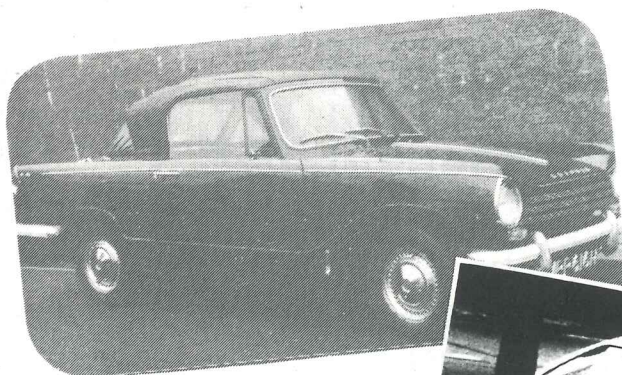


"All the latest  
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are in  
this issue!"

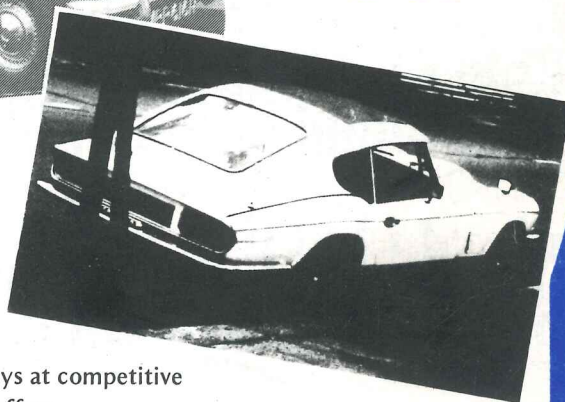


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**Spitfire  
GT6**



**Herald  
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Large stocks of Triumph spares always at competitive prices. Find our ad inside for latest offers.

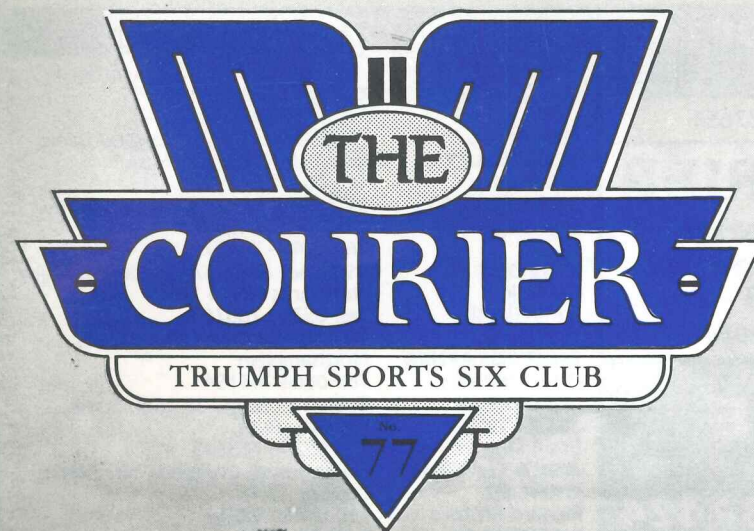


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NOVEMBER 1986

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Company Reg. No. 1527651

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The official magazine of  
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PETER WILLIAMS GLYN RIDGEWELL, BILL SUNDERLAND, MIKE COSTIGAN.

# EDITORIAL

## CREATING INTEREST

Spitfires at auction! Yes, after last months' Press Release about 25 Spitfires going under the hammer, we saw the situation of £15,000 rapidly changing hands in just 25 minutes of frenzied buying. The cars, which were all rebuilt under the Youth Opportunities Scheme in Coventry, were sold by British Car Auctions. There was certainly evidence of much Media cover for this event, which was perhaps the biggest sale of its type for any particular British sports car - bigger than the TR8 sell off?

It was certainly an interesting event, proving that Triumph cars still ride high in the Press and this sale can only bring more exposure for 'our cars'. The speed of the sale was breath-taking, just showing that the Spitfire is more than ever in demand. This is sure justification of Toyota's commitment in moving up the production of their Sports MR2 and proves the short-sightedness of British Leyland who, only three years ago, sadly discontinued all production of their well-loved sports cars.

As you are reading this, Jo and I will have just returned from the 10th Brighton Classic Car Show. This Show marks the end of a very busy events season for us. We hope to have the 1987 Events Calender published early in the New Year so please advise Jonty Wild with details of your various, planned events as soon as possible.

The photo at the top of the page shows our ever helpful Peter Williams delivering to us Oil Cooler Kits. In all he managed to squeeze 16 kits into his GT6 - he now has the best cooled engine!

Christmas is only 8 weeks away! In this magazine you will find a club regalia pull-out to tempt you and to give you some Christmas present ideas. Order now to be sure to receive goods in time.

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Incorporating ..... the AREA NEWS REVEIW

Front Cover: Herald 1200 convertible - Cranfield, 1986

# Presidents Intro

**John Griffiths**



*As we enter this, the tenth year of the TSSC, I am very pleased to have the opportunity to announce two pieces of big news.*

- **INSURANCE COVER AVAILABLE FOR YOUNGER DRIVERS**
- **INTRODUCTION OF A NEW AREA NEWSPAPER**

## **INSURANCE SCHEME:**

Younger members represent nearly a quarter of the club membership. The need to provide a separate scheme to include all of you under 25 years of age has been something we have wanted to do from the very beginning.

We had to establish ourselves first ..... this is something we have now done. We are confident that the waiting has been worthwhile ..... we hope you will agree!

Full details of the scheme for younger drivers appears below, but let me first allay any fears older members may have regarding the extension of the scheme affecting overall claims performance and, in turn, premiums. The existing scheme will remain intact (i.e. 25 years - 70 years). This will ensure that we are able to continue to offer some of the most competitive rates in the business.

## **DETAILS OF THE SCHEME FOR YOUNGER DRIVERS:**

- Cover will be arranged through a panel of Insurance companies.
- Footman James (the Brokers) have recently installed a new computer, which enables them to find the best and, in overall terms, the most competitive Insurance Company for your needs.
- This won't always be the cheapest, but you will be guaranteed value for money. Furthermore, we will *only* deal with first-class companies who have a proven record, in particular in respect of claims handling.
- Whilst the scheme will not be strictly "Agreed Value" as per the main TSSC scheme, the Valuation Certificate issued by the club will be taken into consideration in the event of a claim. This will benefit members,

particularly where fire or theft has occurred.

- However, if *full* Agreed Value cover is required, then this is available but at an appropriate additional cost. (21 year olds to 25 year olds only).

## **SUMMARY OF BENEFITS AVAILABLE FOR THE UNDER 25's:**

- Instalment facilities available in certain circumstances. Pay your annual insurance premium over 12 months to help your cash-flow.
- Third Party, Fire & Theft cover available. The existing scheme for older members is restricted to Fully Comprehensive, Agreed Value cover. Mindful that some of you may not be able to afford such cover, we have extended this new scheme to include Third Party, Fire & Theft cover.
- All business to be placed with substantial British Insurance Companies.
- Efficiency of claims service guaranteed.
- Agreed Value Certificate taken into consideration in the event of a claim (full Agreed Value cover available if required at extra cost).
- Compatible benefits to the Main TSSC Scheme, e.g. Personal Accident, Medical Expenses Cover, Legal Expenses Cover, Windscreen Cover etc.
- Backing of the TSSC: the TSSC is there to help you in the event of any difficulties.

## **TO APPLY:**

- a) Telephone Footman James (Brokers) on 021-561-4196/2847/2848 for a quotation and a Proposal Form.
- b) Send the completed Proposal to:  
**Footman James & Co. Ltd. Waterfall Industrial Estate  
Waterfall Lane Cradley Heath Warley West Midlands B64 6PU**
- c) Complete a TSSC Agreed Valuation Form. If you haven't got one, telephone the Club Office on 0858-34424 or Pam Griffiths on 0245-443152.
- d) Send the completed Valuation Form, with at least one recent, good, clear, colour photograph (not polaroid) of your car, plus a cheque made payable to the TSSC Ltd. for £6.00 inc. VAT to:-

**Mrs P Griffiths 6 Chuzzlewit Drive Chelmsford  
Essex CM1 4XQ**

**PLEASE ENSURE YOU ENCLOSE AN A4 S.A.E.** as your copy of the Valuation will be returned to you as confirmation of the Agreed Value.

## **IMPORTANT CHANGES TO THE EXISTING TSSC EXCLUSIVE AGREED VALUE INSURANCE SCHEME (these points equally apply to the New Younger Drivers Scheme)**

● Please note that as from 1st December, 1986, club members will be responsible for forwarding a copy of their signed Valuation Certificate to the Brokers. To date this has been undertaken by us in the Insurance Office, but to simplify the process, in future two copies of the certificate will be returned in order that members will be able to retain one and send the other to their Broker (hopefully, Footman James). Specific instructions will be sent to each member, effecting Agreed Value cover from December 1st, 1986.

### **POLICY REGARDING REVALUATIONS:**

● It has been agreed with the Insurance Company that members will be required to revalue their cars as a pre-requisite of continued cover after two years cover.

● Footman James, the Brokers, will remind members renewing their cover from April, 1987.

● A special new, revaluation form is to be printed by the club which will be sent to members with their Insurance Renewal Letter as from April, 1987.

● In view of the expected increase in administration work-load for the club, the revaluation fee will be increased to £4.00 inc. VAT from April, 1987 (i.e. up £1.00).

### **INSURANCE QUERIES:**

● In the past Footman James (the brokers) have attempted to keep the number of telephone queries from members to a minimum.

As from TODAY, ALL members will be welcome to telephone their office for advice, quotations or queries regarding claims. Their telephone number is 021-561-4196/2847/2848.

### **INSURANCE RATES:**

● Members will be aware that we have managed to hold rates since April, 1985. This is a considerable achievement whilst other Insurance Companies have increased their rates, in some instances by up to 100%.

In 1987 however, we will need to adjust our rates and these will be advised via The Courier as soon as they are known.

We expect to keep the increase within reasonable bounds, thereby maintaining our competitive position.

### **MODIFIED CARS/SPECIALS/KIT CARS:**

● As you know, we have been promising news on a special scheme for the above owners for almost 12 months now. Negotiations have taken

longer than envisaged but we are confident that we will have a specific package to launch on 1st January, 1987.

### **OTHER CHANGES:**

● Legal expenses cover (DAS) will be automatically included in all future cover.

### **CONCLUSION:**

● We have put together a great new scheme for younger drivers, which we hope will be very well supported. If you want to know any more details, telepholne the Brokers on 021-561-4196.

If you have any queries regarding the Valuation Service, telephone Pam Griffiths on 0245-443125.

● We have improved the copmmunication link between the Broker and club member.

● We have held rates for 20 months , although an increase will be effective from January 1st, 1987.

● Cars must be revalued after two years at a cost of £4.00 inc. VAT, commencing April, 1987.

● A new scheme for Specials, Kit Cars and Modified Cars will be announced in the New Year.

### **MEMBERS SURVEY:**

Many of you will know that we recently carried out a small Insurance Survey to see how well satisfied you were with the Scheme. The principal results are as follows:-

Number of members surveyed	168
Number who replied	79 (47%)
Number who have renewed	68 (86%)
Number who found the Club Service helpful	79 (100%)
Number who found the Broker Service helpful	70 (88%)
All 6 members who made a claim confirmed the claims service was efficient.	

### **AREA NEWSLETTER:**

Last month I mentioned that Bill was considering a special, monthly Area Newsletter. This month I am pleased to announce its launch!

The idea is to allow more space for Area Organisers to report on their local activities. The Courier is very expensive to produce and space has become more and more valuable. In certain instances, it has been necessary to edit Area News quite heavily to fit everything in.

The new monthly Area Newsletter, which will be a separate, eight-page insert in The Courier, will overcome this problem.

Not only will it give Area Organisers more space to cover local events

# SPITFIRES (U.K.)

Unit 11A, Branston House,  
West Avenue,  
Wigston, LEICESTER, England  
Tel: (0533) 812129

## SPECIAL OFFERS FOR NOVEMBER 1986 (TSSC CLUB MEMBERS ONLY)

	TSSC Price	P/P
Chrome Air Filters	£3.75 + VAT ea.	50p
Rubber Handbrake Gaiters		
Spitfire I to IV all Heralds/Vitesse	£7.00 + VAT	50p
Steel Front Qtr. Valances		
Spitfire MKIV/1500, GT6 MKIII only	£29.00 + VAT ea.	£1.50
or	£55.00 + VAT pr.	£2.50
Quality Fibreglass Qtr. Valances	£26.00 + VAT pr.	£2.00
Plus Many Fibreglass Panels In Stock		
Super Quality, Super Fit Spitfire/GT6		
Full Sills at a Super Price	£10.00 + VAT ea.	£2.50
Spitfire/GT6 Steel Front and		
Rear Wheelarch (Flair)		
(Please state which model)	£19.50 + VAT ea.	£1.00
Spitfire/GT6 High Quality Door Skins	£15.00 + VAT ea.	£2.00
(Handle holes already cut out on later models)		
Vitesse/Herald High Quality Door		
Skins (With handle holes cut out)	£15.00 + VAT ea.	£2.50

### HIGH QUALITY

#### SOFT TOPS

	Rec. Price	TSSC Price	P/P
SPITFIRE MkIII	£50 + VAT	£46 + VAT	2.50
SPITFIRE MkIII	£50 + VAT	£46 + VAT	2.50
SPITFIRE MkIII with zip W/d	£58 + VAT	£54 + VAT	2.50
SPITFIRE IV & 1500 zip W/d	£58 + VAT	£54 + VAT	2.50
HERALD/VITESSE	£59 + VAT	£55 + VAT	2.50

### SUPERB QUALITY

#### CARPET SETS

Contains every carpet in the car

	Rec. Price	TSSC Price	P/P
SPITFIRE all models	£47 + VAT	£40 + VAT	3.00
(Steam moulded G/box Carpet)			
SPITFIRE all models	£40 + VAT	£35 + VAT	3.00
(Stitched G/box Carpet)			
HERALD all models	£40 + VAT	£35 + VAT	3.00
VITESSE all models	£40 + VAT	£35 + VAT	3.00
GT6 State which model	£62 + VAT	£53 + VAT	4.00
Includes all rear deck & arches			
WOODEN SLATTED boot luggage racks	£15 + VAT		2.50

## FULL CLUTCHES!! (cover, centre, plate, bearing) JUST LOOK AT THESE PRICES

SPITFIRE Mk II	£22.50 + VAT				
SPITFIRE Mk III/IV	£22.50 + VAT				
SPITFIRE 1500	£25.00 + VAT				
HERALD	£22.50 + VAT				
		P/P	GT6 all Models	£27.50 + VAT	P/P
		£3.00	VITESSE 1600	£28.50 + VAT	£3.95
			VITESSE Mk III	£27.50 + VAT	

PRICES APPLY TO THE U.K. ONLY.

### Amazing prices for clutches for all club cars from £22.50 + VAT

Many, more steel and fibreglass panels available for your Spitfire, GT6, Vitesse or Herald, as well as all interior trim parts beautifully made by craftsmen.

### WORLD WIDE MAIL ORDER SERVICE

OPENING HOURS: Monday closed for buying (answering machine can take Visa/Access orders)  
Tuesday - Friday 9.30 am - 5.30 pm  
Saturday 9.30 am. - 2.00pm

etc., but it will also enable us to print articles relevant to the running of a successful Area, e.g. How to Start an Area, What Type of Events are Well Received, Ideas and Comments etc., etc.

The idea is a good one Bill, it answers members needs for more Area space and give us all a little extra room in The Courier.

We hope you approve!

### TITBIT:

Congratulations to Mike Atkinson (Devon Area Organiser) and Debbie on their recent marriage. We hope you will be very happy.

P.S.I recently had the opportunity to use a Ferrari 328 GTS for the day. A work colleague of mine who owns an MGC, who also drove the Ferrari, commented: "I prefer the interior of a Triumph". Incidentally, he also prefers The Courier to the MG Owners Club's magazine. Obviously he's got some brains!

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Ring for appointment

Please refer to page 30 of the September Courier:

The first paragraph of Mr Fletchers' article refers to "lumpy" acceleration. The timing should be retarded by 3 degrees and NOT 30 degrees as was suggested.

