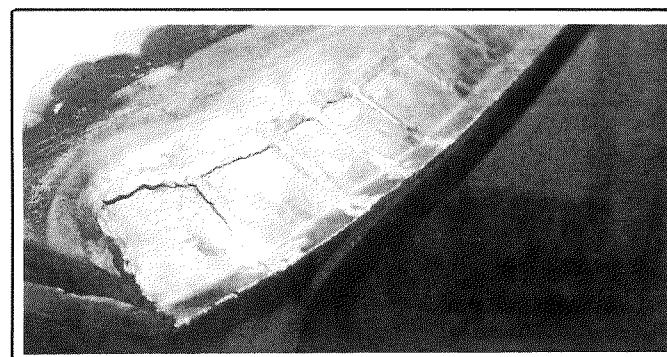
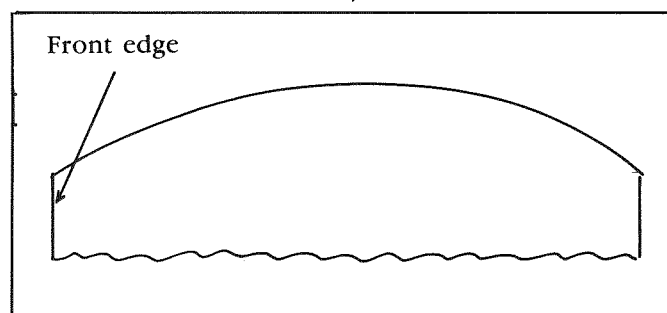
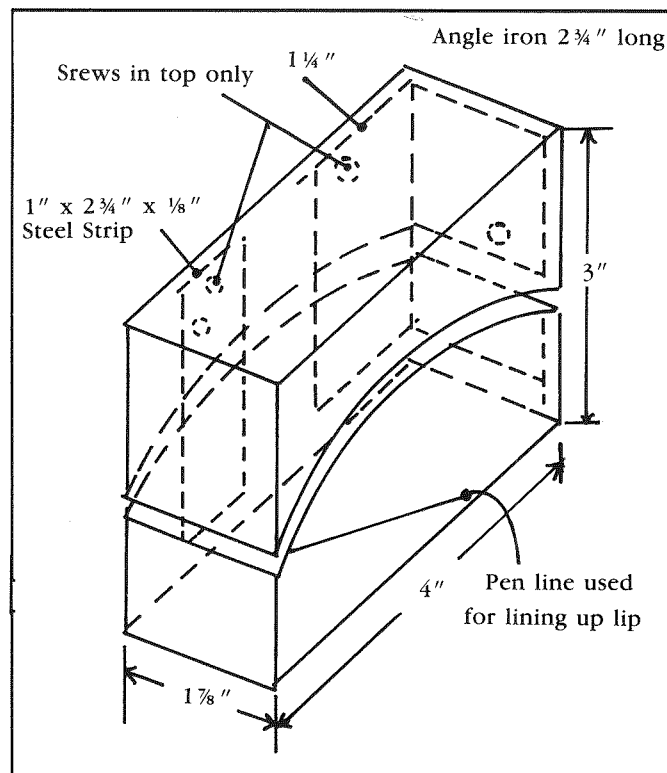
Send us your technical tips

2. Former made from one piece of hardwood. Shape cut out by bandsaw. Angle iron and steel strip added to keep strips uniform.

SEE DIAGRAMS TO RIGHT

Actual shape of former, often several attempts before this was arrived at.

3. Cut strips all $3\frac{1}{4}$ " long, e.g. 20 pieces $1\frac{7}{8}$ " wide and 2 at 1" - allow some for spares.
4. Scribe $\frac{1}{2}$ " line across strips for lip. Line mark



with front edge of former and press using vice. Before removing, bend lip using wide mouthed mole-grips. Remove and check with template.

5. Cut out $1\frac{1}{2}$ " of roof panel using pad saw - this should just reveal upright of X section. Gives something to press and tap down on.
6. At this stage, repaired underside of front edge gutter of WF by making repair section.
7. Mark out roof for positioning of strips.
8. Weld in strips from centre outward. First tack top and bottom. Strips should be adjusted to follow roof shape and WF lip, any gaps that occur are easily filled using 3mm rods. Strips were lapped, welded and trimmed to fit around the curved section.

A bucket of water and a cloth were used to cool each strip after welding, this prevents a build-up of excess heat and shrinks back any warpage. Dressed using angle grinder.

9. Gutter leading edges made and silver soldered on. Fit capping strip template as guide.
10. Sweat capping strip on. I had to cut $\frac{3}{16}$ " off underside to allow for weld, monodex cutter made this easy.

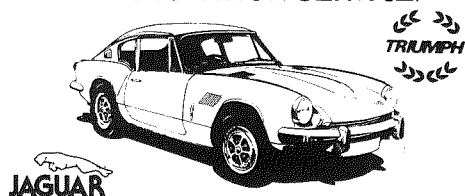
11. Roof now only requires a skim of filler.

All measurements are ment as a guide. A lot of time was spent getting the former to the right shape and the strips should not be any wider than like measurement of used. Photograph shows the roof nearly finished; the flourescent lamp cast shaddows and the roof is actually more rounded than it looks.

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OVERSEAS NEWS

Brian Waters

6TH ANNUAL NORTHWEST TRIUMPH MEET & CONCOURS

Reported by David Eaton - USA-West Rep.

July 19, 1986 fifty-five Triumphs of various models arrived at the Historic Railroad Museum in the small lumbermill town of Snoqualmie, approximately 15 miles east of Seattle, Washington for the SIXTH ANNUAL NORTHWEST TRIUMPH MEET in sunny 80F weather.

Seven club cars were present with four being TSSC members, one past member and two non-members (at present that is); one Spitfire MKIV, five Spitfire 1500's, and one GT6 MKIII with four of the Spitfires entered in the concours. The following were the winners in the Spitfire class:

1st - 1980 Spitfire 1500 (Yellow) - Steve Morris

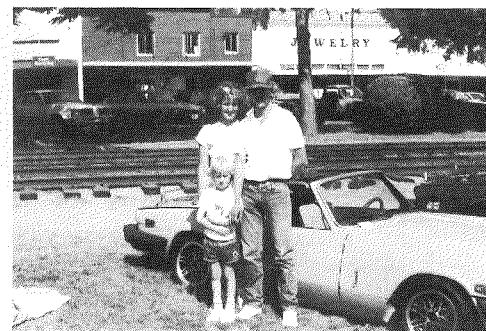
2nd - Spitfire 1500 (red) - Gene Wammer, TSSC member

3rd - 1971 Spitfire (red) - Dan Stewart, TSSC member



A special award was given for 'The Best In The TSSC Class' and voted on by the TSSC members present at the meet. This was open to all club cars whether they were signed for the concours or not. This award went to Steve Morris of Gresham, Oregon for his 1980 Spitfire 1500. The car is USA specification, original except for the tyres and wheels and Koni dampers. The car has 3,300 miles on the clock.

The second and last day of the event was concluded with a fifty mile tour through some of the back roads around the Seattle area; spirited driving fun was had by all.



THE SECRETS OF THREADS

By David Herriman - Venlo, Holland

Once upon a time, long before computers, it was found that the nail, whilst being able to hold things together alright, wasn't quite the non-plus ultra when it came to be able to take things apart again. The nut and bolt were born.

In the good old days before the Common Market and the Catylasator, nobody bothered much what their neighbours were doing. Every country had its own nut and bolt thread. Names like Whitworth were common and everybody was happy.

As the age of communication came the motor manufacturers started looking further afield to other countries in which to sell their wares. In order to meet regulations and "simplify" production, things (in this case, threads) started to change. Confusion began.

Basically speaking, in Great Britain and America things were measured in inches, whilst our European neighbours used the metric system and measured in millimeters.

Threads are measured by their pitch (Fig. 1) and diameter. If in a given length there are a lot of threads, it is known as a fine thread and where there are not many, it is a coarse thread.

If you take a look at a bolt with a coarse thread, you will see it can be done up quicker but, therefore, will have a greater tendency to undo itself.

A fine thread takes longer to do up but has much less tendency to undo itself. Furthermore,

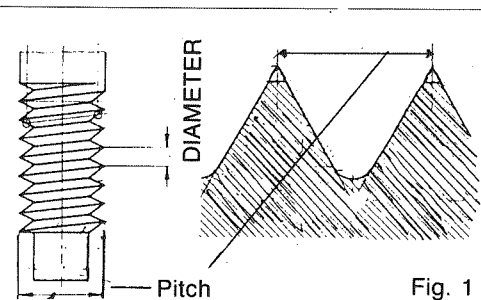
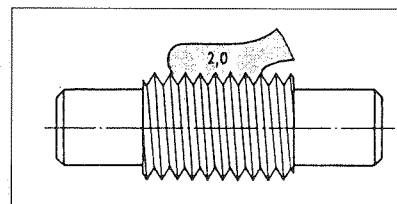
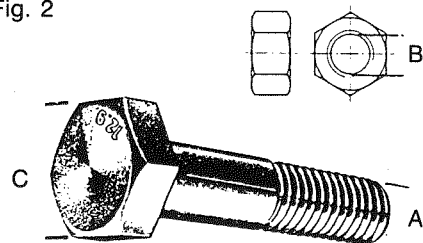


Fig. 1

Fig. 2



special thread gauges are available (Fig. 3). With the help of a table and a gauge you can tell which thread you have, although normally speaking you will almost always have a nut of known size to try or compare. Gauges and tables (in the form of a little booklet) are available from good tool shops.

Let me explain a few abbreviations:

BSF	British Standard Fine
BSW	British Standard Whitworth
BSP	British Standard Pipe
UNF	Unified Fine
UNC	Unified Course
TPI	Threads per inch (pitch)
AF	Across flats
BA	British Association

Metric. Metric threads measured in millimeters.

Let's take AF first as it's a term we've all heard of and it's the most incorrectly used. We now know bolts are measured by their diameter. So what happens when we buy a 5/16 inch bolt and try and tighten it with a 5/16 inch AF spanner. The spanner is much too big.

AF or across flats is measured across the opposite flats of a bolt head or nut (Fig. 2c). Therefore, our 5/16 inch bolt will have a head size of 1/2 inch - see Fig. 4.