# TRIUMPH SCENE

Specialists in Spitfire GT6 Vitesse Herald



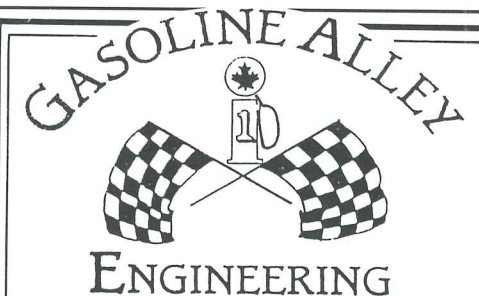
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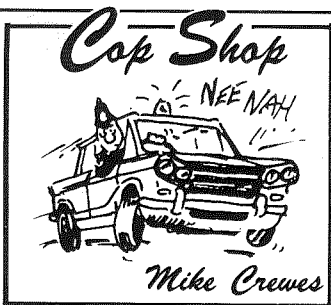
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## SO YOU THINK YOU ARE A GOOD DRIVER!

After last months law change and the extended issue of Fixed Penalty Notices, some motorists may feel the need to improve their driving. This has a number of advantages. Firstly you are less likely to have an accident, therefore, injury and damage for which you may have to pay will be minimised. Secondly, you are less likely to commit an offence and receive the dreaded new tickets. And thirdly, you may qualify for up to 20% discount on your insurance. This discount is not yet enjoyed by the club insurance but we are working on it.

### HOW DO I RECEIVE ALL OF THESE BENEFITS?

Simple! You become a member of a motoring organisation such as the Institute of Advanced Motorists. Many of you who have met me at the shows will know that I push leaflets on just about everyone, but I think you will agree, it is a worthwhile cause.

Joining is not quite as simple, since you will have to take part in a 1½ hour de-briefing afterwards. The test itself revolves around the Police System of Car Control which was developed in the 1930's by various experienced drivers including racing drivers. The system has changed little in the last 50 years, which is a testament to the way it was derived.

### HOW DO I PREPARE FOR THE TEST?

This is the most important part of the exercise. If you receive the correct training and raise your standard to the required level, then the test is a piece of cake. Firstly you contact the Institute of Advanced Motorists and obtain a List of the Associated Groups. This is a list of the addresses nationwide. Each address is an organiser for the local associated group. Most of the groups give talks, film shows, visits to local places of interest. Many of these are unrelated to driving but of interest to their members. What use is this I hear you say? What these groups can do, which is of most use, is arrange for you to go out at weekends or evenings in your own car with an Observer sitting next to you. The Observer is a member who is of such a high standard as to be able to give instruction. He is unpaid and does it as a hobby. The Observer will give you all the instruction you will need to become a better driver and capable of passing the Advanced Test. He will also tell you when you have reached the required standard. You can also buy one of two books available from good bookshops or the I.A.M. *Roadcraft* or *Advanced Driving*.

### HOW MUCH DOES IT COST?

The test itself costs £24.00 and this includes £7.50 for the first years subscription, refundable should you fail the test. Instruction by an Observer costs between £5.00 and £10.00 per year for membership to the Associate Group and you also have to pay for your own petrol. As you can see, for around £30.00 you can save yourself 20% insurance discount for the rest of your life. Not only that, you will become a better driver with less cost on vehicle damage, fines, etc.

There are four different tests to take:-

**A car test - in your own car.**

**A motorcycle test - on a motorcycle over 200cc.**

**A goods vehicle test - in any goods vehicle.**

**A towing test - in any vehicle with a trailer.**

You can only take one test at a time, so if you take a test towing a trailer for instance,

you only pass the towing test and not the car test.

For companies with fleets of cars, who feel their employees may benefit from such a test, the Institute now do a Fleet Training Scheme. This means that an ex-Police Driving Instructor will come to your premises with a driving course tailor-made to your company.

For more details on the I.A.M. contact either:-

**The Institute of Advance Motorists**

**I.A.M. House**

**359 Chiswick High Road  
London W4 4HS**

or

**COP SHOP**

Please send a stamped, addressed envelope - A5 size.

If you have any queries regarding the I.A.M. or Road Traffic Law, write to:-

**Mike Crewes**

**24 Otterburn Gardens**

**Isleworth**

**Middlesex TW7 5JJ**

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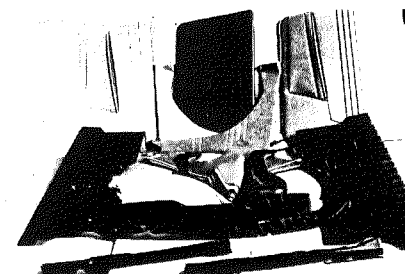
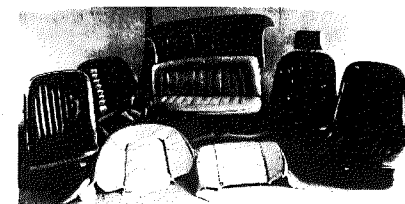
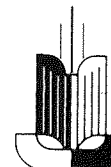
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Herald 948-1200-1250-13/60, Vitesse Mk1-2-1600, Spitfire Mk1-2-3-VI-1500, GT6 Mk1-11-111.

All trim is made to original specification. We can refurbish your original seats or supply seat covers only. Door panel - Q/panel - wheel arch covers - tank assembly trim - B-post trim - door waist rail trims - crash pads - sun visors - door pockets - cubby box pockets - carpet sets - boot trim sets - hoods - tonneau covers - hoodstick covers - Surrey tops - headlinings - door and draught excluders and rubbers - fastenings and fixings. All trim can be supplied as complete kits or separate units in leather or vinyl. We can make up trim to any colour or specification. If you do not wish to trim your car we can do it for you. Our workshop is fully equipped to take on any size of job. For the DIY enthusiast we can supply you with all the raw materials; Vinyl - carpet - hooding - felt - hessian - piping etc, by the yard - zips - adhesive - foam - cottons - leather - etc.

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# T S S C INTERNATIONAL FAMILY WEEKEND



**Reported By Ian McKeggie**

The first of these 'new format' events is over and there is now time to reflect. This event, which was planned to provide an interest for all, did just that - although, unfortunately, some of the planned items had to be changed at very short notice. However, the reaction was nothing short of terrific.

The National Concours, still organised by the West Midlands Area Committee under the control of Tony and Janice Spicer, was its usual success, with a tremendous selection of immaculate cars. The trophies were awarded as follows:-

# RESULTS

## Original Class

1st	Sharon Espin	GT6 MKIII
2nd	Bill & Bev Dixon	Spitfire MKIII
3rd	Clive Spencer	GT6 MKIII

## Working Class

1st	Denis Benson	Vitesse MKII Convertible
2nd	G Fletcher	Vitesse MKII Convertible
3rd	Jim Carter	Herald 13/60 Estate

## Modified

1st	Bev Warren	GT6 MKIII
2nd	E Webb	Herald 13/60
3rd	S Love	Spitfire 1500

## Working Modified

1st	D Beardsley	Herald
2nd	T Woodthorpe	Herald 13/60
3rd	J Cochrane	GT6 MKIII

## Elite

1st	Sharon Espin	GT6 MKIII
2nd	Mike Fothergill	Moss
3rd	Bev Warren	GT6 MKIII

## Best GT6

Sharon Espin

## Best Bond

A Marriot

## Best Herald

E Webb

## Best Vitesse

G Fletcher

## Best Convertible

Bill & Bev Dixon

## Best Saloon

Jim Carter

## Best Overseas

J Liesebach

## Best Spitfire

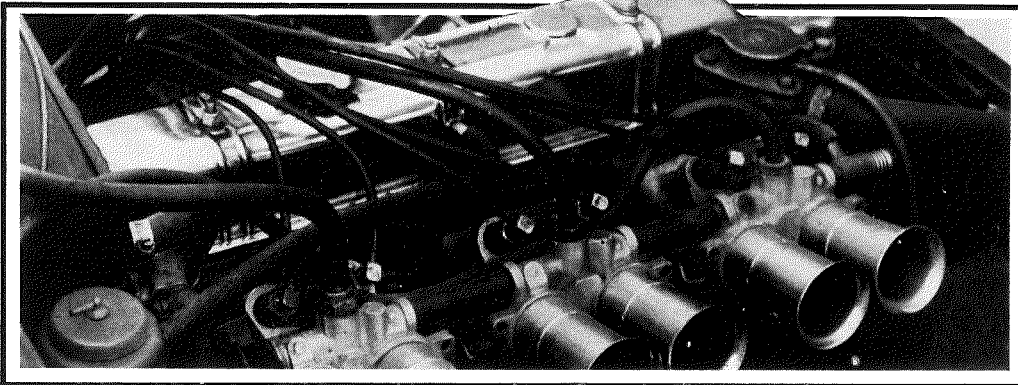
Bill & Bev Dixon

## Best Special

Mike Fothergill



Paul Lucas, Kevin Ginger and Tony Dean represented the race side of the club in superb form. I must confess to being a little disappointed when Kevin refused me a ride in his GT6 whilst performing their Demonstration Run on an improvised track on the main runway but the reason for this soon became clear.



The Demon Run was nothing less than a race (I think). At the other end of the scale, the low-speed Autotest proved to be demanding on the driver and amusing for the spectators. This was under the able control of the North Herts/South Beds Area.

The wide open space provided at Cranfield proved too much for some of us who had a tendency to develop a leaden right foot. However, most showed a responsible attitude and this brought glowing reports from the airport management personnel. There were some, however, who took it upon themselves to use the main runway as a drag strip whilst an aircraft was on final approach and consequently the person involved has been banned from the airfield.

Dave Young gave the speedier members an opportunity to show just how good they really were with an Auto Gymkhana, 50% of which was against the clock and proved to be very testing.

\*\*\*\*\*

Reports back from the Flying School proved that if you can't take off in a car, use an aeroplane and that was the order of the day. Many members took a trial flying lesson which certainly added to the excitement of the day. Others had a birds eye view of what was going on from a helicopter - rides in which were also available.

The TSSC International Family Weekend turned out to be just that, with members attending from France, Belgium, Holland and Germany - the furthest Distance Award going to George Stumpf who clocked some 760 miles to get to the event.

To sum up: the first TSSC International Family Weekend was a resounding success and my heart-felt thanks go to all those who put in so much hard work to make it such a memorable weekend.



# TSSC 1986 WINTER WEEKEND

## The Fosse Manor Hotel, Stow-on-the-Wold 17th & 18th January, 1987

The tenth TSSC Christmas Weekend has been booked at The Fosse Manor Hotel, Stow-on-the-Wold for the weekend of 17/18th January, 1987.

Regular comers will know the hotel look after us very well, from Friday evening until Sunday lunchtime. This year we're planning a talk about long-distance Herald driving in Africa, an interesting outing on Saturday, and a short Treasure Hunt, as well as the usual, superb meals and splendid entertainment.

The all-in cost of the weekend including all meals, entertainment, accommodation and activities will be no more than £60 per head.

Fill in the Application Form below as soon as possible and sent to Mike Atkinson, with a £5.00 per person booking deposit (cheques payable to the TSSC Devon Area).

What better way could there be to recover from the rigours of Christmas!

### CHRISTMAS WEEKEND APPLICATION FORM

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..... Date: .....

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Willing to share a room Yes/No\*

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## TECHNICAL TIPS

Some time ago I finished a conversion which might be of interest to a few Herald and Spitfire owners. This was on the theme of trying to extract maximum BHP per £ spent, as well as giving better MPG.

The standard Herald 13/60 gives just 56 BHP Din @ 5,000 RPM when in good condition. You have probably noticed that the Spitfire MKIII gives 70 BHP Din @ 6,000 RPM from basically the same engine. The difference is caused by the compression ratio (CR) difference, the camshaft profile, the distributor curve and the exhaust. Experts will notice that the 1300 MKIII engine produces one precious BHP less than the 1500 with only half the problems: Spitfire engines obviously also have two carburettors.

As there is a glut of Toledos/Dolomites etc. in the scrapyards, another useful idea is available. Later Spitfire and Toledo engines use a head with bigger valves.

### HOW TO MAKE YOUR HERALD 13/80 OR SPITFIRE MKIIIA

I suggest you rebuild the Spitfire engine with the Spitfire MKIII block using the BL camshaft bearings. Have the crankshaft tufttrided and balanced. Use the later Toledo/Spitfire head with good quality valve springs and all the obvious features of a solid engine rebuild. Use a pair of Spitfire 1500 carburettors and replace the butterfly to get rid of the poppet valve. Fit a tubular exhaust system, all the ones available are of good, proven design. I used a Vitesse MKII down-pipe and silencer as it fits properly but these are a little difficult to find, though it makes the car indistinguishable from standard.

Hey Presto! You have an engine developing in excess of 80 BHP for the price of an average rebuild! So why spend more on flashy cylinder heads, camshafts and carburettors? All you will need to do now is set up the distributor and carb. needles on a rolling road and 40 MPG can be yours.

to improve the final result, I opted for a four-synchro close ratio gearbox with overdrive. I would, however, recommend the use of an oil cooler and synthetic oil for high-speed cruising.

### RESULTS OF TUNING THE VITESSE ENGINE MKII 2L INJECTION

I thought it would interest people to know exactly how much more power the GT ST Fuel- Injection conversion produces over the standard engine. A recent rolling road test confirmed a staggering 40% power increase. Using an electric fan, a bog-standard Vitesse engine produces 116 BHP Din at the wheels, which is what the early TR5/6 models develop. Furthermore, the

## HOW TO MAKE YOUR SLUGGISH HERALD 13/60 INTO A NIPPY HERALD 13/80

torque developed was substantially flat from 2000 RPM - 5500 RPM. Peak torque was 135 FT LB @ 4000 RPM up from 117 FT LB @ 3000 RPM. Maximum power was 142 BHP Din @ 5700 RPM instead of 98 BHP Din @ 5300 RPM.

**Stage 11 Models** have not been tested yet but a previous result indicates 160 - 170 BHP, from a standard TR6 camshaft. This has got to be a record!

**Stage III Version:** this engine is still in development, but figures should be available shortly - expect 200 BHP +.

**2.5 Litre Engines.** Following a successful development programme in France, these are well sorted out. Standard engines using Stage 1 treatment appear to produce approx. 165 BHP, while those using a modified head but the standard TR6 camshaft around 180 BHP. Expect some graphs around March 1987. A Stage III engine is about to be tested, but hang on to your conrods!

One up for Triumph, we have a 70 BHP/Litre from a standard engine!

GARETH THOMAS - FRANCE

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Herald 1360	UK £5.00 O'seas £5.50	Vitesse MK1	UK £5.00 O'seas £5.50	GT6 MK1/1/11	UK £5.00 O'seas £5.50	Spitfire 4/1/1/11	UK £5.00 O'seas £5.50
		Vitesse MK11	UK £5.00 O'seas £5.50	GT6 MK1/1/11	UK £12.00 O'seas £14.00	Spitfire 4/1/1/11	UK £5.00 O'seas £5.50

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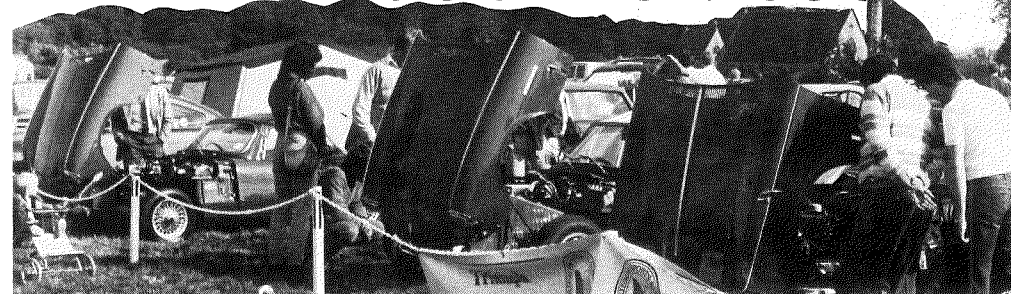
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## STIR XI COUGHTON COURT



By Ewan McKay

The weather was on our side! After a dull start, the skies cleared and produced a beautiful day.

Cars started pouring in soon after 9 o'clock and all the stands started to fill up quite quickly.

The TSSC stand was the largest by far, with some of the best concours cars in the show, along with some nice, original cars in the car park.

Sharon and Paul Espins GT6 MKIII went forward from the TSSC stand to join the best cars from all the other stands for the final selection of one overall winner. After much deliberation, Sharon's GT6 was awarded the STIR Trophy.

The TSSC's own awards of specially inscribed pistons (provided by the combined efforts of the Worcs. Areas and supplied by John Kipping), were awarded to the winners by John Griffiths. The cars were picked by Tony Spicer and his team from the West Midlands, purely for their personal appeal and appearance - they were not necessarily concours cars. Here is a list of the winning cars and owners:-

### HERALD:

1200 OPG 345H - Tina Collier  
Coupé 8385 UE - Wendy Jeavons

### VITESSE:

1600 AUL 665C - Dawn Goodall  
MKII Conv. TFH 195G - Rob Jenner

### BOND:

GT4S 127 EEW - Dennis Watson  
MKII Saloon SUF 752H - ?