AF is generally used when talking about UNC or UNF threads. These threads originated in the USA and are used on all Spitfires and a lot of other British cars up to the end of the 1970's. From then on most cars have metric threads like all West European countries.

UNF METRIC

bolt	spanner	bolt	spanner
1/4	7/16	5	8
5/16	1/2	6	10
3/8	9/16	8	13
7/16	5/8	10	17
1/2	3/4	12	19

Fig. 4

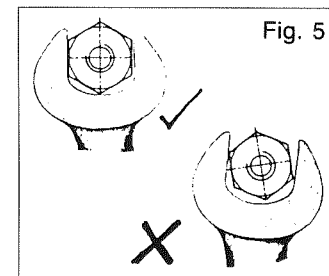


Fig. 5

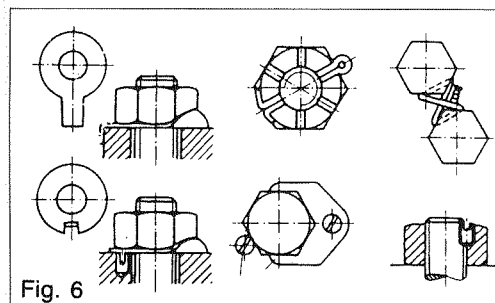


Fig. 6

Now we are starting to understand.

Our cars use UNF and UNC threads and we have to have AF spanners and we measure in inches. We soon get used to the bolt/spanner sizes as in Fig. 4. The only difference between UNC and UNF is the pitch, UNF being the finer of the two. The spanner and bolts sizes remain the same. In fact we can go as far as to say that almost all threads used on the Spitfire are UNF. Exceptions are UNC airfilter box to carbs, BA screws on the carb linkages and alternator plus metric on some 1500 master cylinders. Isn't life complicated!

Metric thread is measured as with UNC only in millimeters, i.e. an 8mm bolt will have a head size of 13mm and so on (see Fig. 4). Now, some AF spanners will fit metric and vice-versa but they won't fit properly, Fig. 5, and you will only ruin the nut/bolt head if you use the wrong size. Buy the proper size, they're not expensive.

BSF, BSW and BSP are not generally found on our cars and we won't complicate matters too

much by going into them. Suffice it to say that they are used on old, British cars and today some are used on water pipes.

Now the nuts and bolts vary as well. The number stamped in the head tells us the hardness, as for special tasks special bolts may be needed. Now the motor car designer knows what materials are to be used and he calculates how tight a certain connection must be. The turning motion when tightening a nut is known as 'torque' and is measured in lb/ft, m/kg or newtonmeter, depending on where you live or what manual you are reading.

To enable you to tighten up say a cylinder head nut to the recommended torque of 10 meter/kg, you have to use a torque wrench. There are basically two types of torque wrench. The cheaper one has a gauge and you read off what setting you have. On the better ones you pre-set to the torque required and turn until an audible 'click' is heard or the wrench gives some other indication that the required torque is reached. A torque wrench is a *must* when tightening things like cylinder head nuts, bearing caps and other, critical nuts/bolts. Settings can be found in your Workshop Manual.

We shall conclude with a glance at nuts and washers. We have various ways to either

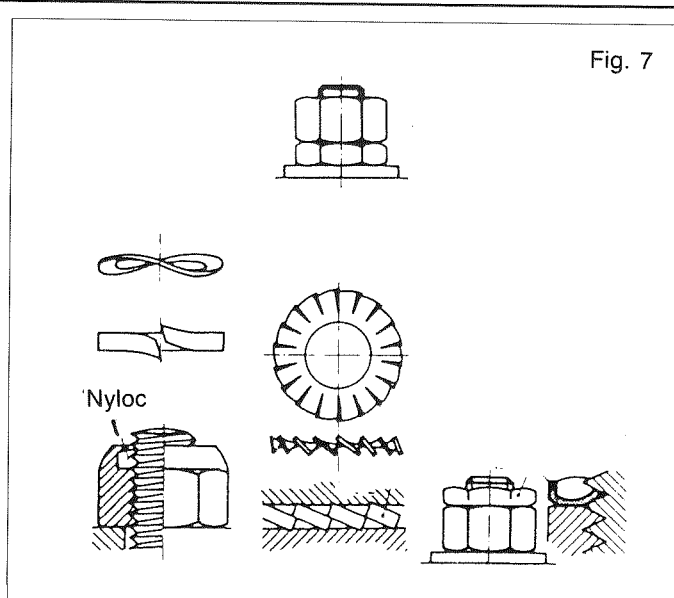


Fig. 7

Understand your nuts and bolts and the general standard of your workmanship and your car will improve automatically. stop or slow down the tendency for a nut or a bolt to come undone. The examples in Fig. 6. are self explanatory and are used on bearing caps, wheel hubs etc. Another common nut is the nyloc nut, Fig. 7. This is fitted with a nylon type substance and stops the nut coming loose. Obviously, if used more than once, the resistance will become impeded. Therefore, buy new ones if yours have been undone a few times they are not expensive. A plain washer is used to spread the load, a spring washer, however, has two or more sharp teeth which cut into both sides of the pieces being joined (Fig. 7). This prevents the pieces coming undone, it is, therefore, important to check washers when re-using as they can obviously wear. Secondly, using a plain washer, together with a spring washer is contradictory as the spring washer only cuts into the plain one.

Lastly on things like exhaust manifolds, we use brass nuts. If we don't the heat and the general tendency to corrode will make steel nuts rust so badly you might not get them undone again.

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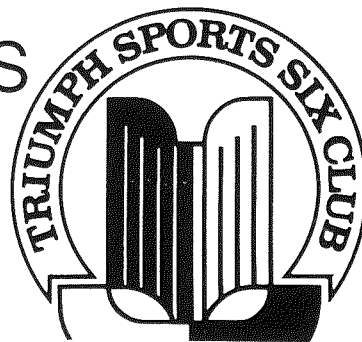


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Area Organisers Registration Form 1986/7



Well folks, October has arrived again. Hopefully, I have no need to remind you again that it is a *legal obligation* for you to register with us annually as we are a Limited Company and must keep tabs on those using our name.

I Memb. No. /

Wish to register the Area with
the TSSC 1986/7. Signed:

Date: My Address is:

..... Tel. No: /

Our meetings are held at

On Time

I agree to second as Area Organiser

Signed: Memb. No. /

*Approx. average number of people attending Area
meetings: Summer Autumn Winter Spring

*This is entirely for interests sake, so that I can prepare
some graphs on members activity trends and perhaps
show where and at what time members need most
encouragement.

Please note this is also an ideal opportunity for you to
note down any ideas/suggestions/complaints about the
running of the Club or Areas.

PLEASE RETURN THIS FORM BY OCTOBER 31ST TO
ME: RICHARD BRUFORD, NEATHWOOD, CHRISTOW,
NR. EXETER, DEVON EX6 7PJ. THANK YOU

NATIONWIDE

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WOULD ALL AREA ORGANISERS PLEASE USE THE
REGISTRATION FORM OPPOSITE, AS AREA NEWS AND
BACK COVER UP-DATES WILL ONLY BE INCORPORATED
INTO THE PAGES OF THE COURIER AFTER WE HAVE HAD
CONFIRMATION FROM RICHARD BRUFORD.

ANGLIA - SIMON WISBEY:

Despite our leader being absent, abroad in foreign lands, there was a good turnout for our September meeting with several new faces present.

I would like to encourage those people who don't often come to our monthly meetings to make an effort for October as we will announce a date for the re-election of our local committee for the next year and it will be too late to publish this date in the next Courier.

The more you contribute, the more you will get out of the Area and the club.

and Ken even set up his barbecue! Perhaps next year we can arrange to make a weekend event out of this? Thanks to Steve Boyne and Sally Hurd the North Yorks Concours and Moors Run was a great success. The weather was very good too! but I couldn't understand why Tim kept his woolly hat on all day!

Meetings for October are: York, Wednesday 1st; Newcastle, Monday 6th; Cleveland, Wednesday 29th at The Ladle at Middlesbrough.

DORSET - ANDY TOPP:

After a very good Festival of Transport, with many new members joining the club and Area, we hope you will come along to the next meetings, which are on October 29th and 26th November. The December meeting has yet to be decided upon but it will take the form of a meal at a restaurant. So, if you wish to come to the Xmas meal, come along to the next meeting.

EAST BERKS - JOHN REED:

As you may have heard, we are now meeting regularly at our new venue - THE NEW INN, Knowl Hill (about half-way between Maidenhead and Reading on the A4). The first meeting on Tuesday 9th September was well attended and drew a 'Thumbs-up' for the future. The first thing we must do is persuade our host 'Dave' to install better flood-lighting in the vast car park so we can display our club cars effectively and also see what we are doing when we need to get them started again to go home. So please note the new address, every second TUESDAY of the month at about 8pm.

Please also note 22nd October - visit of the lucky twelve to British International Combustion Engine Res. Inst. and November's meeting, when we welcome Mike Crewes to give a 'Cop Shop' talk. Please attend future meetings for further details.

ESSEX - IAN THORNTON:

Due to Steve Jarmym standing down as Area Organiser (he's got a Gilbern

the dirty rat!), we need nominations for a new A.O. If you feel you can do this job, or know someone who can, please see me at either the October or November meeting.

Coming Event:

Essex Area Christmas Fancy Dress Dinner & Disco, at The Bell, Horndon-on-the-Hill, Saturday 29th November. Tickets £10 each available at the monthly meetings at The White Bear, Stanford Rivers lunchtime, first Sunday in the month, or 'phone Ian and Gerry Thornton on Southend 218308 (eves). Also the Essex Area has a mig welder for hire; terms and conditions available from me or Paul Unwin, tel: Brentwood 212822.

NORTH HERTS/ SOUTH BEDS - STEVE BEDFORD:

Our golf match with the Triumph 2000 Register was quite interesting. 23 people attended and we came a close second. My thanks to Steve Antollic for organising such a good evening. The Rounders Match at Redbourne with the TR Register did not proceed due to lack of numbers on both sides but the lunchtime drink was well received: thanks to those that came. The Triumph 2000 Register had, unfortunately, to withdraw from our Rounders Match on 7th September.

I was in France during the Cranfield Weekend and accordingly I would like to thank Bob Prebble, Steve Antollic, Peter Scholes and Peter Grant for running the low-speed driving test and Dave and Val Young for the high-speed test.