### GT6:

MKIII BBH 7K - ?  
MKIII JUT 436L - David Tunbridge

### SPECIALS:

Moss Roadster RNX 603F - Mike Fothergill  
Moss GPF 110C - David Jefferies

### SPITFIRE:

1500 LOC 705P - Brenda Tombs  
MKIII RTB 203G - Ian Chamberlain

Will the two owners who did not receive their prizes please contact Denis Benson, the Show Car Secretary, so that they can be sent on to them. Denis also came close to having his car picked to go into the final.



Not only did a TSSC member win the STIR Trophy, we also had some other prize-winners: John Snook was first in the Road Run in his Vitesse Convertible and John Thorpe won the Photo Competition with a picture of his blue GT6.

Last of all, many thanks to John Cudmore and the other helpers from the Oxford Area, who worked on the gate and the Worcs Area members who helped with the parking on the stand and helped pack away the equipment.

Let's hope there is a good turnout of TSSC members at STIR XII in Holland next year!!



# 5TH NORTH YORKS CONCOURS & MOORS RUN

Reported by Sally Hurd

The sun greeted us in the morning and 'heralded' the start of the eagerly anticipated, if not adverturous day.

Steve Boyne had arrived at the hotel at the crack of dawn to set out the signs, rope off the concours area and put the table out to display the trophies. We were hoping to follow on early enough to help him but, 100 yards down the road, and the hubs sheared off! Luckily for us, we weren't going very fast. All we could do was to abandon the car (on a grass verge) and hitch a lift with our friends from Stamford Bridge. We arrived at 11.30am to see that crowds had already gathered and the sun was still beating down on them; it continued to do so all day.

The 36 entrants had been drawn from all over the country to attend this event, so had many of the spectators. Judging was well under way as we went for lunch. The concours entrants had excelled themselves in the standards they set, so much so that there were two ties for first and second places. Here are the results:-

## HERALDS:

1ST Dave Beardsley - 13/60 from Mansfield  
2ND Peter Johnstone - 1200 Conv. from Selby  
3RD Al & Di Cooper - 13/60 Conv. from Dalgety Bay

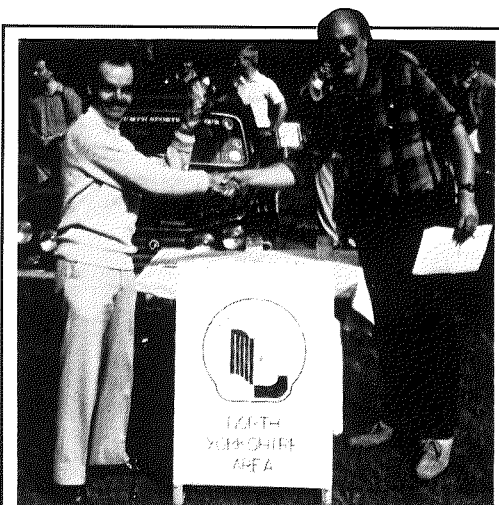
## VITESSE:

1ST G Fletcher - MKII from Long Eaton  
2ND Sid Jensen - MKII Conv. from Guildford  
tied with John Martindale - MKII Saloon from Bolton and Malcolm Woodward - Spartan from Hull

3RD Gordon Curtis - MI 2L Saloon from Immingham

## SPITFIRE:

1ST Rodger Harvey - 1500 from Newcastle  
2ND Kathy Sleightholme - MKIII from Middlesborough



Rodger Harvey (Newcastle) 1st in Spitfire Class

3RD Teresa Wallwork from Bramhall

## GT6:

1ST Peter Bush - MKI from Oldham  
2ND G Bloomfield - MKIII from Wakefield  
3RD T Smith - MKIII from Wakefield

## BEST IN AREA:

FIRST - John Martindale, MKII Vitesse Saloon from Bolton, who tied with Malcolm Woodward with his Spartan from Hull

SECOND - Gordon Curtis, MKI 2L Saloon from Immingham

THIRD - Peter Bush, MKI GT6 from Oldham

With the prizes awarded, the pictures taken and the judges thanked, Steve led the way for the Moors Run.

The sun kept shining so no-one had to worry about putting their hoods up. We must have made a spectacular sight as 60 plus cars toured the heather-pink moors around Lastingham, Pickering, Rosedale and finally Grasmont. One car load described it as "the most exhilarating run" they'd been on yet. The end to a perfect day was parking the cars in Grasmont, refreshing ourselves with an ice-cream and watching a steam train come in at the station. I'm sure I speak for everyone there when I say it was the best ever concours since our humble beginnings five years ago (there's nothing like blowing your own trumpet!).

On behalf of the TSSC members who attended the event, I would like to thank the management and staff of the Blacksmith's Arms for feeding and watering us so well, the judges: Graham Johnson, Jim Rands and Dave Dinnington for doing a very difficult job. And finally thanks to Steve Boyne for organising the Run, fixing the judges (you know what I mean .....), laying out the grounds (building our garage!) and for running the whole show. Thanks also goes to the entrants and spectators who made it the event it was. We look forward to the continued success of the North Yorks Light-Hearted Concours & Moors Run. Hoping to see you all, and more, next year.



Moors Run 50% of cars shown - Rest behind hill in the distance!

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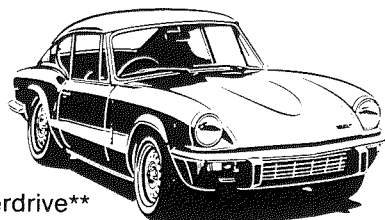
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\*\* Prices have changed because new BL m/shafts are NLS. Quality control dictates fitting gearboxes with up to £150 worth of new components, especially as fortunately, members are becoming more quality conscious. I trust you will appreciate the efforts made on your behalf.

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4. GT ST parts have been involved in TSSC motorsport since 1982, not as a commercial proposition, but in an attempt to increase members' active involvement.
5. If you have a modification problem try the Tuning Manual, further queries can be answered by letter.

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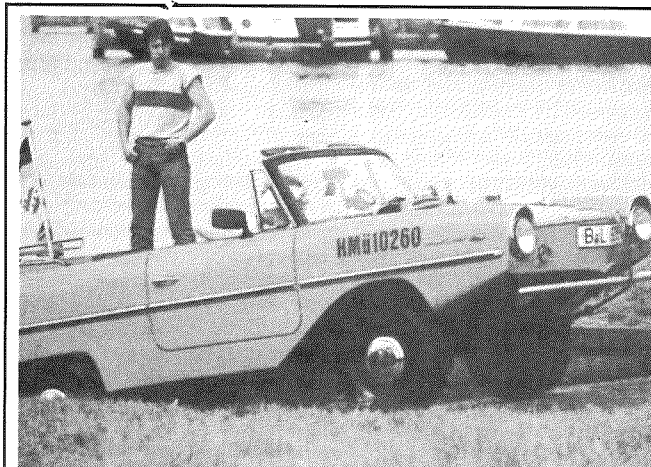
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## AMPHICAR CRUISING IN THE

## AMPHIBIAN *Part 2*



Amphicars to satisfy the Authorities have two number plates

Originally the SG 6 had a four-cylinder engine Type "Adler", but later Trippel also used the 2.5-litre engine of the Opel Kapitän of the time and the air-cooled engine of the Tatra V 8. In addition, a short run of the SG 6 amphibian was fitted with a bulky limousine top and delivered to propaganda companies.

The most curious vehicle from the manufacturer of amphibians was a vehicle intended for the Air Force with an aerodynamic sheet-steel cladding. It could operate both on quite normal rubber tyres and on skids, apart from floating as well. The propulsive force was provided by an aero-

engine with a propeller, mounted in the rear. After the collapse of the Hitler regime, the allies showed what they thought of Trippel's amphibian construction in the Bugatti factory requisitioned by the Nazis. The French summarily imprisoned the manufacturer of Wehrmacht vehicles. Trippel had 40 new Deutsche Mark in his pocket when he was released in 1948 after 35 months internment in Rastatt/Baden. First of all he rented a modest room in Hanover and tinkered at making a hydraulic artificial leg for war invalids, but then he turned again to his old trade and travelled to shows around the country with the SG 6 amphibian he had constructed earlier. When Trippel presented his car in 1950 on the Baldeney See in Essen, a British Officer happened to be present who saw red when the amphibious car appeared. In order to avoid being interned again, Trippel - without a fortune - turned to the civil end of small car manufacture.

At the end of the 1950's the Amphicar Corporation, founded in America, appointed him constructor of an amphibian leisure car for the US market. In the meantime, Trippel had settled in Lubeck and set about the new task with zeal. In 1959 he introduced his prototype "Alligator" at the Geneva Car Show: a 2+2-seat cabriolet with a self-supporting, hull-shaped steel body as the flotation chamber. The gears were fully synchromeshed, the drum brakes operated hydraulically. The rear engine unit was the standard engine from an Austin Healey Sprite (in the production series of the Amphicar beginning in 1960, however, the only engine used was the four-stroke from Standard-Triumph). The Quandt conglomerate (including involvement of BMW, Industrierwerke Karlsruhe) began to take an interest in the amphibious cabriolet and the encouraging estimates of its market potential. They acquired the licence to sell it in the USA. The younger of the Quandt brothers, Harald, was an especially strong supporter of the amphibian, of which at least 25,000 were to go through production. But when Amphicar production began on the wharf belonging to the concern in Lubeck-Schlutup, many dealers on the other side of the Atlantic had already had second thoughts. From the start, the stars were unfavourable to the amphibian car project.

In addition, a weak point was the finishing itself. Whilst only unpainted bodies were made in Lubeck, they had to be completed subsequently at DWM far away from Berlin. Trippel cited this subsequently as one of the most important reasons for the unprofitability of production. It was not until 1961, the year when the Berlin

wall was built, that DWM took over the manufacture of all Amphicar panelling. At the same time, the formerly dismantled factories were reconstructed at the order of the Allies.

Up to that time DWM had had little experience in the private car sector. Among other work, the firm had received in 1954 a bulk order for repair work on 5,000 jeeps for the US Army. The emphasis of the post-war work, however, was on the construction of Federal Railways carriages, articulated tramcars and double-decker buses.

The manufacture of the Amphicar apparently overstretched DWM. Even by August 1962, the production rate had still not reached full capacity. Some additional production lines would have had to have been installed in order to achieve the planned production level.

In addition, Amphicar production turned out to be exceptionally expensive. Each body needed water-proof testing in a water tank. Rewelding might be necessary. At the end there was another trip through the water tank as well as a trial run in the nearby Tegeler See. These two time-consuming checks were the only way of ensuring that the buyer did not get wet feet in the Amphicar once it was delivered.

The first amphibian cars from Berlin, sold exclusively to the USA, cost 3,395 dollars - a handsome price at that time even in the country of unlimited opportunities. Customers not put off by the price from buying this leisure-time tripper, soon began to complain bitterly. The Triumph engine proved to have a poor performance and the car was much too small by American standards.

As a boat, it had the

dimensions of a nutshell and travelled like one on the water. Hans Trippel later gave this critical summary: "In a boat, people want to sit around a table and have freedom to move around. But in the Amphicar you have to stay sitting on a fixed seat".

The manufacturers DWM had not foreseen that the Amphicar would have the greatest difficulty in passing the US import authorities. It showed its weaknesses not only in the water, but on occasions might not comply with American exhaust regulations.

The threatening failure of the export business soon happened. The management of DWM desperately looked for a way out. At first the sales promotion was to be stepped up in the European market. Although initially the Amphicar was only available in Germany as a re-imported item from the USA, later the ACV Amphicar Vertriebsgesellschaft mbH was founded in Wuppertal and advertising material was printed in German. In flowery language it said: "This sporty car will fulfil your finest dreams and will give you a joyous new driving experience - free and unrestricted. You are already on board when you sit behind the wheel .... This thrilling experience of unrestricted joy will be yours with the Amphicar, giving you relaxation and recreation at any time. Without problems and free from the limitations of the narrow roads, you are your own captain. You are brought nearer to the water at your own home, because your harbour is the garage".

What the advertising for the Amphicar did not say, was in fact that numerous amphibian owners did not have to "anchor" their prize possession in the garage, but with greater and greater

# Kingston SPORTSCARS

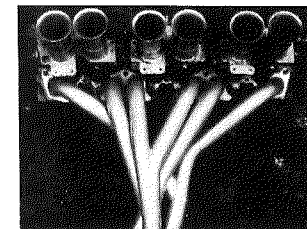
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contenders. N.B. Will not fit with the weber inlets currently available. GT6 using twin 1 3/4" SU requires minor modification to manifold. Does not fit with standard Stromberg inlet manifolds.

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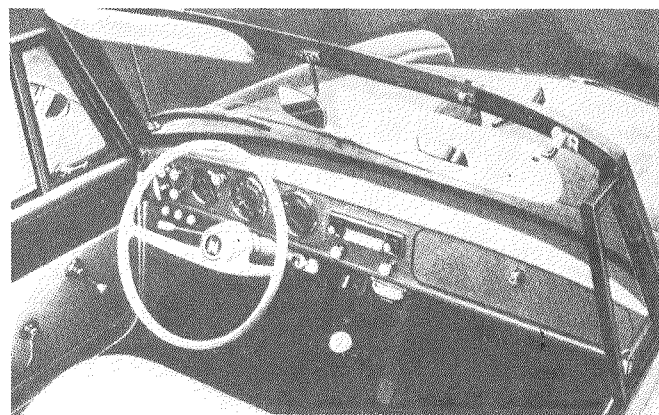
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frequency in the workshop. The little cabriolet needed constant maintenance. After five hours on the water, the vehicle had to be thoroughly greased. Before you could reach the 13 grease nipples, this demanding vehicle had to be jacked up and the rear seat removed. After trips on salt water, it was essential to hose down the floor sections with fresh water; to say nothing of the shock-absorbers, which rattled at the slightest unevenness on the road, and the door seals which did not always fulfil their purpose to the complete satisfaction of the Amphicar owner. DWM knew, of course, why they incorporated as standard in their amphibian



*The dashboard: more car than boat*

cars a bilge pump which could be set in operation by pressing a button on the simple dashboard - and not only when high waves started swamping the car.

The high susceptibility of the Amphicar to break down contrasted with the small service network. The service provided by many dealers left a lot to be desired. Often inexperienced car-hire firms, caravan or boat dealers sold the cabriolet with its American-styled rear fins. These people were not concerned with maintenance.

In the car magazines the Amphicar was given a mixed reception at the time. Fritz B.



*Full speed ahead - the horn had to be mounted on the upper part of the vehicle*

Busch commented peevishly in 1961: "It is ... a small, narrow car and just as poor a boat. Four people will fit into it only if forced or if they are enthusiasts." (Auto Motor und Sport). And in "hobby" (No. 18/62) it was stated: "Just front-wheel drive would be desirable for improved landing on muddy banks ..... (Nevertheless) it is certain that the Amphicar is a capable floating sports car and not a struggling sporty amphibian ..... Vive la difference!"

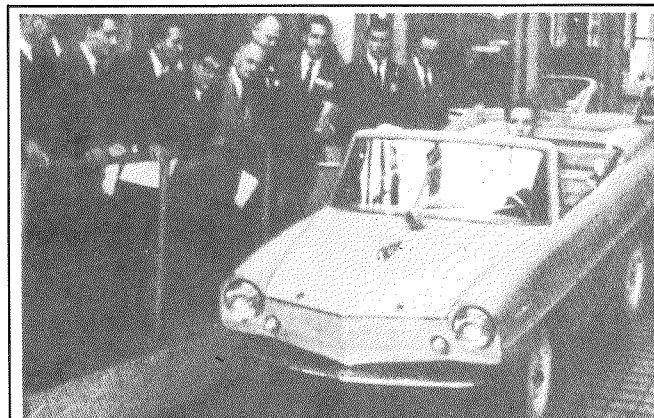
The firm of DWM offered their Amphicar not only as a leisure vehicle but also for emergency, rescue and police services, as well as for use in the construction and protection of harbours, waterways and dykes. In fact the Red Cross put an unknown number of Amphicars into service in areas at risk from floods (the flood catastrophe of 1962 in Hamburg must have acted as a warning!). The German Red Cross Amphicars looked smart: pearl-white with red emblem and white-walled tyres! The Waterways Police also put the amphibians into service once it had been able to prove its safety and suitability in extreme cross-country and water trials - as DWM assured them: across the Channel, across the seaways between the North Sea and Baltic and across the Straits of Gibraltar.

The marketing department presented a special "Amphicar Duty Car" in a paramilitary style: no chrome, matt paint, fitted with an inflatable dinghy, rotating flashing lights, stretcher, removable light-buoy, rescue rope and flares. But this version was also unsuccessful.

By the end of 1963 all production had stopped. 3,500 cars had left the extensive factory site in Wittenau. Too few to guarantee profitability. In any case, after the death of Harald Quandt, the Quandt family lost interest not only in DWM amphibian cars.



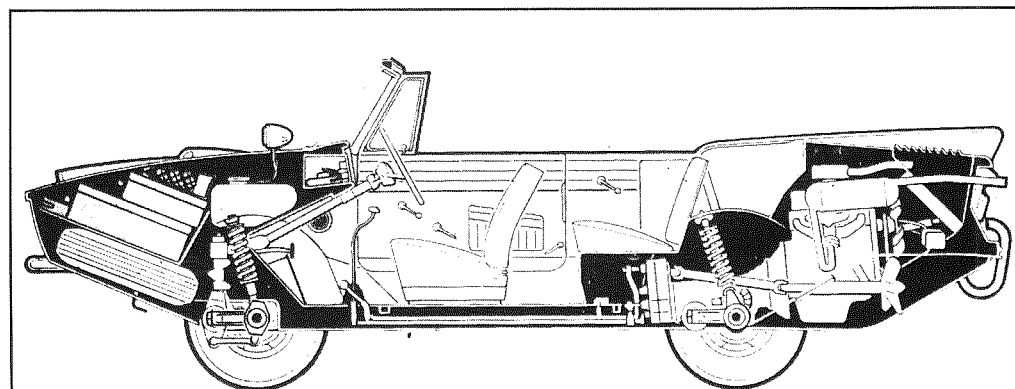
*So that the captain can breathe in the sea air with pride and without wet feet!*



*The vehicles had to go through expensive and not very economic tests for waterproofing in the factory*

Years later, interested individuals could still obtain a "new car". The Amphibicars turned out to be dead stock in the showrooms. Accordingly the prices fell: whereas 11,200 Marks was asked for in 1961, the last Amphicars to be licensed for the first time at a Berlin dealer were going for only 4,500 Marks. For this price nowadays, of course, you get a hobbyist's car which needs work on it. Whoever wants to play the captain in a fully overhauled amphibian "Amphicar" now has to think of five figures. For this price, however, you get not only a good used car but a pretty motorboat into the bargain.

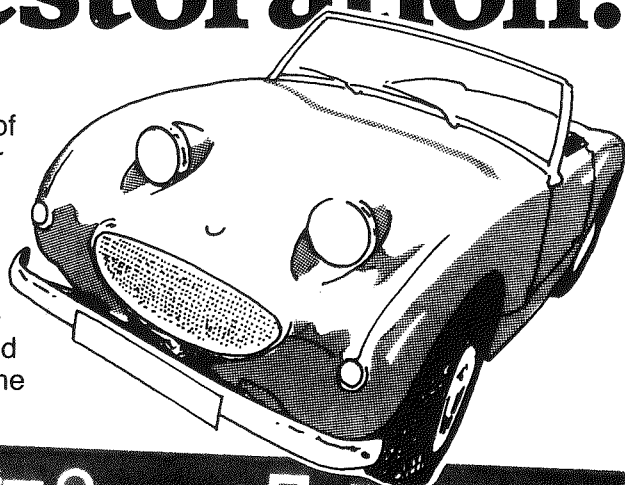
Nevertheless, the remaining Amphicar owners swear by their floating conveyances. The Meccas of Amphicars are Berlin and Lubeck - their former places of manufacture! On the Spree alone, around 30 vehicles still triumph. With their front wheels hanging deep in the water, serving to steer at the same time, they can be seen even in the cold time of the year moving through the water - canopy pulled up, the powerful (!) heating turned up full, accelerator half speed ahead and sandwiches and bottled beer in the camping bag. Ahoy for a cruise in the production amphibious car!



*Sectional drawing of an amphibian*

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SEPTEMBER 1986 Vol. 7 No. 5

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## WAC '86 WAC '86

Well, the sun was shining beautifully on the very first show put on by the Worcester Area and, fortunately, it stayed with us all day. We must say we were very pleased with the turnout for W.A.C. 1986 and hope this will be the start of things to come. The Avoncroft Museum was a lovely setting and the building were well worth looking round. It was also nice to see some new faces and for many people, it was their first show, so let's hope it will encourage them to go to more in 1987. The beer stand did a brisk trade as did all the competitions and trade stands.

Our thanks go to all the people who helped on the day as the show would not have run so smoothly without these unsung heroes. We did not realise quite how much work was involved but we did enjoy it and, from all accounts, we seemed to please most people for most of the time. We apologise for the presentation being a little bit late, but there we are!

### RESULTS OF THE DAY

1st	Carl Heinlein	DRW 503B	Spitfire 4
2nd	Dawn Goodhall	AVL 655C	Vitesse '6'
3rd	Wendy Jeavons	8385 UE	Herald Coupè

<b>Visitors:-</b>			
1st	Dave Shortland	CON 663K	Vandas Plas 1300
2nd	Dek Jones	SYD 954M	Hillman Imp
3rd	John Bartlett	WXU 178	Rapier Convertible

<b>Best Spitfire:-</b>		
1st	Dave Jones	FWK 845L
2nd	Tom Bunce	5222 UN
3rd	Roger Bagley	ROK 226R

<b>Best GT6:-</b>		
1st	Micael Tyler-Pochin	OJU 232F
2nd	Tony Spicer	EUE 339K
3rd	John Lippiat	MHS 643E

<b>Best Vitesse:-</b>		
1st	John Thorpe	LJU 8E
2nd	Vicki Hallam	PRT 624F
3rd	Malcolm Hill	YFD 612H

<b>Best Herald:-</b>		
1st	Gillian Sharp	VFM 570F
2nd	?	XUE 94H
3rd	Ivor Bowen	WJY 66M

<b>Best Special:-</b>		
1st	Peter Barfield	Q329 GKV
2nd	D Jefferies	GPF 110C

Can you please get in touch for your rosette to be sent.

**No prizes for Bonds** as no-one turned up in one!

**Best Dinky:** Judith Ryan - 1912 'B' Type Bus  
**Peoples Choice:** GT6 OJU 232F Michael Tyler-Pochin  
**West Midlands Challenge Trophy:** SXC 47J Ian Billington. This trophy was awarded to this car for covering nearly 250,000 miles and still looked good.  
**Area Choice:** VFM 570F Herlad, Gillian Sharpe. This trophy was donated by Bill Dixon who gave it to the car of his choice.

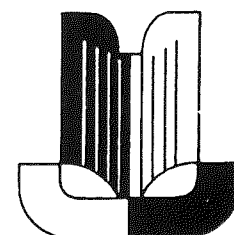


**Name the parts:-**  
1st Rob Husband  
Lady: Dawn Goodhall  
2nd Bill Dixon

**Plug change:-**  
Men: Ken Heaton  
Lady: Anita Broad

**Guess the weight:-**  
Vicki Hallam

**Sweet Jar:**  
Tom Bunce



**TRIUMPH**

Well, as I said thanks to all who helped and to all who turned up to make it such a great day.

**Bill & Bev Dixon**

Photos Courtesy of Graham Robson.

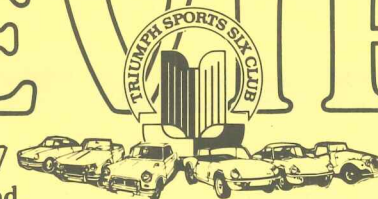


**Herald & Vitesse holding th**

**TRIUMPH**

**AREA NEWS**

# REVIEW



At last, by popular demand, I have great pleasure in introducing the first Area Newspaper! Due to the ever-diminishing copy space in The Courier, resulting from the ever-increasing membership of the TSSC, we have decided that this important section of the Club deserved far better coverage. 'Areas' are vital to the continuing success and enjoyment of the membership, giving people the opportunity to meet fellow enthusiasts and enjoy local activities to the full.

## THE ESSEX BODY BUILDERS



The ESSEX Area, due to popular demand, are again organising a car body repair course at East Ham Technical College. For details, please ring me soonest on Kevin Hagger (01) 592 6302 after 6pm.

We have been aware for some time now that Area Organisers have been becoming frustrated in not having full reports included in The Courier and it has been equally frustrating for the Editorship in not being able to feature interesting material of a localised nature. In addition, I too was once an Area Organiser, so I can certainly appreciate how annoying it can be when a certain 'copy date' has been missed! Well, here is the answer! On this page hope to feature specific Areas in the months to come, so if you would like to send in photographs and brief write-ups of local Area gatherings or events, we would be most pleased to receive them.

In addition to this, Overseas members have their own page. We would be very interested to hear about your 'local' meetings, so send us news.

In this Newspaper, we will be able to give far more airplay with regard to those wishing to form a New Area. If this applies to you, please be sure to contact Richard Bruford, the Area Liaison Officer, *before* sending in details to us. It is also our wish to publish helpful tips to help both existing Area Organisers and prospective Area Organisers in the running of a local Area.

If you have any further suggestions in regard to your Newspaper, we would be delighted to hear from you. PLEASE NOTE: the firm deadline for all copy remains the same, 15th of the month prior to publication. As has been the case on so many previous occasions, if you miss the copy date, your Area Report will not be included.

Here's hoping members will find this paper an interesting and informative read in the months to come.

# AREA NEWS REVIEW

Anglia...Avon...Canterbury...Cleveland...Cornwall...Devon...Hants & Surrey

## Anglia

On the 4th September, after a mad dash back home Paris for work, I managed to catch up with the Anglia Areas' Convoy to Belgium. We each made our separate ways to Arcen for the International Spitfire Weekend. This was a very enjoyable event and one which I would recommend to anyone.

On 27th and 28th September, we attended the Harlton Steam Rally, which was in aid of the Meldreth Manor School. Excellent weather ensured a large crowd and our club stand attracted a good deal of interest. Prize exhibits included JDx and Anglia Areas' Vantesse, as well as all the local members' own cars. We hope to be at next years' Rally and to attend other similar local shows. Many thanks to Barry Newitt for the loan of his caravan and for providing the commentary in the show ring.

Well done to Steve, Tom, Jeremy and Simon for their success at the Kent Area Games Day. Having competed in various competitions ranging from wheel-barrow races to driving tests, Anglia won the Area Award. Tom Hartley won an individual award, confusing the opposition by turning up in a certain Swedish vehicle, better known to us as a tank or a Volvo.

### Forthcoming Events - to be held at The Coach & Horses:

6th November - Local Committee Elections. Please come and vote for your next years' Committee.

Friday 12th December - 7.30 pm to 8.00 pm. The Anglia Area Christmas Dinner (please book in Advance).

*Jonathan Ball*

## Avon

Thank you to all who attended the Skittles Match. The food was superb and Tim, Triss and Bryan (with the Vitesse) were the prize winners of the evening. We hope to repeat the event next summer, when the landlord said he will do a barbecue

for us if it isn't raining! Special thanks must go to Somerset Area for coming along. We have not yet arranged an Xmas do but any ideas of where to go for a get-together sometime in January will be looked into. **Come along to the meetings with your ideas at: The Travellers Rest, Filton on 3rd November and The Talbot, Keynsham on Wednesday 19th November.**

*John Lippiatt*

## Canterbury

Owing to a nasty outbreak of holidays and other commitments, I wasn't present at any of the September meetings, so I can't give any info on future plans just yet. So, instead, I'll just remind yo that meetings take place on the second Tuesday of the month at the Abbots Barton Hotel on the New Dover Road in Canterbury, spluttering into life at around 8.30pm. Please come along if you can - the more the merrier!

*Jim Hague*

## Cleveland

The events for November are as follows:-

Monday 3rd - Newcastle TSSC.

Tuesday 4th - Bonfire Night Extravaganza. Sexhow arm, Hutton Rudby, 6.30 pm. Fireworks, sausages, potatoes and soup! Tickets £2.00, children free. Contact David on (0642) 700107.

Wednesday 26th - Cleveland Area TSSC Meeting, The Ladle, Middlesbrough.

*Kathy Sleightholm*

## Cornwall

Thank you for your kind words, Ivan Kirk, about our little trip up to Dartmoor in August. Considering the large, geographical area we cover, it remains disappointing that so few join us for meetings. It was,

however pleasantly surprising to see some new names in our coverage for the Self Help Scheme. Thank you to them.

Our next meeting will be as normal on the last Thursday of November, but there will be no December evening meeting; instead we shall be having our Christmas Luncheon on Sunday, 21st December at The Farley Hotel. £3.00 for a super buffet, but please let me know if you will be there so that the catering is sufficient.

*David Buxton*

## Devon

Firstly, please accept my apologies for the Area News not appearing for several months; this is as a result of my missing the deadlines and there also being insufficient room in The Courier.

The events for the rest of 1986 are as follows:-

**Sunday 9th November - Meeting at The Ley Arms, Kenn.**

**Sunday 30th November - Meeting including Annual Quiz at The Dart Bridge Inn, Buckfastleigh.**

Sunday 14th December - Christmas Meal and Raffle at The Dart Bridge Inn, Buckfastleigh.

**Please buy your tickets for the Christmas meal at the November meetings.**

Finally our Area Organiser got married on 27th September - congratulations to Mike and Debbie Atkinson. Their address is now 15 Mill End, Kingsteignton, Newton Abbot. Yours truly, the Area Secretary, has also moved. I now live at Icknield House, Bendarroch Road, West Hill, Ottery St. Mary, Devon EX11 1TS, 'phone Ottery St Mary 4875.

*Gareth Beeching*

## Hants & Surrey

It was great to see so many people at October's meeting and so many

# AREA NEWS REVIEW

East Berks...North Herts & South Beds...East Kent...Hants & Berks

## North Herts & South Beds

new faces too (I hope the experience wasn't too distressing and that we'll enjoy your continued support .....) - keep it up!

Many thanks to Sue Bayliss for finally putting the Hamster out of its misery and reviving the Area .....

November 29th promises to be lots of fun, so looking forward to seeing the Area well represented! Details of convoy arrangements at the November meeting.

Sufficient interest having been expressed, we hope to organise an Area Christmas Gathering at a mutually convenient time and venue. Further details at the November meeting.

Remember that activities and events hovering in the pipeline require your support and participation to materialise, so come along and find out more ..... suggestions always gratefully received.

### Diary Dates:

**November 12th - Meeting at the Royal Oak, Pribright.**

November 29th - Test Day, Goodwood.

*Maxine Watts*

## East Berks

Our recent treasure hunt was well attended and enjoyed by all. Congrats to Andy Elliott and Mandy who came first and thanks to Steve Boitault for organising it.

November 11th. Talk by Mike Crews, this meeting will be at "St George & Dragon" at Wargrave so we can use the meeting room, and not at New Inn venue.

December meeting will be a week later than usual - 16th December at "New Inn" Knowl Hill, with Buffet and Xmas celebrations.

Please contact Anne Haymes (0628 73948) or John Reed (0628 33365) for more info - or any area committee member.

*John Reed*

Buffet and Disco at The Bird In Hand. There will be an extension until midnight and tickets will be on sale at club nights. The price has to be confirmed and again will be subsidised: it will be approximately £3.00 per head.

*Steve Bedford*

## East Kent

Just to up-date our monthly news sheet. Our meeting was on the 1st October. We were hoping to have the East Kent Area sweat shirts available at the meeting, so all those people that have been asking Clive, we understand that they are to be despatched soon. This months' meeting was probably the warmest evening meeting this year, although a little dark. It was also nice to see a member back after a period of working in London, even though his latest car is an Audi 90 (when are you going to get the GT6 back on the road, Nick?).

**Our next meeting is on 5th November.**

*Martin Morrison*

## Hants & Berks

At the last meeting in October we agreed that Area 48 in future will be known as Hants & Berks. This reflects the district that we really cover without encroaching on neighbouring Areas.

Sunday the 14th September saw a convoy of club cars heading along the M3 from Basingstoke to the Auto Jumble at Beaulieu. There was rain on the way there, but real sunshine for the run home! This is possibly the largest auto-jumble held in this country, with over 500 stalls of goodies. There was, unfortunately, no TSSC stand as the Club Manager was busy representing the Club at S.T.I.R., which clashed with the event. We saw plenty of club cars and attempted to recruit a few new members. All in all a good day out.

### Forthcoming Events:

**Wednesday 5th November - Meeting at The Eagle & Child, Whitwell** for a sausage and sparkler party. £1 per head. Beacuse of a slight misunderstanding last year, there will be no fireworks this time.