Our September Whitwell meeting saw the re-election of the committee and I would like to welcome Peter Goodman onto the committee. Our success during the year has been due to a strong committee and I would like to thank them for their help and the area members for their support during the year.

FORTHCOMING EVENTS:

Wednesday 1st October - Meeting at The Eagle & Child, Whitwell.

FORTHCOMING EVENTS:

11th October - Inter-Area Skittles Match between Avon, Somerset, S Wales and Worcester at 7.30pm at The Fox, Easter Compton, Bristol. Cost £3.95 per head (food and alley hire inc.). Numbers to John Lippiatt by 8th October please.

1st November - Bonfire Party at 7.30pm at John's house. Cost £3 per head (inc. food and cost of fireworks). Help will be required to build the bonfire beforehand. For more details contact John or come to the meetings on 6th October at The Traveller's Rest, Filton and on 15th October at The Talbot, Keynsham.

CLEVELAND - KATHY:

The Theakstons Brewery visit, jointly supported by the TSSC and TR Register, was a great evening out. The transport was via mini-bus, so the beer was flowing easily - as much as we could drink! I think we'll pay a return visit next year

The Holker Hall Classic Car Weekend in the Lake District was not very well attended this year by TSSC members. There were the same old faces present

Saturday 10th October - Evening Canal Trip with the Triumph 2000 Register from Watford Marina at 5.30. Please note that, due to circumstances beyond my control, the date has been changed again. I promise that this is now *firm* and the trip will proceed as planned.

Tuesday 21st October - Meeting at The Bird In Hand, Henlow.

Tuesday 28th October - guided tour of McMullen Brewery in Hertford at 10.00. A map will be available at our meetings.

Wednesday 5th November - Evening Barbecue with fireworks (if we can get permission!) at The Eagle & Child at Whitwell.

EAST KENT - CLIVE COLDWELL:

FUTURE EVENTS:

With regard to the organisation of future events, we need a person, or a group of people to organise our national event. Please will any willing person or otherwise, see me.

We also need, for the future, events in the afternoon - perhaps a Sunday after the pub has closed or maybe a treasure hunt or country drive. If you have any ideas, please contact me.

If you have ordered a sweat shirt from Heather or myself at the last meeting, I need the money to pay for them A.S.A.P. to maintain my position as Mr Abbey National!!!

Leslie has informed me that she has booked up the guest house that we use in Brighton for the Classic Car Show this year, but if anybody has missed out, I'm sure that if you twist her arm with a drink, she will tell you the name and address of the guest house and you can book yourself in.

Stop Press: Urgently required - Herald petrol tank required by Frank Harvey. See me.

CITY & EAST LONDON - MATTHEW ALABASTER:

Well, the last four or five weeks have been pretty hectic. A group of about nine members made another attempt to join the 'dangerous sports club'. This time we took three planes from Southend and flew to Tower Bridge for an evening. This was a great success with plenty of applications from the new 'pilots' to take lessons. This was indeed followed up on Sunday with a second trip around Southend itself at night. A most memorable experience and on behalf of all those who went, I would like to thank Denis and Jennette Emsley for organising the events.

In between these two events, we also had cause to celebrate Pauline's birthday come leaving party, as quite soon she disappears for a few months to India. We all wish her well and hope she has a wonderful time. There was also an evenings swimming organised, although, unfortunately, I and several others had to drop out at short notice, leaving Denis only a few people to keep

him afloat. Hopefully, next time, those who went flying will be able to go and get our revenge.

As numbers are up and down from month-to-month, it is difficult to get a concerted opinion on what events interest most of the members, so please come along and voice your preferences or wild ideas. So, don't forget the first and third Thursday at The George. Hope to see you there.

BASINGSTOKE - STEPHANIE STURGESS:

The attendance to the Area Barbecue was not very good, nevertheless, those that did attend had a very enjoyable lunch and we had a good show of club cars.

By the time this is printed we will have conveyed from Basingstoke to the Autojumble at Beaulieu. I hope the weather is kind to us! Also we aim to join the East Berks Area at their M25 link-up.

Norman Smith has been investigating the possibility of Area 48 changing its name to more accurately reflect the Area that we aim to cater for. The current favourite is HANTS & BERKS, but this will have to be considered at the October meetings and discussed with our neighbouring Areas. Come to the meetings to have a say in this momentous decision!

DATES FOR YOUR DIARY

October or November: trip to either the "Reaches the parts other beers don't" brewery in Holland or the "S---A" (a weeks pocket money per pint) brewery in Belgium. Come to the meetings for details.

Saturday 1st November - Fireworks Party at The Round Oak, Padworth.

Treasure Hunt - date to be arranged.

NORTH LONDON - GRAHAM MOUNTFORD:

The turnout for the August meetings was well up on the disappointing July meetings, which we put down to the holiday season. For our meetings on the 11th at Chingford, Pete dragged our Ex-Area Organiser, Steve Willis, away from his restoration of a Sunbeam Harrington Le-Mans. Steve Merrill regretted not making Kevin come along as his Herald became the unwelcome focus of Steve Willis' attention, instead of his favourite rib-crackers at Kevin's expense.

Despite the wettest Bank Holiday Monday in recent memory, the Area's hard-core members secured a decent turnout at the Arkley meeting. Some confusion exists for new members regarding this pub (The Rising Sun), as different people have different ideas as to where it is located and, hence, think that the pub is a different one! It's area is often classified as either Arkley, Totteridge or Mill Hill.

I am currently preparing a picture quiz for one of our future meetings; I can't say which one yet as it is taking quite a while to compile. **Our October**

meetings are at Chingford E4 on the 13th and Arkley/Totteridge/Mill Hill on the 27th.

NORTH MIDLANDS - ALAN MOSEDALE:

An extremely busy past month has been had by all, with a Quiz being held on August 21st, which was won by Ian Pettifor. Five of us attended the North Yorkshire Concours and Moors Run, which we all enjoyed (especially the wife) but on our return we had the worst possible luck imaginable: Kevin Lovatt's GT6 blew a head gasket and had to stay in Pickering for repair, Adrian Crosby nearly lost his Vitesse's brakes, and I sheared a UJ in Chesterfield.

September saw the Area's Treasure Hunt, which was enjoyed by all four entrants and my thanks to my dad for help with the trophies; thanks also the Frank and Mavis Peake for organising the 'Hunt', which was won by Ian Pettifor.

To the future, we have another Quiz in October at the meeting and a special meeting is to be planned for December, so all new members come along and be recognised.

NOTTINGHAM - CLIVE ROULSTON:

August Barbecue Meet: The evening got underway with an Autotest reversing round the car park island. 14 victims took part. F.T.D. was 36 seconds by Dave Hardwick in an Austin Healy Sprite, slowest time 1½ hours by Richard Kershaw, who stopped half-way round to put his exhaust back on, which he removed on one of the islands. To say he was not amused would be an understatement, especially as he had been run into only 3 days before! After laughing so much at other people's attempts, I was forced to have a go, on which they got their own back by tightening the course up.

Food! was called at 8.30pm, Dave and Ruth doing us proud with plenty of well cooked food - with the amount and variety put on, nobody could go hungry. After the barbecue, we had some games to work off our over-indulgences, after which the survivors staggered to the bar.

Approximately 40 people found the place, which was a new venue for the night. There were many new faces, all of which I would like to see again.

RIBBLE - BILL COULSHED:

As ever, a good time was had by all at Woodvale. I must congratulate Nick and Janet for taking the 'Furthest Distance to the Show' award, as they had arrived from Switzerland that morning! The Blackburn Lions Gala was even better, with more sun (and more beer!), with an excellent display of classic cars, organised by Nick and Janet (it must be their month ...). Many thanks to all those who turned up to put the TSOC stand in the shade (fancy having an Acclaim on show!).

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The idea of a trip to Alton Towers has been raised again. Is anyone interested this time? And will they give me a hand putting a new engine in the Vitesse before we go?

Lastly, please note that Carol, Rachel and I should have moved house by the time this is published. The 'phone number won't be changing and I'll let you know the new address next month.

SCOTLAND WEST - JOHN MALCOLM:

Well, it has been a quiet month except for the 'Dounie Classic Weekend', which was hectic. We landed lucky yet again with fantastic weather. The Yorkshire lot provided the entertainment, the Scots funded the bar and the English took the trophy. A fine weekend, which I'm sure everyone thoroughly enjoyed. John and Mary Thorpe won the top prize with their very pretty GT6. We look forward to meeting you all next year. Thanks for everybody who helped on the day, and to all the spit and polish that was put into the cars on show.

We have been evicted from our regular meeting place in The Sherbrooke Castle Hotel, but have now found another place just off the M8 Motorway at Glasgow Airport. **The next few meetings at least will be held every 2nd Monday of the month at The Glasgow Flying Club, Abbotsinch Road, Paisley.** Directions: take the Glasgow Airport junction from Motorway, turn right at roundabout, down past filling station to T-junction (Abbotsinch Road), turn left and continue for about half a mile and The Glasgow Flying Club is about the last building on the left. It is a very nice bar, with dance floor, pool table, dart board and music. We hope to continue meeting here for some time. The other three clubs will also meet at the same time, under the banner of the 'Scottish Triumph Association'.

Next on the calendar will be a disco at the club, so keep your eyes on next months report for further information and how we got on at Meigle with the Stag Owners Club and at Crieff Hydro with the Scottish Triumph Association during September. I have an expensive Stag and a cheap GT6 for sale. If anyone is interested, give me a ring.



SUSSEX - NIGEL WILCE:

Having duly been elected the new Area Organiser, I must first of all thank Pete Stuart for keeping the Area alive, (if not kicking) for the past year. And we wish him all the best in the Opel Manta Owners Club - he'll need it!

It is now up to me to organise things for the Area but I cannot do that unless ALL you local members attend the monthly meetings to put forward your views on what you want from YOUR Area. **SO COME ON!** Let's see all the old faces again as well as, hopefully, the new ones, so that we can get things going.

On that subject, PLEASE NOTE: we have a NEW VENUE for the meetings which will take place on the first Wednesday of the month at The Five Bells, Chailey. 'Phone me for directions on Brighton 674248. The Sunday lunchtime meetings each third Sunday, will stay varied, the next one being 19th at The Green Man, Ringmer. See you there!

DIARY DATES:

1st October - meeting at The Five Bells, Chailey.

19th October - meeting at The Green Man, Ringmer.