**Tuesday 18th November - Meeting at The Bird In Hand, Henlow.**

Monday 24th November - Ten Pin Bowling at Hemel Hempstead Bowl at 8.30 - 9.00 pm with the Triumph 2000 Register. We need support for this as we lost both our golf and darts matches recently - more details at our meetings.

Saturday 6th December - Christmas

# AREA NEWS REVIEW

Northants...North East...Northern Ireland...Nottingham...Oxford

## Dates For Your Diary:

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

Sunday 23rd November - Convoy from Basingstoke to a pub near Andover for lunch. Would any other Areas care to meet us there? If so, please ring Norman Smith. The venue is to be decided at the meetings and by arrangement with the landlords. Meet at Basingstoke Haymarket at 11.00 am.

Thursday 27th November - Skittles Evening. This is a TICKET ONLY evening, so if you want to join in, come to the next meeting or ring Norman.

Trip to the Wadworths Brewery at Devises. This will be an evening trip by minibus or coach. Date to be announced. The visit to the Belgian/Dutch brewery will be in the New Year.

*Graham Sturgess*

## Northants

I'm the New Area Organiser and would like to introduce myself to you all. If you can make an effort to turn up at The Stags Head, Maidwell (on the A508 between Northampton and Market Harborough) on the 19th of November from 8 o'clock onwards, I would be very pleased to meet you.

I would be glad to listen to any new ideas and suggestions for events/meets etc. - anything is possible for those who ask for it. I hope to see lots of new faces at the meetings as the Northants Area is definitely happening for 1987. Why not join us?

*Jason Barnes*

## North East

Well, first of all, the winners of the Treasure Hunt. First was Jim and Barbara with 220 points (the first event Jim's ever been placed in, never mind won!). Second was Brian and Julie with 216 points. Third

Anthony and Debbie with 195 points. I've got to mention Tony and Ann, with the grand total of 4 points. We ended the meeting at The Rose & Crown, Winlaton. I know there are quite a few members in the Winlaton/Blaydon area who don't bother to attend our regular meetings but I did think they would make an effort when it was on their own doorstep. I must thank Roz and Geoff who came all the way from Durham to attend.

Now on to Septembers' quiz: first was Graham with 27 points, second Geoff and Roz with 26 points and third P Wood with 24 points - all very close. I must say sorry to the people who came second and third in Octobers' quiz as I can only find the winning paper. Anyway, well done to Dave and to everyone else.

## Dates for your diary:

**Christmas Party:** to be held at The Bowes Incline on Sunday 21st December, price £3.25 a head. As last year, it is a lunchtime meal. If you are interested in attending the party there is a deposit of £1.00 per head and could you please let me know before November 10th.

*Judith Atkinson*

## Northern Ireland

Thanks once again to our regulars for turning out over the last couple of months and to the few new faces - if we could only get people to get together consistently. Since I have moved, I have met several enthusiasts, one with 5 Spitfires and a Vitesse-powered MG replica (sorry about the MG!), and we might consider organising joint events with such people and with the Vintage and Classic Car Clubs from Colergine and the Omagh/Strabane areas. I also understand that there is an active Triumph club based in Dublin and Cork districts in the south. Do the membership want to develop these contacts or what? Lastly, because I have moved away from the Belfast area and as I have been A.O. for about 3 years, I intend

to give up this position and, therefore, I would ask the membership to think about taking on the role, so that we can nominate a member at the next meeting on **Sunday November 2nd at 2.00pm, in the Glenavna House Hotel in Newtownabbey.** Try and turn out. At the last meeting we even had a 'phone call from someone selling a Spitfire and we lost a number of members from the meeting instantly!

*Rob Millar*

## Nottingham

After the barbecue last month, it was back to Donington for our monthly meet. Over 35 people attended in 7 club cars plus others. Some of the cars were in very nice condition.

The main topics of the evening were the barbecue, my selling off of my spares as I am moving house and Royd, who was in good form for the evening, much noise and rude comments coming from that corner, shame I couldn't join in but as ever I had a busy evening.

Next events should include a quiz in November and the usual Christmas do.

*Clive Roulston*

## Oxford

Well, another STIR event behind us and what a success again for the TSSC. That's three winners out of four at the European end of the gatherings. Well done Sharon and Paul Espin! Thanks to the East Worcester Area, especially Ewan McKay for sorting the stand and thanks also to my Oxford Area members, Jan Brown, Geoff Timms, Paul Newton-Smith, Ann-Marie Murphy, Mark Alder and Geraldine for work on the gate.

Just a reminder for newer Oxford Area folk that our meet on Wednesday 10th December will be the usual Christmas Dinner, 7.30 for

# AREA NEWS REVIEW

Peterborough...Salisbury...Scotland East... Central Somerset...Southern

8.00 o'clock - the price will be £9.00. Menu choice from me at the November meeting or 'phone Stonefield 555 before 7th December.

Nice, cosy October meeting. Welcome to Bruce Frank and Sandor Balazs, two new faces.

*John Cudmore*

## Peterborough

There was a very good turnout for the AGM and the following Committee Members were re-elected: Sharon Espin - Area Organiser, Peter Jacklin - Treasurer, Phil Wright - Spares Adviser, Phil Crowther and Mark Burdett - Events Organisers.

I would like to thank Dennis and Diana Watson for all the events they have organised during the last two years, they will be sadly missed from the Committee.

Tickets for the Christmas Dance are selling extremely well, so do not be too late in purchasing yours as we are limited to 100.

## Future Events:

**10th November - Monthly meeting at The Plough, Deeping St. Nicholas 8.00 pm.**

6th December - CHRISTMAS DANCE, NORTHBOROUGH VILLAGE HALL, NR. PETERBOROUGH. Tickets £4.00 including buffet.

8th December - Monthly Meeting at The Three Horseshoes, Yaxley.

*Sharon Espin*

## Salisbury

The Treasure Hunt seemed a great success to me, but then I'm biased because it was my Treasure Hunt. Thanks to all those who attended. The winners were a couple in a white Vitesse Convertible; I can't remember their

names but that doesn't matter, since they know who they are and so does everyone else.

**PLEASE NOTE: the meeting on the 6th November will not be in the usual place. It will be in The Swan at Stoford**, six miles from Salisbury on the A36. This is in order to play the MG Owners Club at Skittles - if any of them turn up that is.

If anyone has any ideas for further events, please let me know so they can be arranged. With a bit of luck my 'phone number (0722) 742185 should be in the back of this edition of The Courier.

*Bill Morland*

## Scotland East

With our Area now spreading over a 100 miles radius, it has been suggested that we split the Area into two. The suggested regions would be Tay and Forth and we hope to have them organised by the New Year. So for the moment please note that November's meeting will be held at Queensferry (South) and back to Auchtermuchty in December.

Dave Bouchard is willing to have a bash at organising the Forth Area and Stan Nutt and myself will run the Tay Area. Anyone with any views on this idea should contact me (see tel. no. on inside back cover) - ideas welcome.

*Ian Wheeler*

## Central Somerset

Sorry for no report last month. The attendances at the meetings have been fairly poor recently - where have you all got to? I hope to see some of you again at the forthcoming meetings together with any new members who have not yet been to one of our natters.

There is a new landlord at The Manor at Pawlett, who is himself a car enthusiast and owns an A.C.

Cobra as a run-around car. He seems very nice and is willing to give any help he can to promote the club and our meetings.

You may be aware that Lyn and Steve Love, Sarah and myself attended the International Spitfire Weekend at Arcen, Holland in September; we all had a great time and I can recommend it as being a well worthwhile trip. We spent a few extra days in Holland, touring around and included an evening visit to the "Red Light District" of Amsterdam, which certainly proved to be an enlightening experience! I took the video camera with me and filmed parts of the show: the whole of the convoy run and the prize giving. If anyone is interested in seeing this video, together with a video of the Yeovil Festival of Transport and the TSSC International Weekend at Cranfield, I hope to be able to show this at a forthcoming meeting. If you are interested, please let me know and I will try to arrange a date and place to suit everyone.

Many thanks to John Lippiatt from Avon for the Skittles Match on 11th October. I am sure a good time was had by all.

Finally, I hope to see you all again at the next meeting.

*Rod Warren*

## Southern

Now that I've picked up the reins of Area Organiser, that have been held so well for the past few years by Tony Farby (thanks Tony), I thought that I ought to introduce myself and say something about the future of the Area.

Although we have had a few well attended events this summer, the turnout for the monthly meetings is still low and rather, shall we say, erratic. However, it has been a good to see some new faces but where are the rest of you? So, do come along and bring some ideas for some events.

*Ian Ward*

# AREA NEWS REVIEW

Sussex...Thames...South Wales...Scotland West

## Sussex

It was good to see the new faces of Mark and Jon at our first meeting at the new venue (The Five Bells, Chailey), especially as it was so foggy.

Thanks to Paul for his kind contribution towards the next raffle - could it be that winning the bottle of wine went to his head?

**Our Sunday meeting in November on the 16th will be at The Fountain, Ashurst, Nr. Steyning.** It would be nice to see some members from the surrounding area turn up, along with, of course, the regular members.

It's nice to think that by the time I am writing next months' report, my MKII GT6 will finally be back on the road, especially as the Insurance Company considered it to be a write-off, in that they didn't think it worth repairing as it was 17 years old. Another club car survives!

### Diary Dates:

**5th November - Five Bells, Chailey.**

**16th November - The Fountain, Ashurst, nr. Steyning.**

3rd December - Five Bells, Chailey

*Nigel Wilce*

## Thames

The colder nights are drawing in on us now, but that's no excuse to stay at home. We saw a few new faces down at The New Inn last month. There's not much to report this month: we all went camping to STIR, which turned out to be a very nice day, despite the weather we experienced going up on the Saturday which was non-stop rain - it was almost wetter than Leicester. By the time Sunday came, having spent the night in a guest house, we saw quite a few carpets drying out on the roofs of cars.

The next event and probably the last of the year, was the Amphicar Meet at Milton Keynes, at which we

saw one working Amphicar. There was a poor turnout I thought, for such a nice venue. We will be there next year though. We had an enjoyable convoy on the way home, despite Andrews Spitfire turning into a 2CV and subsequently spending a week outside my house before the owner decided the engine needed a complete rebuild.

The new arrangements for the evening meets has seemed to cause a some confusion, so we will be back to normal until the end of the year. From January 1st, it will be every other Wednesday instead of every other Thursday. Sorry about the confusion.

### Forthcoming Events:

Thursday 6th - Ice-skating at Richmond Rink. Meet on the ice about 7.30pm. Drinks at The New Inn afterwards.

Sunday 16th - Autumn Country Drive. A hunt for food and beer.

Thursday 20th - Social at The New Inn.

*Darren Ramshaw*

## South Wales

Well, this is it ..... my last report and my last meeting as your Area Organiser (hurray! I hear). No, I'm not emigrating or anything but as from the next meeting, Mark Jones at Pontiprydd will be taking over as A.O. I'd just like to take this opportunity to thank those who have helped throughout this year, whether with events, news letters, videos etc., etc., particularly to the committee, of course. Also to 'all' at the TSSC Headquarters, especially to whoever had had to translate these articles from my handwriting - she is one of the hurrahs I am sure!

Anyway, I have enjoyed my position this past year through the hard work and the 'Triumph' (sorry about the pun). I shall still be around at each meeting and I shall remain on the committee I hope, but involvements with other clubs mean some commitments must be sacrificed.

ed. Still, I know you will be in good hands; Mark has volunteered for the post and I have recommended him.

Events are easing off now but there is plenty to keep your interest: raffles, quizzes etc. and monthly meetings. There are plans for an Inter-Area 'Trivia-type Quiz' soon.

Trodgeor House Day was fabulous. There was glorious weather and a good turnout of club cars, creating an impressive stand which attracted much attention. We encouraged three new members to the last meeting - a success all round then.

Thanks to Richard and Marion for their newsletter, which contains a list of cars and parts wanted or for sale. Also, at last and as promised, an organised list of people willing to do work of all sorts on local club cars. Call them or myself for enquiries. They would also like any photographs of club cars, old or new, to build up an album.

**EYES FRONT:** Area member, Lloyd Scrace's Vitesse MKII has been stolen in Cardiff centre. Not the type of car they'll run around in as it is too noticeable, so it may have been dumped or dismantled for parts. It's a lovely, metallic 'Chariot Brown', with gold pin stripes, tan sunroof and distinctive wheels. If you think you've seen it or you have been offered some suspiciously cheap, good parts, call either myself or Lloyd on Cardiff (0222) 31327. The car reg. no. is XNR 640J, engine number HC 58113 HE, chassis no. HC 57396 but let's hope it hasn't come to that.

So, that's about it from me but see you at the **next meeting on Wednesday 5th November** - we're back in our bigger room now.

**P.S.** Would Mike (I don't know your surname) who blew his GT6 engine recently, please contact me.

*Brian Wakely*

## Scotland West

Well, now that summer is well and truly over and everyone is looking forward to next year, we are sear

# AREA NEWS REVIEW

Wessex...West Midlands...Worcester West...N. Yorkshire...S. Yorkshire

ching for new ideas for club activities. Please drop me a line expressing your wishes, to Barbieston Courtyard, Dalrymple, Ayr. KA6 6EJ, or talk to me at the meetings.

For new members, or members who haven't attended any meetings, I stress that it is really worthwhile to attempt joining in the social gatherings, as you will be greeted with enthusiasm, soon feel one of the crowd and wonder why you never joined in before. We meet every 2nd Monday at the Glasgow Flying Club at Abbot-sinch Road, Paisley.

The run to Meigle in Perthshire had a good turnout and the bar lunch and Stag Owners Club video were very successful.

The run to Creiff was also very successful and certainly will be included next year with more explicit organisation. The excursion to Lochearnhead was great but wasn't very fair to the East Coast members.

*John Malcolm*

## Wessex

A local Amphicar owner, John Aspray, has offered to bring his car along to our Tuesday meeting and give a talk on his rebuild escapades. Also I must remind you that our annual Xmas Dinner is being planned. It will be held at The Fishermans Haunt restaurant at Christchurch on either the 9th or 12th December, depending on the wishes of the majority going - final details at the November 11th meet at The Skittlers. Be prepared to part with £7 - £8! See you all soon.

*Jeremy Woodward*

## West Midlands

Congratulations to the organisers of W.A.C., it was a *Great Event*.

On the serious side, I was alarmed to see that one of our local suppliers is dismantling perfectly good cars for spares. There is no need yet to break cars in good condition to keep others on the road, but it appears they are worth more in bits. They

should be preserved not destroyed.

If you have trouble obtaining spares, use the Top Traders list in The Courier or give us a ring. Buying or selling, I might be able to help. Breaking cars in this way should not be supported by club members.

As you know the Christmas Party will be on Friday, December 5th at Moxhull Hall. Tickets available at the next meeting, or by 'phone at £8.50 for the Christmas meal or steak at £10.50 each, disco is included. The festivities start at 7.30 until late and should not be missed. **Next meeting Tuesday 11th November and Sunday (lunchtime) 30th November.**

*Tony Spicer*

## Worcester West

It was nice to see so many new faces at the meeting on Monday, most of which were enrolled at the Malvern Motoring Event, which just shows the value of P.R. at these big shows for the local Areas. It was nice to welcome Dave and Dek Jones who travelled down from the Wolverhampton Area. The quiz was won by yours truly, Bev.

A Fancy Dress and disco has been arranged for the 15th November at The Great Western Hotel, Shrub Hill, Worcester. This do is FREE to members (please show your membership card on the night) and 50p for visitors. Please give your support for this as we need to have at least 50 people to make it a success. If you don't fancy driving home, we have negotiated a special rate of £10 per person for a double room with a full English breakfast. Please telephone the hotel direct if this is required on (0905) 23867. Bar snacks will be available on the evening. Either ring us, or Ewan McKay so that we know exactly how many are coming. It was also decided that a TSSC float would be entered into the Worcester Carnival in July '87 - any ideas for a theme and offers of help from Area members would be greatly appreciated.

*Bill & Bev Dixon*

## North Yorkshire

It was a very quiet meeting this month. The only event to remind you all of is the Christmas Dinner at Ye Olde Oake Inn, Cawthorpe, near Wetherby. There are two choices of menu, £8.75 or £10.75. A disco depends on numbers and those I must have by next months' meeting, with full meal payment or a deposit of £5.00 per person, the rest payable at Decembers' meeting. Contact me on York 416556 if you can't attend the meeting but would like to attend the dinner. **See you at the next meeting, on Wednesday November 5th - fireworks permitting.**

*Sally Hurd*

## South Yorkshire

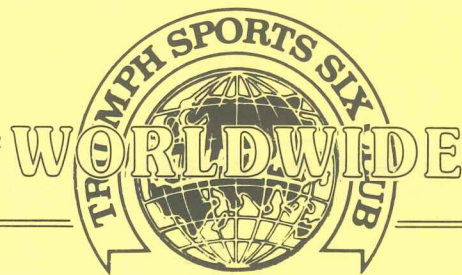
Don't think I'm complaining, but if you keep turning up in these numbers, we will have to give serious consideration to a change of venue; any votes for The Crucible?

The Christmas Dinner has now been booked for the 20th December at The Lumley Arms, the alternatives not being available until Christmas 1987. I have provisionally booked for 40 persons and will need your deposits at the next meeting.

We will have to re-arrange the Ten Pin Bowling Match with the TR Drivers Club as the bowling alley is unable to meet our requirements for 28th October. Simon has produced a crossword (I always knew he was bright!), which will be run at the next meeting, followed by lovey Janets' (remember her?) 'feely box' in November and Harrys' General Knowledge Quiz in Dec/Jan.

I have received a communication from the Stag Owners Club suggesting the we get together, which I will respond to and we can discuss it at the next meeting.

*Chris Stabler*



## THE TSSC IN BELGIUM

*The following information was sent to our Overseas Affiliation Secretary, Brian Waters, from Dave who is one of our TSSC members in Belgium.*

*I would like to let fellow members know about Triumph-related activities which occur in Belgium. I think it would interest members to hear about the IMPERIA Cars factory which is located in Nessonveaux, near Liege.*

*The first IMPERIA cars were assembled in 1906 in the installations of PIEDBOEUF's brewery, which still produces one of the famous Belgian beers, the JUPILER. These first cars had a 4-cylinder engine and comprised of 3, 4.9 or 9.9-litres. The 1907 Imperia left the brewery to go to a plant in Nessonveaux (previously occupied by the PIEPER society). This new plant was unusual in that it had an in-house test circuit. In the following years, Imperia produced more economical cars, before being absorbed by MINERVA in 1935.*

*It wasn't until after 1945 that Imperia became involved in Triumph. In fact, it was at this time that the company became authorised to sell both Standard and Triumph cars. During this time the rare Standard Nessonveaux was produced at the factory.*

*In 1954 - 1955 the TR2 was produced here, once again a special version called TR2 Franchamps. Only 22 examples of this car were ever produced. Compared to the original TR2, this version was different in its bodywork; it had roll-up windows and a welded hard top, equipped with a transparent sunroof.*

*In 1958 production ceased when Triumph decided to build cars in the Malines plant. In the picture below, you will see the Buntinx family, Luc Noville and his wife, the Coessens family and Stephen Vandendijk posing with their cars in front of the Imperia plant.*



MPH

Cyril Corbishley's car in the 1960 Monte Carlo Rally.



The 'works' Vitesse only appeared as a full team on one occasion, at Monte Carlo in 1963, when this car was driven by Mike Sutcliffe and Roy Fidler. A sister car, driven by Vic Elford, finished third in its class.



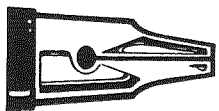
Coming .....

and going, on his way to a famous victory, is Geoff Mabbs, partnered by Leslie Griffiths.

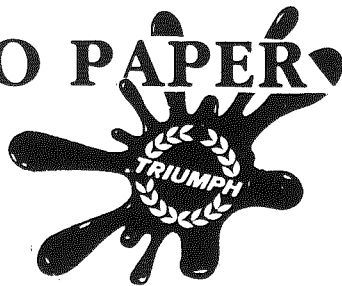
Following the tactical withdrawal of 'Tiny' Lewis from the Tulip Rally of 1961, Mabbs won the event outright.



their own Against the Odds



## PEN TO PAPER



**A few important points to note in connection with David Herriman's useful article on rear trunnion bush replacement (Courier No. 75):**

1. Yes, DO replace bolts and nuts if at all rusty. I have experienced one of these bolts shearing unexpectedly when on the road and the rear of the car dropped, tearing the hydraulic brake hose and breaking up the cylinder and linkages, so I had no brakes - not even the handbrake to stop with ....

2. Don't just undo the nut 8, before taking the trunnion bolt out: you will have to remove the bolt 7, which may also be rusted into its bush and need hacksawing. You will need to push the radius arm out of the way BEFORE you can get the trunnion bolt out.

3. If you have to take the unit off the car, it will be necessary to remove the spring eye bolt (top of fig. 8) first. Fortunately, this doesn't usually seize up - and also to disconnect the handbrake.

4. The main reason these bushes wear and the bolts seize is that slack Triumph fitters didn't grease them. Just because they're nylon does not mean you shouldn't grease these bushes and they are liable to squeak if you don't. Applying grease sparingly to the bolts will also prevent them seizing, though make sure they are done up *tight* and the grease is kept away from *rubber* bushes.

5. Fitting the nylon bushes is

always a tight squeeze. DO remember to fit the inner part of the dust-seal to the bush first, as it is almost impossible to get the bush out again without damage once it is in. The bushes will probably have to be tapped in with a soft mallet. Also, the spacer will be a tight fit in the bushes. Do see that it is greased and that the trunnion bolt is very tight, so that the spacer is clamped solid and turns in the nylon bushes. Otherwise it will seize in the bushes and the bolt may turn in the vertical links, which is what caused my problem mentioned at the start.

I hope the above points will help to make David's article totally foolproof!

Finally, I am amazed how many members take their cars to The Continent on holiday. Last year my girlfriend and I took her Saffron Yellow 13/60 convertible on a 1,000 tour of the Loire Valley area and we too drove around the Le Mans circuit! The car was totally reliable until the last day, when the nylon bush in the gear linkage suddenly broke up but it was still possible to change gear with car, so we reached home safely.

Incidentally, our Herald was extensively rebuilt by a regular advertiser in The Courier, Chic Doig, who I can highly recommend.

**MALCOLM MCKAY.**

### TRIUMPHS IN FRANCE

**For those members who frequently cross "La Manche", or the British Channel as most Brits call it, it comes as no surprise seeing the odd Triumph or two driving 'on the wrong side of the road'.**

**What might surprise them more, is seeing the keen'ness of the following that older British sports cars have in a country known for its snails, frogs legs, berets and wine!**

The French have their own style of Area Meeting though. Most car clubs, especially in the Parisien region, meet monthly in a popular restaurant and have a good time. They call it "faire bonne chère", which has some odd meaning if translated literally.

Unlike in Britain, most owners leave the Triumph at home in winter and turn up in something (?) warmer! As in most 'foreign' countries (places north of the Watford gap to some), most continental types are really serious about their collecting. As a result,

modifying your Triumph is either illegal, dangerous (!) or frowned on as being "not original" and, therefore, worthless.

Nowhere can this be better illustrated in France than the annual outing to Paris in the last week of June. Most clubs have a stand, from the weirdest to the poshest. The meeting takes place at the famous, banked circuit at Montlhéry.

The main attraction is officially, the annual round of the European historic race vehicle series. The races take the whole weekend and the machinery certainly can date back a bit.

In the most recent sports races, the winner is almost always an AC Cobra, followed not usually very closely by a brace of E-types. My two customers didn't do badly this year in a TR4, and the TR3 looks set for a high placing in the series as a whole.

The most interesting recent arrival is the saloon formula. Those who have forgotten what Minis on skinny tyres of the 60's look like can see it again. The amusing part, I suppose, is seeing the French struggling with thous and inches. They don't always succeed in keeping Cooper S engines together and it's funny seeing the same old problems coming back. The unofficial attraction is the various areas allotted to vehicles of collectors status.

Last year I got in with J Kipping's Courier Van. Well, at least they didn't try to stop me! They didn't object too much to its presence on a stand full of concours TRs either! The French take a great deal of pride in the bodywork, while quite frequently the mechanical bits are not too clever. Suspended bits take quite a pounding of rough, French roads but don't often get replaced until they break. Such are the joys of no MOT!

The infield is full to overflowing with Jaguars, TRs, Peugeotts, Panhards, Sunbeams, Porsches etc., and the noise from the circuit ear-splitting. People seem to enjoy it and it is an occasion to meet a lot of those whom you recognise only as a voice on a 'phone line.

How about coming over for the weekend in 1987? Early Spitfires ready to race are welcome.

**GARETH THOMAS - FRANCE**

### Geometry is yours right?

**With a lot of 'our cars' now getting old, I'm sure that there aren't too many around that have not had any outriggers replaced. With independant rear suspension, the geometry can be upset by not having the rear outriggers in exactly the same location as the original. Taken to extremes, the car can steer from the rear and upset the handling. This can be seen in old Minis with badly fitting subframes that "crab" along the road.**

Last year, after some welding, I tried to adjust the rear by measuring the distance from front to rear and altering the dimensions with shims between the radius arm and the outrigger. It was not very easy and was very time-consuming but I eventually improved the handling. This year I have had

to replace part of the rear suspension on my Triumph 2.5PI estate and this employs the same principals with independant rear suspension as my Vitesse.

This year I used a different tact. A lot of these specialist tyre firms will check your tracking free-of-charge. I asked a firm to check the rear tracking with their gauges and their reply was that they don't adjust rear tracking, which is quite understandable but I persisted and told them I would do the adjustments. This they agreed to and it took me 10 minutes to alter both sides as the shims are readily accessible. It is advisable to make sure the radius arm bolt through the outrigger is free and not seized with rust! Only one bolt on each side (with a 9/16" AF spanner) needs to be undone and the shims are still available from British Leyland: I think they were 10p each. The job is even easier on the MKII Vitesse as the radius arm itself is adjustable.

I was not charged for the use of the gauges but it is worth going in one of their slack periods, i.e. not Saturday morning. This work is worth doing, but only from the safety aspect but it also improves the tyre wear.

**STEVE BEDFORD - BEDS**

### W.A.C. '86

**I thought I had to write to say what a lovely day I had yesterday (September 28th) at W.A.C. '86, organised by the Worcester Area. The Avoncroft Museum of Buildings at Bromsgrove made a perfect setting**

(especially if after Triumphs, your other obsession is timber framed buildings!). With a bar, competitions, trade stands, the concours and the weather on its best behaviour - you could not wish for more

To Bill and Bev Dixon and all the other Worcester members involved, thank you very much. The best show I've been to all year and I'll definitely be back for W.A.C. '87.

DAWN GOODHALL - BIRMINGHAM

## Burlingtons - Monsters?

In the dim light, a shadowy figure hunched over his work. Behind the big, steel door, they were safe from prying eyes and the terrible storm that raged and moaned. "I'll show the world!", he thought as he connected cables to the bubbling battery.

### THE MOMENT HAD COME .....

..... The current flowed ..... the terminals flashed and sparked ..... and the great, lifeless form before him trembled and shook!

No, not Doctor Frankenstein, but me building a Burlington Arrow in the garage. There are lots of similarities, however. For example: donor vehicle, engine transplant, spare parts from the breakers yard (it's a bit like grave-robbing). It all, of course, brings out the worst in you. I have developed a longing for a Riley 1300 chrome radiator grill, so watch out you Rileys ..... one dark night a figure weilding a spanner and wearing a cape might descend on you! I have already acquired two enormous chrome headlights from a 'Flying Standard', the rest of the car long-since dead and buried, I hasten to add.

The Courier does not help; the September issue tempts me with glorious pictures of Burlingtons 'in the flesh' as it were, but no details as to where reg. no. Q104 GBG got his wings. I must know ..... I must have them ..... I will not rest until .....

Actually, all my bits have been purchased and I do not scavenge parts from 'living' specemins but we Burlington and similar style car builders must exchange notes! Otherwise, I'll set a monster on you. Monsters are easy to make ..... I'll tell you about it some time!

MIKE COOKE - FELTHAM, MIDDXX.

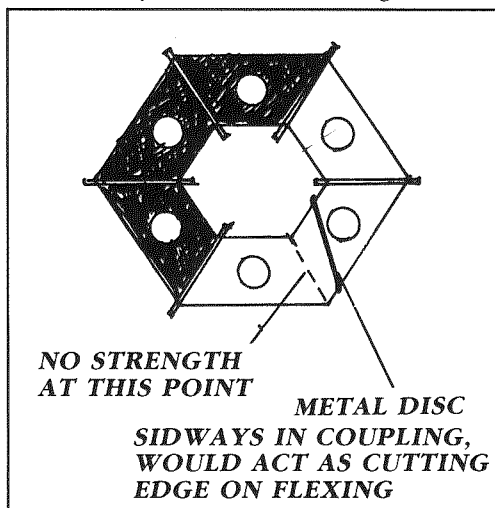
## IS YOUR ROTORFLEX GOOD

### A word of warning:

I recently purchased two rotoflex couplings from a company in West London that advertises regularly in *The Courier*.

When I examined the couplings before fitting, one of them felt so flexible at one point, that it warranted further investigation. I found that one of the metal discs that the rubber was bonded to was missing. On further examination I found that the disc had moved sideways, presumably when the rubber was moulded.

The coupling would not have lasted any time at all if I had fitted it, and the thought of having to fit rotoflex couplings twice in a few days is not a nice thought at all.



The moral: please examine these couplings *carefully* when buying. It is better to find a faulty one before you tackle the nasty experience of fitting them.

The company in question changed the coupling with no hesitation. However, I feel that companies selling these parts should check for faults before selling as the majority of people buying these parts are more likely to be the enthusiasts and D.I.Y. mechanics and not professional mechanics.

BRIAN GRAY - LONDON

# BITS FOR SPITS

## BRITANS FIRST TOTALLY "MAIL ORDER"

### SPITFIRE /GT6 SPECIALIST

AS NEARLY ALL OUR CUSTOMERS CHOOSE TO ORDER THEIR PARTS BY LETTER OR OVER THE PHONE WE HAVE DECIDED TO MAKE BITS FOR SPITS BRITANS FIRST TOTALLY MAIL ORDER SPITFIRE AND GT6 SPECIALIST. SO YOU CAN NOW ORDER FROM THE COMFORT OF YOUR HOME OR OFFICE, TELEPHONE EVEN OUTSIDE NORMAL TRADING HOURS USING OUR ANSWER PHONE ORDERING SYSTEM. PERSONAL CALLERS ARE STILL WELCOME BUT PLEASE PHONE FIRST TO SEE IF WE ARE AROUND.

## SEND 3 x 17p STAMPS FOR MAIL ORDER CATALOGUE.

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Inlet valve, Spitfire III & IV	£4.00
Early IV	£3.35
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Inlet valve GT6 MkI	£3.50
Inlet valve GT6 MkII & III	£4.25
Exhaust valve, Spitfire	£5.50
Exhaust valve GT6	£0.80
Valve guides	£1.00
Valve spring Spitfire I-IV (to comm FH25000)	£0.85
Valve spring Spitfire IV (from comm FH25001) & 1500	£1.50
Valve spring GT6	£10.00
Rockershaft, Spitfire I & II	£27.60
Rockershaft, Spitfire III, IV, & 1500	£27.35
Rock shaft GT6 MkI & III	£1.44
Cylinder head stud Spitfire I-IV	£1.44
Cylinder head stud Spitfire 1500	£1.20
MkI & II	£1.20
Cylinder head stud GT6 MkIII	£0.40
Cylinder head nut	£0.12
Manifold stud, outer, Spitfire	£0.12
Manifold stud, inner, Spitfire	£0.12
Manifold stud, exhaust, outer, GT6	£0.32
Manifold stud, inlet, short	£0.59
Manifold stud, inlet, long	£1.85
Manifold cleat, small	£1.25
Manifold stud nut	£0.15
Manifold stud nut (exhaust C)	£1.30
Pushrod Spitfire IV (late) 1500	£0.78
Pushrod GT6 MkI,II,III (to comm KE100000)	£4.77
Pushrod GT6 MkIII (from comm KE100000)	£22.88
Cam follower	£24.50
Chain wheel crankshaft	£4.75
Chainwheel camshaft	£1.00
Timing chain	£11.00
Timing chain tensioner	E.P.O.A.
Timing chain replacement kit	£35.00
Oil pump Spitfire	£35.00
Oil pump GT6	£1.10
Oil pump drive bush, Spitfire	£2.50
Oil pump drive bush, GT6	£2.50
Oil pump drive shaft, Spitfire	£7.00
Oil pump drive shaft and gear, Spitfire	£7.00
Oil pump drive shaft and gear GT6	£0.60
Oil sump drain plug	£3.50
Oil filter, Spitfire	£3.50
Oil filter, GT6	£3.50