5th November - The Five Bells, Chailey (turn up to claim your free sparkler!).

SWINDON - IVAN KIRK:

Not quite so many people this month, perhaps it was because the meet was on the 1st on the month and for the majority The Courier had not yet arrived. I hope we sorted the man out who brought his gearbox with him as it did not have a neutral after he had rebuilt it.

Congratulations to Bill who won the 'feely bag' competition. He obviously knows his parts and has got sensitive hands! Many thanks to James for putting me onto Guy Bragg when the GT broke in Cornwall. Guy has a really good, small business going at Long Downs, between Hetson and Falmouth. Also to Dave, Jack and co. in the Cornwall Area for a very enjoyable day out on their Moors Run over Dartmoor.

The International Weekend was a great success and it was good to see a strong Swindon presence on Sunday and to make new friends from other Areas and countries. A great pity it rained on Monday but the gymkhana was exciting; well done to Alan for winning and allowing me to co-drive for him. Many thanks to the band of organisers and well done.

FUTURE EVENTS:

Sunday October 5th - Trip to Gurston Hill Climb. Leaving Coate Water 10.30am.

Monday October 6th - next meeting at Blunsdon House Hotel for a noggin and natter.

Saturday October 25th - Manoeuvrability Competition (not speed) at Braden Forest School, Purton, Nr. Swindon, 10.30am - 3.00pm. Lunch in the local pub. 50p entry. Come and have a try rain or shine.

New members always welcome at meets and events - come and join in the fun it's your Area so support it.

THAMES - DARREN RAMSHAW:

So much for the summer, watch out as it will soon be hard top weather again. The Guess The Part quiz went well despite my being the last person to arrive. Leon supplied the bits from his attic and Bob Rowland got the most points. He was followed closely by the Ellis brothers.

There wasn't a large turnout for the Photo Call at Richmond Park. Where were you all?

The next event we attended was the International Weekend at Cranfield. We all enjoyed the weekend, the highlight being the speed gymkhana on the Monday.

One more camping event to go on, which is the Malvern Motoring Event on 4th and 5th October. A convoy will leave the New Inn at 9am Saturday.

The days of the evening meetings have been slightly changed from October. They will now be held on the 1st Wednesday and the 3rd Thursday of each month. We hope this doesn't cause any problems for anyone and we would like to see some more faces maybe during the winter months.

Forthcoming meetings are to be held on Wednesday 8th (social at The New Inn), Sunday 18th (Lunchtime drink - bring shorts as there's a five-a-side football match. Spits/GT6's vs Heralds/Viteses) and Thursday 23rd (Social at The New Inn to soothe those bruised ankles from Sundays football match).

WEST MIDDLESEX - BOB ROWLAND:

Firstly, I would like to thank Stephen Boyne (North Yorkshire Area) for the great day out I had at the Concours and Moors Run. It was very well put together. I would also like to thank Kenneth and Margaret Bancroft for putting me up for the night.

The last Area meeting on 9th September was a bit of a let-down as there were only seven of us - I hope it will be better this month. We will be having two meetings per month to see how things go from now on; these will be held on the second Tuesday and the last Sunday of the month. This months meetings will be Tuesday 14th evening and Sunday 26th - 11 o'clock until closing time. For more details, please ring me.

WEST MIDLANDS - TONY SPICER:

Congratulations must go to Mike Fothergill and Dawn Goodhall this month. Mike for coming second with his Moss in the Elite Class at Cranfield and Dawn for a credible fourth place with 'Thumper', her Vitesse, at The Town & Country Festival. Well done.

The Area Christmas Extravaganza will be on Friday, 5th December. More details next month.

The majority of the Committee will be on holiday for the next Tuesday meeting but it will be as usual. At the Sunday meeting we've decided to have another 'Bring and Buy' sale, so bring those unwanted spares and things.

Next Meetings: Tuesday 14th October and Sunday (lunchtime) 28th October - Plus Bring & Buy Sale.

WOLVERHAMPTON - VI COX:

Our thanks to the Wolverhampton Team whose efforts produced the very professional and attractive stand at Stoneleigh. Naturally, our thanks also to the car owners on the stand - without them, the stand would be pointless. We didn't win a prize but fellowship and compliments made up for that.

A healthy meeting this month; Dek won the quiz after three tie-breakers with Sue. Technical Question Time produced a couple of questions from Sarah, our female engineer look out Dawn, you are going to have competition!

WORCESTER EAST - EWAN MCKAY:

A smaller turnout than usual but it was nice to see Charles Brotherton and his

latest car, a Vitesse saloon, owned from new by a Rolls Royce employee and is very clean indeed. WAC '86 will, hopefully, have been a success and we are all looking forward to a Fancy Dress n' Disco with the local branch of the TR Register in November.

NORTH YORKS - SALLY HURD:

14 members attended September's meeting when of all things discussed was the Christmas Dinner. This year we are joining forces with the Leeds Area. We have provisionally booked for Saturday 6th December at The Old Oak Inn, Cowthorpe, Wetherby. All members who wish to attend must pay in advance because last year we were charged on the number we had booked for and not the number who turned up.

We would be interested to hear from the man who videoed the N. Yorks Concours. Would you be prepared to share the viewing with club members in York? If so, please contact either Steve Boyne or Sally Hurd (416556). Next meeting at The Hop Grove Inn is Wednesday 1st October. See you there!

SOUTH YORKSHIRE - CHRIS STABLER:

As I write, I am sat on the banks of the River Severn fishing. You will have deduced that I am not catching any.

The attendance at the last meeting was particularly gratifying in view of the number of 'old faithfuls' who had gone astray. Welcome to the new members who joined us. We agreed that the Christmas Dinner should take place on 20th December (don't tell Keith) but the venue has yet to be determined - this is down to you Mick.

A number of internal events were agreed for the winter evenings but I can't quite remember what they were! Nonetheless, we will look forward to them - won't we!

Don't forget the Area Organiser elections are coming up. Does anyone want the job?

As for the rebuild, don't ask! Well, my maggots are turning so I'd better get back to enjoying myself. See you next month.

YORKSIRE WEST - DAVE DRIVER:

Over the last few months numbers have slowly dropped off, so come on West Yorkshire, let's see you all at the next meeting.

Congratulations to both Ken Bancroft for his trophy at Doune and to Pete Bush for his at the North Yorks Concours. Both events were much enjoyed by all who attended.

There wasn't a bad turnout of 16 to the September meeting, which was back at The White Bear, Norwood Green.

See you all at the next meeting, where will finalise the Bonfire Plans and don't forget pictures of your cars for the Area Album.

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



CLASSIFIED

Vitesse MKI 2L, 1968: 12 months MOT, good cond. all round. Recon engine and gearbox, new exhaust, new Michelin tyres. Nice car. £650. Contact: Rumbold, tel: Folkestone (0303) 38590 - N/A.

12/50 Herald 1963, reg. 3988 TF: v.g.c. Genuine 40,000 miles, sun roof, pale green (red interior), Motorola radio. Excellent runner. MOT to April '87, taxed to May '87. £850. Contact: Quantin, tel: Norwich (050 841) 8176 - non-member.

Triumph Herald 13/60: J reg., one lady owner since new. Complete service history. New clutch, hood '86. Tax until March when MOT due. Number body parts replaced; front valance poor. Offers c. £500. Contact: Eileen, tel: Lymington 23185 - 81/3224.

Vitesse saloon MKII, 1971: sunroof, O/D, 65,000 miles, long MOT, taxed. Recon. gearbox and O/D, mechs. restored, body and chassis sound, needs finishing. Bills £1,000+. Exchange best Herald saloon offered plus cash. Contact: Ayre, tel: W5 (01) 579 9644 - 85/12963.

GT6 MKIII, 1975: Pimento Red, sunroof, O/D. New clutch, recon. gearbox. Cosmetic repair needed to drivers rear wing and valance. Engine perfect. Would wish to do job myself but do not have time. Excellent project for renovation. Offers? Contact: Alan, tel: Chesham (0923) 778231 ext. 26 - 86/15197.

1971 GT6 MKIII coupe: v. reasonable price. Contact: Shaw, tel: Maidenhead 36700 anytime - non-member.

GT6 MKIII, M reg: yellow with black interior. NO MOT. Requires some welding and small jobs to pass. Recon. O/D gearbox. White, 8-spoke wheels. 2 new low profile tyres. 2 nearly new. Offers? Contact: Harry, tel: Speybay, Scotland (034387) 289 - 85/11950.

Herald 13/60 saloon, 1971: Valencia Blue, one family owned. 44,000 miles. Still runs daily. MOT. Should be seen to be appreciated. £450 o.n.o. Contact: Susan Kaye, tel: Wilmslow (0625) 524954 - 86/13043.

BARGAIN Triumph Spitfire 1500, 1976: soft/hard tops, low mileage. Many extras. Full service record. Needs some attention hence price £500. House move forces reluctant sale. Contact: Foster, tel: Mansfield 882124 - 86/13126.

Spitfire MKIII, 1970: green, sound mechanics (except tired O/D), but the usual tatty body. Used regularly until April. MOT until February '87. Good restoration project or everyday transport. £250 o.n.o. Contact: Charles, tel: SW18 (01) 874 4215 eves. Car in Oxon - N/A.

13/60 Herald convertible: professionally rebuilt chassis and body. New reconditioned engine, all rolling gear refurbished. Long MOT, v.g.c. throughout. £1150 o.n.o. Contact: Dennis, tel: Luton (0582) 598761 - 84/9256.

Herald 13/60 convertible, 1970: red, black hood. Long MOT, recon. engine. Offers around £500 invited. Contact: Nick, tel: SW11 (01) 228 4309 eves/wends - 84/8381.

Spitfire MKIII, 1970: O/D, blue, MOT Dec '86. One owner. Must reluctantly at last sell. Recently renewed gearbox, clutch, dynamo, battery, v/v, exhaust, hood. In daily use. Contact: Norman, tel: SW18 (01) 874 9423 - non-member.

Vitesse convertible MKII, 1970: 1 yr. MOT, taxed, reliable car, mechanically sound, bodywork untidy, alloys. £550 o.n.o. Contact: Mr Jarman, tel: Thanet (0843) 61870 - 85/10002.

Vitesse 6 saloon, 1963: 70,000 miles, 1600, MOT, blue, good cond. £750 o.n.o. Contact: Seagraves, tel: West Malling 845988 - 85/12267.