### ENGINE ANCLILLARIES

Starter motor (exch)*	£12.00
Dynamo Spitfire (exch)	£12.00
Dynamo GT6 (exch)	£14.00
Alternator (exch)*	£23.50
Water pump, Spitfire I & II	£22.25
Water pump, Spitfire IV & 1500	£35.00
Water pump, Spitfire IV & 1500 viscous	£24.00
Water pump, Spitfire IV & 1500 non-visc	£22.25
Fuel pump*	£15.00
Top radiator hose*	£1.50
Bottom radiator hose Spitfire	£2.25
Bottom radiator hose GT6	£4.50
Radiator, Spitfire (exch)	£53.00
Radiator, GT6 (exch)	£60.00
Engine mounts, Spitfire	£3.50
Engine mounts GT6	£7.00
Gearbox mounts, non-overdrive	£1.80
Gearbox mounts, overdrive	£13.60
Speedo cable, Spitfire I,II,III	£5.00
Speedo cable GT6 MkI,II	£5.00
Speedo cable Spitfire IV, 1500 & GT6 III non-overdrive	£5.00
Speedo cable Spitfire IV, 1500 & GT6 overdrive	£8.50
Tacho cable Spitfire I,II,III	£7.75
Tacho cable Spitfire IV & GT6	£9.50

### CLUTCHES

Clutch cover Spitfire I,II,III,IV	£16.00
Clutch cover Spitfire 1500	£24.00
Clutch cover GT6	£22.00
Clutch plate*	£10.00
Clutch kit comprising cover, plate & bearing Spitfire I,II,III,IV	£26.00
Clutch kit Spitfire 1500	£32.00
Clutch kit GT6	£33.50
Clutch master cylinder repair kit	£3.50
Clutch slave cylinder repair kit	£3.00

### FRONT SUSPENSION

Trunnion bushes* (per side)	£2.00
Trunnion & bushes* (left or right)	£15.00
Trunnion bushes, wishbone bushes & bolts* Please state L/R	£20.00
Trunnion, bushes, wishbone bushes & bolts* both sides	£37.00
Trunnion, bushes, bolts & upper balljoint* (left or right)	£26.00
Trunnion, bushes, bolts & upper balljoints* (both sides)	£50.00
Wishbone bushes, each	£0.50
Wishbone bushes, set of 8	£3.00
Upper ball joint, each	£8.50
Fr. lower wishbones* (state L/R)	£21.60
Tr. wishbones*, each	£16.00
Vertical link, Spit (left or right)	£43.00
Vertical link, GT6 (left or right)	£45.00

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Anti-roll bar*	£25.75
Anti-roll bar bushes, Spit I-III & GT6 I-III to comm KE20000	£0.40
Anti-roll bar bushes, Spit IV, 1500 & GT6 from comm KE20001	£0.65
U bolt and nuts Spit I-III, GT6 I-III to comm KE20000 (2 nuts 2 bolts)	£4.25
U bolts & nuts Spitfire IV 1500 & GT6 from comm KE20001 (2 nuts, 2 bolts)	£1.80
Anti-roll bar link* (Left or right)	£10.00
Front wheel bearing kit*	£8.75
Front wheel bearing kit incl. nut & thrust washer*	£11.00
Grease cup*	£1.75
Fr spring Spit III & IV	£18.00
Fr spring Spit 1500	£18.80
Fr spring GT6*	E.T.B.A.
Fr shock absorber*	£20.00

### REAR SUSPENSION - NOT ROTOFLEX

R Trunnion bushes (R/R)	£2.50
Bolt & nut for R Trunnion or spring eye bush*	£1.50
Spring eye bush*	£3.22
Radius arm bush (not GT6 front)	£0.50
Radius arm bush GT6 front	£8.50
Radius arm assembly (not GT6)	£9.20
Radius arm assembly GT6	£10.00
Vertical link* (left or right)	£15.50
R Spring Spit I-III	£55.00
R Spring Spitfire IV & 1500	£76.00
R Spring GT6 II & III rotoflex	£70.00
R Spring retensioning & resetting*	P.O.A.
R Shock absorber*	£17.50
Wheel bearing kit	£10.00

### REAR SUSPENSION - ROTOFLEX

Lower wishbone bushes, seals & shields* (left and right)	£7.90
Lower wishbone bushes, seals, shields & spacer tubes* (L/R)	£14.00
Lower wishbone bolt, nut & washer*	£6.00
Lower wishbone inner bush*	£3.75
Spring eye bush*	£3.50
Radius Arm bush*	£0.50
Radius Arm Assembly*	£10.95
Vertical Link* (left & right)	£59.80
Rear Spring	P.O.A.
Rear Shock absorber	£17.50
Wheel bearing Kit	£20.00

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## WORN WIPER BOXES!

Although I am now a teacher, I was for many years in the motor trade. I hope the following tips will be of use to members.

A cheap and easy method of removing the play in windscreen wiper boxes is as follows:-

Remove the wiper arms, remove the cover on the wiper motor which covers the operating mechanism. Remove the spring clips which retain the operating arm and remove the arm. Mark the top surface of the end of the operating rack and pull the inner, worn cable out of the outer.

Turn each wheel box spline 180°. Lubricate the worn cable and push back into the outer, making sure that the end of the worn rack is replaced with the marked surface *face down* this time. Reassemble the rest of the mechanism cover and wiper arms.

Most, if not all of the play will be removed because turning the rack and the splines causes them to operate on the unused areas of each.

\* \* \*

A good, strong repair to cracked plastic overriders on Spitfires is as follows:-

Remove overriders. Using approximately 5mm drill, firstly drill a hole at the end of the crack to prevent the crack spreading. Drill a series of holes along each side of the crack and counter sink each hole on the outer and inner faces of the overrider.

Using Davids Isopon P40 (fibreglass impregnated with resin and mixed with an activator), spread fairly liberally on the inside of the overrider, making sure that some of the P40 enters each hole filling both countersinks. As the P40 hardens, it 'stitches' both sides of the crack together. A little body filler and rubbing down, followed by an aerosol spray in black will finish the overrider with a firm, strong and neat repair.

\* \* \*

Being worried about possible rot caused by overspill from the screenwasher bottle on my Spitfire MKIV, I solved the problem simply and quickly by using a plastic flower pot dish placed under the screenwasher bottle. Any overspill is 'caught' and soon evaporates.

\* \* \*

The simplest method of marking timing marks on the front pulley and datum, when using a stroboscope is by using *Tippex*.

Tippex dries instantly and reflects the light from the strobe to give a clear image.

**J A MARCH - PETERBOROUGH**

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★ **Costin** - Genius designer Frank Costin is profiled and we test one of his unorthodox but highly effective creations, the Amigo.

★ **Spit Back** - The rebuild is nearly done; this month it's time to deal with the GT6 and Spitfire engine and suspension.

**Plus:** BMW CSL racer track-tested • New cars from Porsche, Mazda and Peugeot on trial • The legendary A-Series engine comes under the magnifying glass • Brighton Belles: 1986 Mercedes 300SL chases 1904 Mercedes 70hp Grand Prix to the sea.

## NOVEMBER ISSUE

## ON SALE NOW £1.10

# COMPETITION NEWS...COMF

**NORTH WEALD - SEPTEMBER 7TH, 1986**

Some places have an image of excitement, colour and fast-living like Monaco. Others, like North Weald Airfield, Epping, do not.

North Weald can best be described as a novelty circuit as it is set up for each event on a disused hanger apron, using cones for chicanes. The rubber, concrete circuit is guaranteed to take 1,000 miles off the life of your tyres at each meeting!

The day started well, as the sun actually shone! Normally it is TSSC trenchfoot on a rain-swept airfield. Practice saw several drivers collecting cones: top prize to Eddie Wilkins who destroyed three cones (and his times). The timed runs in the afternoon turned into a triumph for the Triumphs, with seven of us winning awards.

In the standard two-litre class, the GT6's of Chris Haywood and Steve Hollingsworth were just a little underpowered for the eventual class winner in a Dolomite Sprint.

In the modified up to 1300cc class, Eddie Wilkins did very well with a win in his class, his fleet Spitfire suited to the right circuit. Second in class and getting his first ever award was Ted Wilkins, sharing the Spitfire. Well done Ted.

I managed to win the modified two-litre class ahead of Tony Dean (Vitesse). Tony, unfortunately, missed receiving his award as a broken fuel-pump sent him in search of a replacement.

In the modified over two-litre class David White in his Bond convertible, picked up first place. Finally, Val won the Ladies Award, sharing my car and won a bigger trophy than the rest of us! (mutter, mutter!!).

					Pts
1.	Dave Young	GT6	B6	69.06	10
2.	Eddie Wilkins	Spitfire	B4	69.91	5
3.	Tony Dean	Vitese	B6	70.95	8
4.	Ted Wilkins	Spitfire	B4	73.36	4
5.	Chris Haywood	GT6	A6	76.85	5
6.	Steve Hollingsworth	GT6	A6	79.69	4
7.	Val Young	GT6	B6	80.91	6
8.	Dave White	Bond	B6	76.00	4

## TSSC TEST DAY

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## ROUND 14 GURSTON DOWN HILLCLIMB

With summer at last making a token appearance, eight of us enjoyed four dry runs during the day. Despite all his previous visits, Eddie was still trying to go via the field on three of his four goes. However, both he and Ted improved on their times from the June meeting. A newcomer to the venue was Roger in his rally prepared Herald, which, despite some good driving, was losing out due to a shortage of power. A similar problem also affected Chris who was driving the only standard car in the group.

The modified six-cylinder class, once again, provided the main battle of the day with Hugh just getting into the 41 seconds to keep ahead of Dave, who was really flying once he released his handbrake. All this time, the other David was getting ever quicker in his Bond as was Val on her first visit, improved by over 10 seconds during the day.

## FINAL RESULTS - GURSTON DOWN

DRIVER	CAR	CLASS	TIME	POINTS
Chris Haywood	GT6 MKIII	A6	48.33	5
Eddie Wilkins	Spitfire MKIV	B4	43.11	5
Ted Wilkins	Spitfire MKIV	B4	45.44	4
Roger Bryant	Herald	N/A	45.93	N/A
Hugh Davies	GT6 MKI/II	B6	41.92	10
Dave Young	GT6 MKIII	B6	42.08	8
Dave White	Bond	B6	44.74	6
Val Young	GT6 MKIII	B6	47.06	4

## FINAL RESULTS - GOODWOOD 21/9/86 ROUND 16

DRIVER	CAR	CLASS	TIME	POINTS
Eddie Wilkins	Spitfire MKIV	B4	114.19	5
Ted Wilkins	Spitfire MKIV	B4	124.29	4
Andy Lacey	GT6 MKI/II	B6	107.58	10
Hugh Davies	GT6 MKI/II	B6	109.47	8
Ian Malcolm	GT6 MKIII	B6	120.71	6
Dave White	Bond	B6	120.89	4

**PRIZE GIVING EVENING:** To be held at the Five Bells, Wickham, Nr. Newbury on Friday, December 5th from 8pm. Anyone competition minded are invited. Ring Hugh Davies on (0703) 868513 for details.

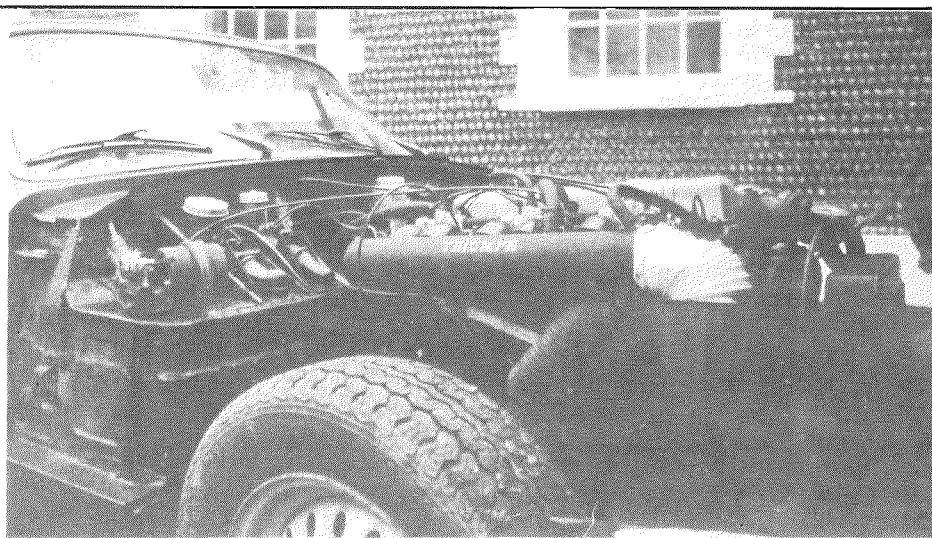
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**H**aving owned for the best part of a year a rather tired, 95,000 mile MKIV Spitfire, I had certainly become hooked on the marque but found its lack of performance rather uninspiring. I suppose at this point many club car owners have looked further afield; a TR6 perhaps - well, I certainly couldn't afford one, or really any other convertible sports car for that matter.

I wanted a cheap convertible sports car that was simple enough to maintain myself, that parts were still available for and that had a bit of 'poke'.

At this point I was very lucky to find a GT6 convertible through the classified pages of the TSSC magazine. Well, I probably paid too much for it and it certainly had its flaws but it was just what I was after.

Basically the car was a MKIV Spitfire which had benefited from all parts off a

GT6 MKIII, from seats to engine, lower wishbone suspension to rotorefexes and so had considerably more performance than it would have had in its 1300 days. For 12 months or so the car proved reliable, though it did rattle, big-ends and body alike - after all, the engine was an 100,000 plus and performance could have been described as a little 'lacking in gusto'. I was, at this point, lucky enough to find a Triumph 2.5 P.I. saloon with 60,000 miles on the clock; mechanically fine (so I was told) but an M.O.T. failure due to rust.

Well, for £35 I bought the car which, incidentally, had not run for 18 months, and got it home with some trouble

due to seized drums. I knew that the conversion was feasible since I had been in a 2.5 P.I. GT6 and I had the 'phone number of a member who had been involved with building a 2.5 carburetion GT6. So, armed with my meagre information and an engineering under-graduate friend, we started work over the Christmas break of 1985.

The 2.5 P.I. was started really very easily; with new, heavy duty battery and points. I should add that we hired a hydraulic lifting crane which I would strongly recommend. Along with the crane and no more trouble than grazed knuckles (and much swearing), we soon had both blocks out. To adapt the 2.5 P.I. to fit

the GT6, we had to do a number of things, namely use the GT6 sump with indents hammered out in its bottom to allow for the longer bore-stroke of the 2.5. We used the back-plate from the GT6 engine as we were keeping the GT6 gearbox (not preferable but saved a lot of trouble).

The clutches were the same and we used (it has since proved successful) the GT6 flywheel. The clutch was aligned and the 2.5 P.I. dropped in, taking great care not to damage the fuel metering unit on the bulk-head. Well, at this point all looked good and we stepped back to congratulate ourselves but there was a lot more to come.

Basically, the electronics all plug into the corresponding plugs and sockets, although you have to use the 2.5 P.I. starter motor which has its diode mounted 'piggy-back', not on the bulk-head, which means extending a number of wires - simple enough.

Next comes the fuel system. The 2.5 P.I. has a fuel pump that pressures the petrol to 150 p.s.i. and a large fuel filter. Both of these were mounted in the boot alongside the GT6 fuel tank. Two return pipes have to be brazed into the fuel tank and once this is done, all pipes can be taken from the donor car, shortened and fitted - easy!

Well, that's about it. I chose to fit a battery isolator switch on the dash-board and fit an electric tacho, both of which I had wired up by auto-electricians. The car is now shod in good, 175 tyres and the improvement in road-holding over 155 tyres is well worth the cost. Recently I have fitted Ferodo pads in the front calipers and have got a servo to fit when I have time.

I have obviously skipped over many details in this article as, if I hadn't, it would have gone on for another two or three pages at least. The time it took between running a 2-litre engine and 2.5 P.I. engine was three and a half days. It then took perhaps a further month to iron out all the teething problems. I do think that all the work and money involved has paid off though. I now have a very good-looking sports car, unlike many kit-cars, that does perform well up to my expectations and continues to surprise many other people as well.