Herald 13/60 convertible, 1968: blue interior and exterior, new blue hood. 1 yr. MOT. £400. Contact: Melinda, tel: Brighton (0273) 774072 - 85/12571.

Vitesse convertible 2L MKI: red. Rebuilt throughout. Long MOT and tax. 4 new tyres. Excellent cond. £1,550 o.n.o. Contact: Steve, tel: Somerset (0278) 683296 - 83/6693.

GT6 Lamster, T reg: unique f/glass coupe, based on rotoflex model. Removable Targa roof, alloys, radio/stereo, bootrack, pop-up headlights, rear end overhauled. All moulds included. Long MOT, taxed. £895 o.n.o. Contact: Clive, tel: Plymouth 892411 ext. 259 - 86/14706.

GT6 MKIII, 1973: white, MOT'd and taxed. MUST SELL. Bargain at £595 no offers. Contact: Mike, tel: Bath (0225) 318 833 - 85/10888.

GT6 MKIII, 1972: 11 months MOT, 5 months tax. Many new parts, tyres, exhaust, battery, springs and shocks front and rear. £200 radio/cassette. Good cond. inside and out. £1,500 o.n.o. Contact: David, tel: Huddersfield (0484) 533078 - 85/12381.

GT6 MKIII, 1972: O/D, servo, Sparkrite. New rear bushes, rototflex, cylinders. 2 new tyres. Needs replacement rear wings. Nice engine, gearbox, driveable but no MOT. Sound project base. Garaged autumn. Spares. £425 o.n.o. Contact: Stead, tel: Bedford 42516 - 86/14727.

Vitesse MKII convertible O/D: rare, elegant Slate Grey. A supreme example in exceptional order throughout. One devoted owner last 11 years. Full history and extensive bills. Well underpriced at £1,950. For particulars sheet and photograph, contact: Peter, tel: Reading (0734) 701021 - 86/1247.

Spitfire 1500 (April '75): bright red bodyshell, almost perfect. Bonnet being resprayed. Good, overall cond. New trunnions, shocks etc. Alloy roll-over bar,

hood new '85, transmission v. quiet. MOT, taxed. £1,300. Contact: Geoff Wraybury, tel: Staines (0784) 63854 - 85/12219.

Herald 13/60 conv. for spares or repair: £50 o.n.o. - best offer accepted. Contact: Ian, tel: Beccles (0502) 712273 - 85/11432.

GT6 MKII, 1970: drives well, body suitable renovation, chassis sound. Years MOT. Offers over £350. Contact: Irvine, tel: Roxwell (024531) 607 - N/A.

Triumph Vitesse 2L, 1969 for sale: MOT'd '87, taxed Dec '86. £650 o.n.o. Body needs work. Spares ideal for enthusiast. Contact: Byrne, tel: Brentford, Middx. 5686434 - N/A.

Vitesse MKI, F reg: suitable for restoration. Saloon. Runner. Mechanically good except for one UJ and two outriggers. £150 o.n.o. Car at Surrey. Contact: Dane, tel: (01) 549 5827 - 85/10059.

Triumph Herald 1967: good runner, long MOT, v.g.c. for year. Seeks happy 21st! Bargain at £235 inc. running spare engine, gearbox, diff. Also breaking Herald: most parts available. Contact: Marion, tel: Cardiff (0222) 593230 - 85/10853.

Vitesse MKII: resprayed white, 5½J Wolfraze, new 185/70's, free-flow exhaust, new carpets, O/D, diff. Sprint/hillclimb prepared - roll-over bar, sprinted '84 season in Standard Class. Quick car in nice condition. Offers around £1,000. Contact: Mike, tel: Reading (0734) 475781 - 83/5488.

Exceptional 2L Vitesse saloon, 1967: recently resprayed (from bare metal) Damsen/grey stripe. Extensively rebuilt, sound chassis, crypton tuned. Offers? Photos available. Contact: John & Sharon, tel: Spalding (0406) 370188 - 83/6249.

13/60 estate, H reg., for restoration, kit-car or spares: stored in garage last two years. Was running. Good home needed. Lack of time forces sale. £120 o.n.o. Contact: Shonan, tel: Eccleshall, Stafford 850425 - ex-member.

Spitfire 1500, hardtop, 1981: 2 owners from new. Excellent condition, genuine 20,750 miles only. Used as second car by current owner. Quality stereo installed. TSSC insurance valuation £3,500. Must sell, hence £2,795 o.n.o. Contact: Elliott, tel: Nottingham 637563 - 86/637563.

Vitesse 1600 convertible O/D APO 57C: Conifer Green. Family circumstances force sale of much-loved car, owned 8 years. MOT'd and taxed. Pretty car in good, all round condition. Contact: Andrew, tel: Billericay (02774) 54510 eve. or (01) 407 8989 ext. 2460 day - 81/2242.

Herald 12/50 saloon, 1967: Valencia Blue. Original 42.00 miles, including Handbook. V.g.c. 11 months MOT. £550

o.n.o. Contact: Mosedale, tel: Sandon, SOT 426 - 85/10386.

Spitfire 4, 1963, 675 UOO in A1 condition. 12 months MOT, 6 months tax. Body, mechanical rebuild, resprayed, retrimmed. Lots of money spent - bills to prove. Head turner! Must go to Spitfire enthusiast. £1,650 o.v.n.o. Some spares. Contact: Martin, tel: Maldon, Essex (0621) 53588 after 5.30pm - 85/9836.

Herald 13/60 convertible, 1971: Laurel Green, good chassis, body and mechanics. Used daily - garage maintained but high mileage. Recon. engine, rebuilt suspension, 5 good Michelins, stereo, new carpets. Many new parts. £975 o.n.o. Contact: Dave, tel: Farnham, Surrey T26910 - 85/10364.

Spitfire MKIV, Yellow, 1974: 1300cc engine, excellent condition, body needs some attention. £350 or offer. Contact: Mark, tel: SE23 (01) 372 5307 day - N/A.

GT6 MKIII M reg: taxed '86, MOT '87. Purple cloth interior, tints, O/D, 5 1/2 wheels, 1 3/4 SU's, elec/ign., Blaupunkt stereo rad/cass, new tyres and exhaust. Immac. cond. inside and out. Photo avail. £1,990. Contact: D Mitchell, tel: (01) 724 3311 office or NW3 (01) 722 7207 home - 85/10506.

GT6 MKI, 1968: red, MOT June, tax December. V. sound and extremely reliable. V. little corrosion. Would suit full restoration in time. New floor, brakes, mechanics function well. £1,500 o.n.o. Mortgage for sale. Contact: Turner, tel: Redhill (0737) 62339 - 86/13770.

Vitesse MKII convertible, 1971: white, 36,000 miles, limited summer use only. MOT June '87. Rustproofed from new also Waxoyled. Makers fitted radio. Immaculate. £2,995. Contact: Roger Rosewarne, tel: Stoke Cannon, Devon 811 - 82/4220.

COMPETITION CAR: brand new front suspension (uprated), 2.5PI recon. engine, competition 3.63 diff., spax adjustable all round, new rear leaf, £350 worth tyres and wheels, all on GT6 MKI. Long MOT. £1,000 o.n.o. Contact: Barrow, tel: W Yorks (0924) 408126 - 86/13996.

Triumph Spitfire 1500 (V), 1979: v.g.c. Brown, 37,000 miles, long MOT, immaculate beige interior. Panasonic radio/cassette and speakers. Beige hood cover. Full tonneau. £2,495 o.n.o. Contact: Alison, tel: Chippenham 659879 - 85/11141.

Spitfire MKIV 1500 TEA 177L: good mechanics, new tyres, starter, radiator, rear spring etc. Bodywork requires help. Tax & MOT 6 months. £325 o.n.o. Contact: Peter or Sue, tel: South Brent 3794 after 6pm or weekends - 85/10178.

Vitesse 2L salon: v.g. rebuilt chassis, rear suspension rebuilt. Good engine and gearbox. Spares or repair - must go. Offers? Contact: Mike, tel: Cardiff (0222) 693812 - 84/7266.

Vitesse MKII convertible 1969: Royal blue, body excellent, new genuine doors, sills, f/valances, recent respray. Chassis

excellent. Full years MOT. Recon. engine, gearbox, diff. Twin exhaust, new 175 carbs. Owned for 10 years. £1,350. Contact: Brown, tel: Nottingham 278588 - 79/00954.

Spitfire MKII, 1965: red, needs loving. Contact: I Johnson, tel: Frinton-on-Sea 2603 - non-member.

Spitfire MKIII, 1968: H/S tops, 10,000 miles on recon. engine. New sills, wings, shocks, tyres, carpets and trim. £850. Contact: P Martin, tel: Wickford, Essex 67688 - 83/5202.

Triumph Vitesse MKII, 1969: Damsun, sunroof, alloys, O/D, 3.27 diff, 12,000 miles since chassis-up rebuild, MOT. Many new parts fitted. Growing family forces regretted sale. £1,150. Contact: Phil, tel: Holbeach (0406) 380852 - 84/7631.

Triumph Herald 1971: good runner, reasonable bodywork. Only 2 owners. No tax or MOT. Any reasonable offer accepted. Contact: Elson, tel: SW9 (01) 733 4451 - non-member.

Vitesse convertible 2L, MKI: blue, new hood, sills, wings and many other new bits inc. O/D. MOT, taxed. £1,000 o.n.o. Contact: Mc Allister, tel: Guildford (0483) 571006 - 86/15314.

Herald 13/60 convertible, 1971: new bonnet, clutch and radiator. O/D box, twin SU's, stainless exhaust system. MOT Sept. '87. Taxed Dec '86. Needs some attention to floor and propshaft hence £650. Contact: Roy, tel: Worthing 39900 ext 427 (day) or 207023 (eves) - 85/12575.

Spitfire 1500, 1975: red, hard and soft tops, O/D. Only 54,000 miles. One years MOT, taxed. New tyres. Many extras. V. reliable. Excellent cond. engine and body - must be seen. £1,300 o.n.o. Contact: Andy, tel: Surrey (01) 337 2144 - 85/11466.

GT6 MKIII, M reg: 75,000 miles, cloth seats, tinted windows, headrests, SAH exhaust, 12 months MOT, 6 months tax. Excellent condition. History available. Job forces reluctant sale. £1,700 o.n.o. Contact: Anthony, tel: Sheffield 312414 - non-member.

GT6 MKIII, L reg: MOT end July, 1987. Taxed end Feb. 1987. Yellow. £1,300 o.n.o. Contact: Ms Christine Wiltshire, tel: (01) 360 6868 after 6pm or (01) 906 1515 9 - 5.30pm - non-member.

Spitfire 1500 1979: no tax or MOT, driveable. Good interior, battery, transmission. No O/D. Needs welding to floors and boot. MOT expired 4.9.86. Hood tatty. Spares or repair. £175 o.n.o. Possible swop anything P/lexch. Contact: Mr Stanley, tel: Birmingham (021) 328 4105 after 6pm - 86/13820.

Triumph Spitfire, red, 1967: O/D, v.g.c., 11 months MOT, 5 months tax. £1,300 o.n.o. Contact: Shaw, tel: Leighton Buzzard (0525) 374809 - non-member.

1960 Herald 1200 convertible spares or repair: good engine, gearbox, brand new corner valances. Will sell separately.

Contact: Harvey, tel: Kegworth, Derbys (05097) 3395 - 86/14678.

Vitesse 2000cc MKII saloon: 1969, Damsun, 3,000 miles since extensive rebuild, respray. Many extras inc. alloy wheels, reclining seats, centre console, stereo, servo and more. Excellent condition. T&T. Must be seen. £1,600 o.n.o. Contact: Hemel Hempstead (0442) 46254 - 85/12214.

Spitfire MKIV, 1973: accident damage (none structural), hard top, 5 good Pirellis, many spares inc. engine, O/D, gearbox, propshaft and diff. £200 the lot. Contact: Daly, tel: (0582) 862154 - N/A.

Vitesse MKII convertible, 1971: excellent mechanics, recon. gearbox, MOT April '87. Beautiful original interior. Body needs attention - usual rust. Mint driver's door to new owner. £500 o.n.o. Contact: Scott, tel: N6 (01) 340 4115 - 83/5175.

Good home wanted for wives 1975, green Spitfire 1500: O/D, hard and soft tops, tonneau, recent new tyres and exhaust, radio etc. 2 owners. Rust-proofed from new. Excellent original condition. £1,050 o.n.o. Contact: Goodall, tel: Kent (0304) 830411 - non-member.

1965 Spitfire: professionally recon. engine, gearbox, rear axle, frame is treated and Hammerited. Nearly finished rebuild. Must sell. About £350. Contact: Guy, tel: E17 (01) 521 2166 - non-member.

Herald 13/60 saloon, 1970: Tax and MOT, excellent condition, original carpets, recently resprayed, mechanically sound, used on our wedding day. Purchase of convertible forces reluctant sale. Offers around £800. Contact: Chris, tel: (0661) 33700 - 82/4389.

Spitfire MKIV: v.g.c., black, 1300, K reg., non O/D, new hood bag and tonneau. Taxed, MOT'd. £850 o.n.o. Contact: Jason, tel: Kettering 726842 - 83/6564.

Triumph Vitesse convertible MKII for restoration: chassis, body v.g. Bonnet has hens teeth. Various spares. £350 W.H.Y. Trailer required. Contact: Mark, tel: Kiddleington 71474 - 85/11143.

Spitfire MKII, 1966: hard and soft tops. Good condition chassis. Body in fair condition. Mechanics in good running order. Sell restoration. Too many spares to list. Sell complete £200 o.n.o. Contact: Keith, tel: Flax Bourton, Avon 4183 - N/A.

Triumph Spitfire MKIII rebuilt 1984: lovely, fast car, Stage II head, Tax, MOT, hard & soft tops, Spax, recon gearbox, new clutch, recon. prop. Mechanically perfect, over £750 spent in last year. £895 o.n.o. Contact: Winstone, B'ham (021) 449 1731 - 84/8653.

GT6 MKIII, 1973: French Blue, genuine 33,000 miles from new, excellent condition throughout. Ziebarted and Waxoyled. £2,900 o.n.o. Contact: C Wilson for further details, tel: Blackpool (0253) 899795 - ex-member.

1970 Vitesse MKII saloon: Royal Blue, O/D, long MOT. Bottom end rebuild

1,000 miles ago. Electrical fan, re-carpeted, body needs detailed attention only, recent exhaust replacement, good overall cond. £650 o.n.o. Contact: Patrick, tel: SE13 (01) 318 5671 - non-member.

1974 Spitfire MKIV 1300cc: Yellow, soft top. No tax, no MOT hence only £300 o.v.n.o. Contact: Marc, tel: SE26 (01) 372 5307 - N/A.

Vitesse MKI saloon 2L, 1968: TJJ 777F, 32,000 genuine miles, known history. 1 yr. MOT. White. Excellent condition. Reluctant sale. £1,250. Contact: Thomas, tel: Harpenden (05827) 64497 - 85/10944.

Herald 1200 convertible, 1967: tonneau cover, mechanically sound. The subject of much recent work inc. new hood and Radial tyres. Long MOT and Tax. £800. Contact: Carol, tel: Banbury (0295) 59945 eves - 86/13997.

Bond Equipe GT 1963: Cherry Red, recon. engine (original), 10,000 miles age. Good tyres, nice car. £500 may tempt me. Contact: Guy Singleton, tel: Salisbury 333423 eves - 77/00054.

1972 Spitfire MKIV 1300cc: blue, hard/soft tops, good runner, used daily. 8 months MOT, taxed 31.6.87. Genuine reason for sale. £650. Please contact: Andrew, tel: Sutton (01) 661 6507 - 86/14223.

Vitesse MKII convertible, 1969: immaculate body. Diamond White. Used for work until June. Going abroad forces sale. Needs little attention below (inner rear wheelarches). All work receipts available. £500 o.n.o. Tel: Glasgow (041) 639 1208 after 6pm - 86/13449.

MKI GT6 for restoration: much work done, nearly complete, no trim. £250 o.n.o. Contact: Shipman, tel: Nailsworth 2952 - 86/13744.

Vitesse 6 convertible 1963: Cactus/black, red interior, 11 months MOT, bootrack, Sharp Hi-Fi, recon. engine, 3.89 diff, recently restored to A1 cond. Many spares inc. engine. Offers invited around £1,400. Contact: David, tel: (0203) 386812 - 85/9402.

Very sandy, the Hawk is available for purchase. She is a GT6 MKIII which has been subjected to a ground up rebuild 10,000 miles ago. White, sunroof (original), 3.27 diff, O/D, HRW, 185 8-spoke wheels, export seats. Full MOT and tax. Agreed Value £1,850. Contact: Ian McKeggie, tel: Market Harborough (0536) 771679.

Vitesse 2L MKII convertible: Royal Blue, white hood, O/D, condition one. Fog lamps, MOT to Apr. '87. £2,500. **Also 1200 Coupe:** white, good cond., brakes overhauled, clean interior, new valances and sills. £450. Contact: Carl, tel: Hassocks 4170 - 81/2656.

Unfinished project Vitesse MKII 2L conv: completely stripped. Many new BL panels. Recon. engine etc. Must sell. Offers? Contact: Gibson, tel: Brackley (0280) 703603 - non-member.

Vitesse MKII 1971 convertible completely original and immaculate. Saffron Yellow, 39,000 genuine miles. W/end use only. Soft top. Never used. Always garaged. No rust. Sharp stereo. Servo brakes. S/flock. £2,395. Contact: Bob, tel: Middx. (01) 570 9585 home or (01) 788 2113 work - 86/7589.

1962 Triumph Herald coupe: rare example of this collector's car. Genuine 41,000 miles. Full history, completely original. Reg. 501 RPB. Offers. View Bournemouth or Reading. Contact: Jackson, tel: Dorset (0202) 708388 - non-member.

1976 Spitfire: long MOT, Leyland recon. engine, new rear suspension with spax shockers, new prop., new exhaust, hard and soft tops, all round alarm, Halogen headlamps, body good. £1,100 o.n.o. Contact: Philip, tel: Cheshire (061) 9623119 after 7pm weekdays - non-member.

1960 Herald 948 saloon: one owner, 60,000 miles, full history, excellent cond. throughout. £750. Contact: David Buxton, tel: St. Austell (0726) 824083 - 77/00176.

1968 Herald 13/60 saloon: v. original, genuine car with only 23,068 miles recorded. Overall cond. commensurate with mileage. One owner since new. Year's MOT. Reluctant sale through ill-health. £1,200. Contact: Miss Hammond, tel: Exeter 55379 to view - non-member.

Herald estate 13/60, 1969: 71,000 genuine mileage. Needs some work to body but engine reliable. £250 o.n.o. Contact: Goodwin, a tel: W9 (01) 960 5247 - non-member.

Vitesse MKII 2L saloon, 1969: taxed, new MOT, Conifer Green, fair cond. £250. Contact: Bob & Liz, tel: Tufnell Park, N. London (01) 272 3210 - 86/3489.

GT6 MKII: immaculate condition. No rust. Outstanding colour scheme new gearbox, exhaust seals, tyres etc. £3,000 plus spent on reluctant sale. Going to USA. £2,850 o.v.n.o. Contact: Ritchie, tel: Crawley 20652 - non-member.

Triumph Herald 13/60 estate: K reg., good condition body/mechanics, red, black interior. Economical. Good potential for value, £495 o.n.o. Contact: Geoff, tel: Herts (0707) 323224 - 86/14889.

CARS WANTED

Triumph Spitfire with GT6 conversion. Must be running order. Contact: Waddington, tel: Bedford 59970 eves - 86/15312.

Wanted cheap Spitfire, Vitesse or Herald for school project. Contact: Ian Hutchings, tel: Mansfield (0623) 792901 - 85/9934.

Vitesse MKII spares required: complete car or sections. Contact: Alan Wetherall, 18 Coldermeadow Avenue, Corby, Northants tel: (0536) 743439 - 82/4739.

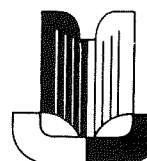
Wanted Herald Estate in running order: with O/D if possible. Will travel. Please contact Till Vidal, tel: Bristol (0272) 514991 after 6pm - 84/7992.

Exchange for convertible (Spitfire or Vitesse): Triumph 2500 saloon, recon. engine, g/box. Many new parts. Lots of spares. Solid body. Good appearance. Easily made concours. Contact: Adrian, tel: (0224) 642725 work or Kincardineshire (033 984) 298 home - 86/12239.

Triumph Herald convertible wanted: up to 1970 model. LHD (or right). Must be in very good condition. Send photo and offer to Hans Wartmann, Bodenackerstr. 45, CH 5200 Brugg, Switzerland.

TRIUMPH SCENE

Specialists in Spitfire GT6 Vitesse Herald



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Please send S.A.E. for list (stating model(s)), or drop in to discuss restoration details etc. with a very knowledgeable small team of club members.

PARTS

4 5½J steel wheels shod with assortment of 175x13 Radials, ranging from good to legal. Ex-Spitfire. First reasonable offer accepted. Contact: Mackay, tel: Surrey (01) 660 2682 - 84/7113.

Vitesse MKII saloon (red): scuttle, roof and rear body section. All very sound. Buyer collects. Contact: Kevin, tel: Norwich (0603) 612069 - 81/3161.

Hardtops for MKII/III Spitfire: steel, original and f/glass 'GT6 style' - both need attention. £20 each. Pair bullet mirrors. £5. Oil/amp meter unit £5. O/s door (MKII/III) £5. Contact: Patrick, tel: Cambridge (0223) 63781 home or 334335 work - 85/10173.

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

Spitfire IV, Spitfire III breaking complete cars - all parts available. Good engine can be driven, £100. Complete gearbox £30. Diff £40. Halfshafts, hubs etc., £20. Excellent chassis £40 or parts of chassis - front suspension £20. Many more parts. Postal service available 7 days. Contact: Sharp, tel: Blackheath (01) 534 1981 - 82/5004.

MKIII Triumph Spitfire recon chassis: Vitesse 2L g/box (non-O/D) good cond. Spitfire O/D unit complete. Complete black trim for 13/60 conv. Tel: Nordelph 312 after 6pm.

Hardtop for MKIII Spitfire: fastback style in GRP, £75 o.n.o. Also 14ft caravan awning, £75 o.n.o. Contact: Stephen French, tel: Coventry (0676) 42261 home or (0203) 402121 ext 2571 work - 86/14086.

2.5L injection engine complete and spare injection parts, 10.25/1 compression, gas flowed valves, baffled sump, road/sprint cam., recent rebuild, recent class wins, can be tried in car. £300. Assorted spares P.O.A. Contact: Bruce, tel: Stourport on Severn (02993) 5983 - 83/6692.

New Spitfire 1500 chassis including front nearside valance and suspension mountings, £250 o.n.o. Contact: Richard, tel: Brighouse (0484) 718662 - 86/13559.

13/60 bonnet, good condition, £155; doors £15 each; rear valance (new) £8; seats £8 each. Contact: Stuart, tel: Newbury (0635) 43017 - non-member.

MG ZA grill, original, in excellent cond. Ideal Gentry kit. Best offer secures. Contact: Irvine, tel: Chelmsford (0245) 31607 - N/A.

V.g. chassis plus new riggers and rails, £100; passenger door £10; 1200 engine and gearbox £30; windscreen £10; side and rear glasses £10; 4 GT6 wheels £20; various interior and exterior trim, 1200 radiators £15. Contact: Showan, tel: Eccleshall, Stafford 850425.

Breaking 1969 Vitesse: most parts available. Contact: Ian, tel: Welwyn (043871) 5982 - N/A.

GT6 MKII dashboard plus components, differential, chassis shot-blasted and painted. Vitesse diff, g/box. Spitfire MKIII chassis as above, g/box, diff, various speedos, rev-counters etc. 2 good doors. J-type O/D and g/box. Contact: Roy, tel: Bognor (0243) 821878 - 83/6026.

Bond Equipe GT4S chassis, running gear, bodywork, no engine £60 o.n.o. Also lots of 1300 bits. Got to clear garage, everything v. cheap. Contact: Mike, tel: Orpington (0689) 54081 eves/wends - 84/8581.

MKII GT6 bodyshell, straight but usual rust damage to rear end. Sold with RUST FREE SHELL with roof/rear wing damage. Good source of secondhand panels. Abandoned project due to vandalism. £75. Please keep trying. Contact: Simon, tel: Birmingham (021) 455 7758 - 86/14173.

Set of 5 K.N. alloy wheels, 5½"x13" complete with caps, nuts. Brand new, still boxed. £130. Also set of wide Cobra Dragslot alloy wheels. 3 8"x13", 2 5½"x13". Good condition £130. Contact: Dave, tel: Bloxwich 405491 - 84/9366.

Vitesse 2-litre MKII: complete dash with instruments, £15. Head £10. Manifolds £5. Most valances in good cond. All prices negotiable. Contact: Dave, tel: Thatcham (0635) 68640 eves and wends - 84/8015.

Herald 12/50 bonnet complete, excellent cond. £65. Rear valance, new, small dent £5. Pair of new outer sills, £5 pair. Contact: Steve, tel: N13 (01) 882 2617 after 5.30pm - 84/9435.

New Leyland parts: pair Spit MKI-III (GT6 MKI-II) doors £140. LHR wing and top for Herald/Vit saloon £50. Herald front valance without channels to take bumper rubbers £35. Spit MKIII tonneau cover £25. GT6 MKIII crankshaft £50. Contact: Jon Williams, tel: Farnham Common (02814) 2734 - 82/4272.

Spitfire MKIV and Herald 13/60 breaking: all parts available and cheap. In a hurry to sell due to angry neighbours. Also Spitfire MKII engine, good cond., £75. Contact: Marc, tel: SE23 (01) 372 5307 daytime - N/A.

Herald convertible breaking complete car: an opportunity to acquire a 'kit' of parts to convert a sal/est to a convertible. Also two perfect doors, fair 13/60 bonnet, much more. Please contact Andrew, tel: Middlesbrough (0642) 825272 - 79/00843.

Spare Spitfire MKIII parts for sale: front window frame with rubbers and chrome frame, one door skin, two locks, one rear wing, clutch cover and plate. Any offers. Tel: SE5 (01) 703 0078.

GT6 MKIII spares going cheap: surplus to requirements following rebuild. Also GT6 MKII engine and gearbox c/w ancillaries, £55. Contact: Phil, tel: Bedford (0234) 63111 ext 261 - 85/10457.

GT6 MKI spares: 'new' front bumper still in original tape covering, £75. Rear bumpers with overriders, £15 each side. Distributor £15, exhaust manifold £14, rear drive shafts complete, also Rotoflex rear axle complete £125, rear spring £16. Also GT6 MKIII steel bonnet £120. Complete rear axle minus diff (Rotoflex), windscreen, rear hatch (HRW), doors, petrol tank, glasses, front and rear bumpers, lights, tyres, rear leaf spring. All the above can be sent anywhere. Contact: Mike, tel: Plymouth (0752) 268130 eves - N/A.

Herald rear wings brand new and outer rear wheel arches £70. All glass, radiator, suspension front and rear. Various other odds and ends. Offers? Contact: Chris, tel: nr. Melksham, Wilts (038082) 234 - 85/11223.

Six-branch exhaust manifold (MKI type). GT6 and Spitfire for spares. Many parts available: wheels, diffs, r/susp., doors, fuel tanks, bumpers, trim, seats. Contact: Andy, tel: Milbourne Port (0963) 251189 - 81/2892.

GT6 MKI engine, stage 11 recent rebuilds. Too many mods to list, £400. SAH exhaust and extractor manifold, £90. Rebuilt gearbox with O/D, £70. All above used only 5,000 miles. Cocontact: Ben, tel: Liskard (0579) 45317 - 85/11645.

GT6 MKIII & Spitfire MKIV breaking: all parts MKIV works hardtop, diffs, etc. Many parts, good prices. Contact: Jason and see if I've got it. Tel: Kettering (0536) 726842 - 83/6564.

Breaking Vitesse MKI saloon: mechanically sound, all parts available. Contact: Andrew, tel: Redhill (01) 549 5827 eves - 85/10059.

Spitfire MKIV breaking for spares: works hardtop, good doors, set 4 Midland 5½" alloy wheels £38. Wood dashboard, £10. Most parts available inc. new tonneau cover, headrests etc. Contact: Kemp, tel: Bishops Stortford 870350

Assorted secondhand Spit etc. bits: props, H52 carbs, £5, radiator, £5, hubs, diff, discs front end suspension parts, MKII manifold extractor, 12/50 recon. Herald engine, Spit, chassis, 1147 engine (£10). All cheap. Contact: Alan, tel: Deeside (061) 633 3386 - 85/12262.

Convert your Herald to Coupe spec: all parts still for sale. Also 1200 speedo, diff, petrol tank badge set, full Workshop Manual included in price. Ideal winter project. Contact: Martin, tel: Staffrd (0785) 56415 weekends - 86/13754.



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Spitfire MKIV bonnet and works hardtop: both need attention, offers. Soft top with frame £40. MKIII windscreen £10. Chassis £30. Contact: Michael, tel: Liverpool (051) 339 4864 - 85/12014.

Spitfire IV/1500 BL hardtop: black, white headlining, good cond. £120. Aerodynamic alloybar rollbar, £50. Sheepskin seat covers fit Spitfire/GT6 £15, steel 5/2J's, twin SU 1 1/4 manifold £25. Spitfire IV/1500 bonnet in reasonable cond £30 o.n.o., Spit. wheel centres. **Needed:** rear seat GT6 III, twin webbers 40 DCOE's and manifolds. Contact: Tinkler, tel: Madingley (0954) 211153 - 81/2120.

Vitesse, Herald, Spitfire spares: Vitesse bootlids £15 each, Spitfire MKII/III glass-fibre bonnet Ashley type £50, MKII/III windscreen and frame £10, O/S door and glass £10. Many sundry bits. Contact: Carl, tel: Hassocks 4170 - N/A.

Breaking MKIII Spitfire: new hood, also short engine, Vitesse chassis and oddments. Contact: Paul, tel: Cheriton Bishop, Devon 333 - non-member.

Vitesse MKII: chassis, shotblasted, Hammerited, new outriggers £100. Unused 4 row competition rad £70. Factory valance £50. Factory O/S/F wing £30. Estate bodyshell £40. Good Bond GT4S bonnet £30. Much more, must sell, moving house. Contact: Stephen, tel: High Wycombe 35903 - 85/11658.

Spitfire chassis, engine, gearbox, running gear, bonnet and boot lid in good cond. Contact: Brian, tel: Cwmbran 62276 - non-member.

Diff 3.89, new, 4-stud for late GT6 or Spit, £100. Speedo GT6 3.89, £5. Various trim bits. Complete 13/60 convertible rear end with hood frame, £80. Contact: Jarvis, tel: Leicester (0533) 716464 - 77/00208.

Spitfire MKIV abandoned project: most parts available, all cheap to fellow enthusiasts inc. good chassis, £25. Doors £10 ea. Gearbox £15 plus many more. Must clear - irate fathers shed. Contact: Roy, tel: E15 (01) 519 3378 - 84/8052.

Vitesse Rostyle wheel caps, set of 5, £10. Front half Vit chassis, used for static engine testing, £5. Her/Spit synchro gearbox, £15. Most of a Vit MKII engine, £10. Front bottom trunnions, new L/R in boxes of six, £10. Contact: McGrath, tel: N19 (01) 272 6907 - 87/3489.

HRW for GT6 MKIII in red, £49.50. Contact: Wilde, tel: Blackpool 691235 - 86/14844.

PARTS WANTED

Wanted complete Herald/Vitesse conv. rear body section: ideally this should be rust and dent free. Contact: Jon Williams, tel: Farnham Common (02814) 2734 - 82/4272.

GT6 MKI bonnet complete, reasonable cond. No big dents please. Must be easy driving distance from Oxford. Contact: G Francis, tel: Banbury 59400 - 84/9220.

Hard top for Herald/Vitesse wanted. Also good bonnet for a 13/60. Willing to travel. Contact: Andrew, tel: Nottingham (0602) 414970 - 86/8033.

Wanted for Vitesse MKII: bonnet, hood and frame, passenger door. Good condition. Contact: Simon, tel: SE10 (01) 858 9738 - 83/6274.

Wanted to complete restoration: Herald bonnet, prefer 1200 style but will consider 13/60 type. Must be in first-class condition. Contact: Dave Stevens, tel: Princes Risborough, Bucks 6829 (eves) - N/A.

Wanted rear chrome bumper for MKII Bond Equipe. wooden dash and door trims front and rear MKII Vitesse. Contact: C Chaurio, tel: Stourbridge (0384) 390511 - 86/114881.

Wanted for Vitesse convertible MKII - servo: must be excellent condition. Contact: Hegbourne, tel: Reigate 43632 - 84/8044.

AREA DIRECTORY 1986

AREA	AREA ORGANISER(S)	TEL. NO.	VENUE	TOWN	MEETING DAY
01 ANGLIA	Jonathan Ball	0223-248203	The Coach & Horses	TRUMPINGTON, CAMBS.	1st Thursday
02 AVON	John Lippitt	0272-857594	Travellers Rest/The Talbot	FILTON / KEYNSHAM	1st Mon/3rd Wed
50 AYLESBURY VALE	William Gregory	0296-661909	The Cow Roast	BERKHAMPTSTEAD (A41)	4th Tuesday
59 CANTERBURY	William Spencer	0227-373512	Abbots Barton Hotel	CANTERBURY	2nd Tuesday - 8pm
55 CLEVELAND	William Hall	0642-470860	The Ladle	LUDGATE LANE, M'BORO	Last Wednesday
03 CORNWALL	David Buxton	0726-824083	The Farley Hotel	TRURO	Last Thursday
04 COTSWOLLS	Sue Ind	0285-69269	King's Head Hotel	CIRENCESTER	3rd Tuesday
46 CUMBRIA	Michael Brown	0468-71723	Ye Old Queens Head	KESWICK	1st Wednesday
06 DEVON	David Beardsley	0623-28406	The Elm Tree	HEATH VILLAGE	2nd Sun / Last Sun
51 DORSET	Mike Atkinson	0626-890214	Ley Inn Arms / Dart Bridge Inn	KENN / BUCKFASTLEIGH	Last Sun / Last Sun
07 EAST BERKS	Andrew Topp	0963-251189	The Sun / Uncle Tom's Cabin	SHERBORNE	Last Wednesday
08 ESSEX	Stephen Jarman	0494-35903	The Antelope	READING / COOKHAM DEAN	3rd Mon/2nd Wed
09 GATWICK	Chris Childs	03727-27654	The White Bear	STANFORD RIVERS	1st & 3rd Mon
20 GLOUCESTER / HEREFORD	Justin Barwick	0989-81506	The Loughpool	SELLACK, NR. ROSS	2nd Tuesday
11 GRAMPIAN	Sue Baylis	0224-899551	The Royal Oak	BON ACCORD ST., ABERDEEN	2nd Wednesday, 8.30pm
61 HASTINGS	Adrian Thompson	04243-5813	The Wheatheaf	LITTLE COMMON	2nd Monday - 8pm
17 HAMPSHIRE	Steve Bedford	0923-23549	The Coach & Horses	WHITWELL / HENLOW CAMP	1st Wed / 3rd Tues
12 HERTS NORTH & SOUTH BEDS	G Curtis / D Blinnington	01-205 6397	Darleys Hotel (front lounge)	NEVIGALL ST. VILLAGE	2nd Wed, 8.30pm
13 SOUTH HERTS	Bill Yates	0473-830437	Rushmere Falcon / Chequers Hotel	HESLE	2nd Thursday
58 HULL	Clive Coldwell	0474-359974	The George	IPSWICH	2nd Wednesday
14 EAST KENT	Richard Francis	0689-36288	The White Horse	GRAVESEND	1st & 3rd Wednesday
15 WEST KENT	Kevin Rosser	0533-889079	The Bath Hotel / Gate Hangs Well	EAST KESWICK	4th Thursday
53 CITY & EAST LONDON	Matthew Alabaster	01-515 4699	The George	SHEARBY / SYSTON	1st & 3rd Thursday
18 MANCHESTER	David Evans	0625-871558	The Nag	GLENGALL GROVE E14	3rd Thursday
17 MILTON KEYNES	Geoff King	0908-315025	The Carrington Arms	BOWDEN	3rd Wednesday
48 NEWBURY / READING / B'STOKE	Norman Smith	07356-4629	The Round Oak	PADWORTH COMMON	1st Tues & 3rd Thurs
19 NORFOLK	Bob Smedley	0603-747637	The First	MAIDWELL / ECTON	1st Monday, 8.30pm
40 NORTHANTS	Ian McKeggie	0858-63934	The Stag's Head / The World's End	MAIDWELL / ECTON	3rd Wed / Last Sun lunch
21 NORTH LONDON	John Atkinson	091-4142870	The Bowes Incline	EIGHTON BANKS	1st Monday
22 NORTH MIDLANDS	Graham Mountford	01-952 1755	Old Hall Tavern / Rising Sun	CHINGFORD / LARKLEY	2nd Mon / Last Mon
23 NORTHERN IRELAND	Alan Mosedale	0782-394301	The Three Crowns	STONE	3rd Thursday
24 NOTTINGHAM	Rob Millar	096-03-64690	Glenavna Hotel	NEWTONABBEY	1st Sunday, 2pm
52 OXFORD	C P Rouillon	0509-504387	Redgate Lodge - racing circuit	CASTLE DONINGTON	2nd Wednesday
25 PETERBOROUGH	John Cudmore	099-389555	The Grapes	YARLTON	2nd Wednesday
62 RIBBLE	Sharon Espin	0775-88833	Three Horseshoes / The Plough	YAXLEY / D'ING ST NICH.	Alternate months 2nd Mon
27 RUGBY	Bill Coughlin	0772-322371	The Black Horse / Bridge Inn	KIRKHAM / WALTON LE DALE	2nd Mon / 4th Sun
28 SALISBURY	Clive Humphreys	0203-542059	The Fox & Hounds/Three Horseshoes	CLAY COTTON/BUBBENHALL	2nd Mon 8pm/last Sun lun
30 SCOTLAND EAST	Ian Wheeler	0334-54796	The Cycles Tavern	AUCHTERMUCHTY	2nd Sunday 12.30pm
32 SCOTLAND WEST	John Malcolm	0292-56624	Sherbrooke Castle Hotel	POLLOCKSHIELDS, GLASGOW	2nd Monday
39 SOMERSET	Rod Warren	0278-424234	Manor Hotel / Creech Castle Hotel	PAWLETT / BATHPOOL	2nd Wed / Last Thurs
33 SOUTHERN	Tony Farby	0705-324065	White Hart	DENMEAD	1st Tues / 3rd Thurs
34 SUSSEX	Pete Stuart	0444-458305	The Farmers / Various	SCAYNESS HILL / VARIOUS	1st Wed / 3rd Sunday
31 SWINDON	Ivan Kirk	0793-29948	Blunsdon House Hotel	N/A	1st Monday
49 WEST SUSSEX	Nick Lord	01-572 9386	The New Inn	HAM COMMON	Alternate Thursdays
36 THAMES	Nick Costigan	0636-814050	The Travellers Rest	FARNDON RD., NEWARK	1st Thursday
37 WALES NORTH	Patrick Faleur	08242-4136	The Golden Lion	ROSSETT, NR. WREXHAM	2nd Tuesday
38 WALES SOUTH	Brian Wakely	0222-624229	Wenlog Castle Hotel	CASTLETON	1st Wednesday
56 WEST	Jeremy Woodward	0202-602651	The Skittlers	BROADSTONE	2nd Tuesday
26 WEST MIDDLESEX	Bob Rowland	01-561 0671	The Tally Ho	NORTHOLT	2nd Tuesday
40 WEST MIDLANDS	T & J Spicer	021-3539961	Moxhall Hall	WISHAW	2nd Tues / Last Sun Lunch
54 WOLVERHAMPTON	John Cox	0902-330940	The Merryhill	MERRYHILL	2nd Monday
41 WORCESTER EAST	Ewan McKay	0789-772480	Norton Grange Hotel	HARVINGTON	Last Tuesday
60 WORCESTER WEST	Bill Dixon	0905-358781	The Anchor Inn	MAIN RD., KEMPSEY	1st Monday 7.30pm
42 YORKS NORTH	Stephen Boyne	0904-39420	The Hogroove Inn	YORK	1st Wednesday
43 YORKS SOUTH	Chris Stabler	0302-743579	Norfolk Arms / Lumley Arms	Rivelin Valley / MALTBY	2nd Sun lunch / 4th Thurs
44 YORKS WEST	Charles Henderson	0422-45607	The White Bear	NORWOOD GREEN [off A58]	2nd Tuesday