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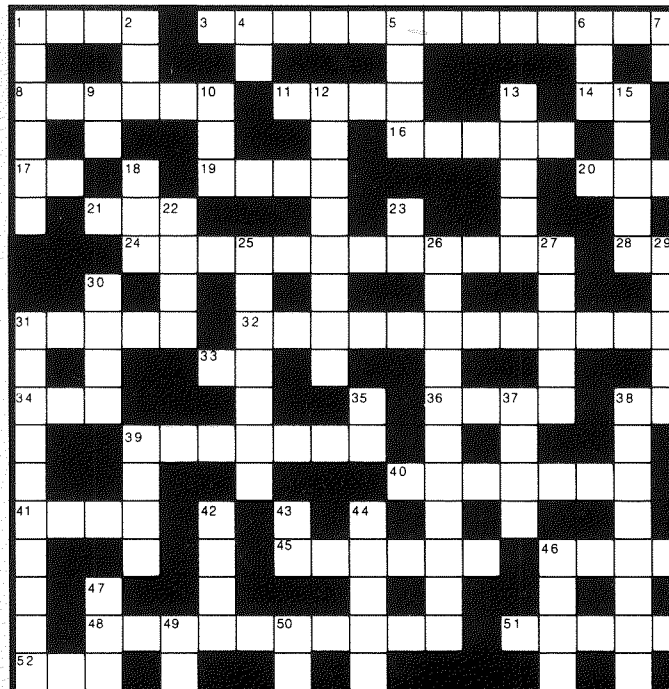
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## ACROSS

1. Oil container (4)
3. Essential for turning wheels (5,8)
8. Basis for all club cars (6)
11. Russian Fiat (4)
14. Universal joint (2)
16. See 13 down
17. Overdrive (2)
19. See 29 down
20. Smoother than four (3)
21. Taxi (3)
24. Lacking secure lids (12)
28. Thrust bearing (2)
31. Vitesse! (5)
32. An additional radiator for oil (3,3,6)
33. GT6 chassis number prefix (2)
34. Connects crankshaft to pistons (3)
36. Sound from a horn (4)
38. Sporting Fords (2)
39. Hairy location for Spits UK (7)
40. Beaulieu and Donnington car .... (4)
41. Stirling ..... (4)
45. Festival location and home of Westland (6)
46. Luggage compartment (4)
48. Causes negative camber when tired (10)
51. Drivers must definitely not do this (5)
52. The day before (3)

Compiled by H J Pitt - Stonehouse.

Winners of September Crossword

Bryan Cozquitt - Preston,

Runners up - Andrew Brown, G. Bowden

Sheridan Earl-Russell.

ANSWERS TO SEPTEMBER'S CROSSWORD

ACROSS: BODY HARNESS, SLAM, ROD, BIG END, INTERIOR, WEAPON, JETS, COOLS OFF, NEEDLE, ENAMEL, CHASSIS, DECOKE,  
SUMP, PAN, HEMP, TOTAL, BEETLES, DOWN: BALANCE, DAMPERS, HURRICANE, RED, ELBOW, SIGNALS, SUNROOF, ROCKER,  
TOE, OVERDRIVE, OHM, EXHAUST, DASHPOT, ALCOHOL, ESKIMOS, IMPEL, KNOB.

## DOWN

1. Place of learning (6)
2. What could the Princess feel under her mattress? (3)
4. High compression engine no. suffix (2)
5. Dipped or main (4)
6. Rotary engined car (3)
7. Standard Triumph
9. Area Liaison Officer (2)
10. Holds back water (3)
12. See 27 down
13. (and 16 across) Christmas Weekend on Roman Road (5,5)
15. See 46 down
18. Royal Automobile Club (3)
22. Join (4)
23. Cotswold Area Organiser (2)
25. Two-seater beater (7)
26. Church tower links gearbox to back-plate (11)
27. (and 12 down) Alarmed sponge (5,8)
29. (and 19 across) You'll find this on the back page before September 1986 (5,4)
30. Petrol additive (4)
31. Process of reducing C.D. figure (10)
35. General Secretary (2)
37. Urgently require a spare part (4)
38. Returning to former glory (8)
39. Sunday morning activity! (4)
42. Not the same, and shorter (4)
43. Commission No. prefix for 948 twin-carb Herald saloon (2)
44. Not liquid (5)
46. (and 15 down) Steering link (4,5)
47. Could lead to drink/drive conviction (3)
49. Automobile Association (2)
50. Indicates fuel-injection of larger Triumphs (2)

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# R E A D E R S

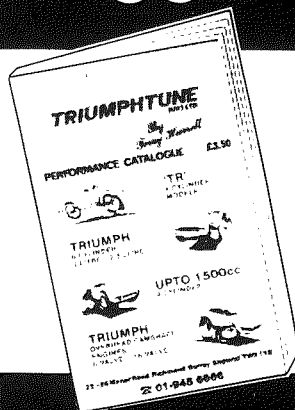
Mr Brenden Mellons is the proud owner of the pristine 13/60 shown in these photographs. It is a 1969 model which Mr Mellons bought in 1972, when it had only 19,000 miles on the clock. Since then it has covered some 44,000 miles and he is the cars' third owner (the second of which having only owned the car for 3 months). The car is in A1 condition and is gradually being improved further to as near concours as he can get it. It is nearly all original, the interior and mechanics being 100% original. Mr Mellons has fitted new outriggers, new wheel arches and sills. Look out for this one at the shows in 1987.

## CARS





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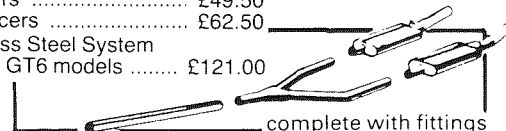


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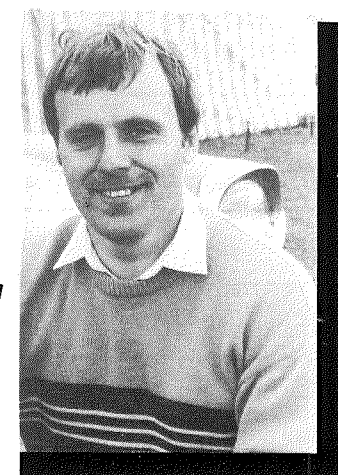
**TSSC 11 / 86**

# HERALD REGISTER

**CHRIS LONGHURST**

1200 GUIDE (continued)  
PART 2 (MECHANICS) b -

## CARBURATION



Herald 1200's were fitted with Solex B30 series carburettors as standard. A number of variants were used, with ZIC3 and ZIC5 models being used on early 8:1 CR engines before the PSE1 version, with accelerator pump, was adopted. Externally the early ZIC models resembled the B28 - ZIC2 solex carburettors of 948 cars but internal jetting is different. The jettings for 1200 ZIC models are given in Table 1.

The PSE1 carburettors were fitted to all North American engines and European cars from GA34986 onwards. There are four variations of the PSE1, split into two body types, each of two-jet settings. The two body types "208654" and "209076" differ mainly in external linkages and details of internal drillings. By the beginning of MKII Herald production, most cars were being fitted with "209076" carburettors with an 115 econostat jet and 112.5 main jet (Table 2). Despite the differences in jetting, I have found no problems in practice interchanging carburettors, the differences can be regarded as "experimental development" on early engines. The PSE1 will give better economy through the econostat jetting, but for the heavy-footed, this economy can be negated by the presence of an accelerator pump which squirts extra petrol into the engine under rapid acceleration!

One point should be made about floats in PSE1 carburettors. If a plastic float is fitted, the washer under the needle valve should be part number 512658; if a brass float is fitted, use washer 510742. The washers are of a different thickness.

Although SU carburettors were not fitted as standard, a twin carburettor conversion kit was available with 18-58-58-18 profile camshaft and stronger valve springs consisting of paired inner/outer springs. This twin-carburettor kit was commonly fitted as an option to the 1200 coupé to bring them closer to Spitfire 4 specification.

**TABLE 1**  
**JET APPLICATIONS FOR SOLEX B30 ZIC CARBURETTORS**

MODEL	ENGINE NUMBER	CHOKE	MAIN JET	AIR CORRECTION	PILOT JET	STARTER JET	FLOAT NEEDLE VALVE	VOLUME SCREW	SMULSION TUBE
ZIC3	?	.121	59719/ 115	59718/ 160	59720/ 45	59717/ 125	510536	502169	510533
ZIC5*	to GA34985	.121	59719/ 112-5	59718/ 160	59720/ 35	59717/ 130	510536	502169	510533

\* Also jetted with Starter 120  
59719/115 = Part Number/Jet Size

**TABLE 2**  
**JET DETAILS, SOLEX B30 PSE1 CARBURETTORS**

CARB. CODE	ENGINE NUMBER	MAIN JET	PILOT JET	ECONOSTAT JET	VOLUME SCREW	EMULSION TUBE
208654	GA 34986 - GA 72990	510738/ 115	597201/ 45	510739/ 100	510720	510737/ 174
209076	GA 72991 - GA 73000	511313/ 112.5	"	510739/ 115	502169	"
208654	GA 73001 - GA 73046	510738/ 115	"	510739/ 100	510720	"
209076*	GA 73047 +	511313/ 112.5	"	510739/ 115	502169	"

\*For 6000 - 10000 feet Main jet 149229/110, Econostat 149232/110  
10000 feet + Main jet 149230/107.5, Econostat 149223/102

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**Spitfire Special GT6 spec:** GT6 MKI steel bonnet, 2000cc engine, O/D gearbox, new 3-27-1 axle, five alloy wheels. HT/ST, tonneau, some spares. £675. Please contact: Sherer, tel: S Humbs. (0472) 822725 - 85/12716.

**Spitfire MKIV, 1972, 6-cyl, 2L:** GT6 front suspension, brakes. Excellent white paintwork, tyres, acceleration. Good hood. Long MOT, taxed. £750 o.n.o. Also many spares. Contact: Briggs, tel: Finnere 591 - 84/7411.

**LHD 1973 Spitfire 1300 c/w O/D:** engine, front, rear, suspension o/hailed. Recent respray in original Sienna Brown. only needs interior finishing to complete rebuild. Includes tonneau cover and continental headlights. No MOT. Owner moved abroad. Bargain at £800. Contact: Williams, tel: Uxbridge 52497 - non-member.

**Vitesse MKII, 1969 convertible:** red. Many body spares inc. bonnet. Full history. £2,000. Contact: Monteath-Wilson, tel: Brighton (0273) 694342 - non-member.

**Triumph Spitfire 1500cc:** W reg., Vermillion Red, h/s tops, tonneau cover, cassette/radio, 4 new tyres, genuine 36,000 miles vehicle hardly used £2,800 ono. Contact: Tony, tel Bingham (0949) 38661.

**Triumph Herald saloon 1959:** MOT, taxed until Feb. Regn. UKV 725. Colour blue/white. Good running order. £500 o.n.o. Contact: Curtis, tel: Newmarket (0638) 730309 - non-member.

**Triumph Vitesse MKI convertible:** 1968 model. New roof, new carpets. Taxed. V.g.c. £2750 o.n.o. Contact: Laurence, tel: Swindon (0793) 22478 - non-member.

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**Triumph 1600 Vitesse:** D reg. Spares or repair, £120 o.n.o. **Herald 1200:** H reg., 1969, black, red interior, wooden dash, recently restored, 11 months MOT, v.g.c. £750 o.n.o. Contact: Gary, tel: Telford 55995 eves - 86/14158.

**GT6 MKIII late '73:** total rebuild for road race, full r/r suspension, special O/D gearbox, engine, diff, oil cooler, Kenerlow, new dash and interior, Turbo alloy wheels, resprayed Candy Blue, quad exhaust. Many refinements, 4 years work. £2,800. Seen at shows. For details contact: John, tel: Medway 272012 - 86/13134.

**Spitfire 1500 X reg.,** Vermillion Red, 6,000 miles since new, concord condition. Soft and hard top, radio and alarm, stored heated factory last 5 years, now serviced MOT and ready to go. £4,750. Contact: Laber, tel: SE3 (01) 854 9234 - non-member.

**Herald Estate reg. 50 PMJ:** no tax or MOT but I've been offered £750 for reg. if taxed. All will go to highest bidder. Any offers? Contact: Andrew, tel: Sutton (01) 642 5137 - 86/13968.

**Spitfire MKIII:** new clutch, recent F&R suspension overhaul. Stereo, Wolftrace wheels. V.g. Grand Prix 'S' tyres. Kenlow fan, electronic ignition. Spares to go with car. Needs respray. £550 o.n.o. Contact: Peter, tel: Peterborough 234794 - 82/3930.

**For sale Triumph Spitfire 1500:** British Racing Green, LHD. In excellent cond. Has blue spot radio and fitted alarm. Lots of work has been done. £1,500 quick sale - family no longer fit into car. Long MOT. Contact: John, tel: New Cross (01) 639 1849 - 85/11958.

**Triumph Vitesse MKII saloon:** complete rebuild 6 months ago, MOT and tax, white, sunroof, £1,600 spent. Spares. Best offer over £1,000. Bills to show rebuild. Must sell, baby forces sale. Contact: Michael, tel: York 416046 - non-member.

**GT6 MKIII:** M reg., taxed Dec '86, MOT '87. Purple, cloth interior, tints, O/D, 5/2J wheels, 1 1/4 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 3111 office, or (01) 722 7207 home - 85/10506.

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

**Vitesse six BWC 794, 1963:** good cond, Lichfield Green with cream stripe, interior grey. £495. Contact: Tim, tel: Bristol (0454) 772396 - 84/8286.

**Herald 1200, 1969:** MOT until June, tax end Nov. Yellow and black. Good runner. £425. **Also Herald 13/60 '69:** MOT until August, tax end Nov, white, used daily, good runner £325. Contact: Gawthorpe, tel: Luton 508757 - 84/7441.

**Vitesse convertible 2L MKII, 1968:** O/D, immaculate, eye-catching dark blue bodywork, 5 1/2" Dunlop wheels, good cond., black hood and blue interior, chassis - sound, engine good. A1 condition. T & MOT, host of spares, £1,950 o.n.o. Contact: Richard, Winchester (0962) 881624 - 85/11402.

**1969 Triumph Herald 13/60:** good cond. for age. In daily use. 75,000 genuine mileage. £350 o.n.o. MOT until March. Contact: Gamble, tel: Epsom 42683 eves - non-member.

**Vitesse saloon 2L 1968:** recon. engine, clutch, distributor, radiator, exhaust, chassis, replaced new door skins, quarter panels, rust-proofed, Pava treatment, carpets, digital stereo, gloss black. July '87 MOT, taxed. Emigrating. V. reluctant sale. Serious offers around £1,000. Contact: Adrian, tel: Portsmouth (0705) 818566 - non-member.

**Moss Roadster:** based on Vit MKII. Looks like Morgan. Finished July '86. All mechanicals rebuilt. O/D gearbox, full weather equip. Colour blue. MOT & Tax. Going abroad. £2,300. Contact: Bruce, tel: St. Austell (0726) 72024 - 85/11828.

**Amphicar 1965:** 17,000 miles. Restored. Resprayed. Full working order. Used regularly. Owned seven years. Sale because no longer required. Contact: Lamb, 21 Limeron Street, London SW10. Tel: (01) 352 3189 - non-member.

**Spitfire 1500 1978:** immaculate cond. New hood, tonneau, radio cassette. Alley Cat wheels. Triumph tune exhaust. Job forces sale. £1,900 o.n.o. Contact: Malcolm, tel: Upminster 27650 - 86/13378.

**GT6 MKII 1969:** 17,000 miles from new, spare unused, red in colour. All original cond. This car has been under cover for a number of years. £6,000 no offers. Contact: Mike, tel: Paignton 522359 6pm to 7pm only - non-member.

**GT6 MKIII, 1973:** Magenta, cloth seats, servo, tints, 51,000 miles, recent new gearbox. Taxed and tested, immaculate cond. Owner going abroad, hence £1,695. Contact: Chris, tel: Chichester (0243) 673046. Car can be viewed in London - 83/6957.

**Herald 13/60 convertible 1968:** white, MOT, good cond., new clutch. £800 o.n.o. Contact: Steve, tel: Southend (0702) 525359 eves and weekends - 86/13541.

**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) 525433 - 86/13043.

**1968 Blue Vitesse MKI saloon:** tax, MOT, good bodywork. £560. Contact:

Tim, tel: Grantham (0476) 64983 after 6pm.

**Vitesse MKII saloon:** G reg., Damson. Good cond. throughout. Extensive bills for recent recon engine, clutch, suspension parts, servicing etc. Welding recently done on chassis. Radio/cassette. Years MOT and taxed. Well maintained car. £1375 o.n.o. Contact: Anthony, tel: Upminster 25129 - 84/7981.

**1969 Herald convertible 13/60:** one lady owner from new, 43,000 miles (genuine), long MOT, excellent cond. throughout. £1,250 o.n.o. Contact: Andrew, tel: Hanbury, N Yorks (0527 84) 351 - non-member.

**1982 Spitfire 1500:** blue, hard top, soft top, O/D, excellent cond. Carefully maintained. Radio/cassette. Taxed April 1987. £2,500. Contact: Jack, tel: Tring 3539 - 85/10020.

**Herald 1200:** blue, new clutch, exhaust, s/motor. Mechanics and bodywork v.g. Tow bar, roof rack, r/cassette, original manuals, years MOT/6months tax. £500.

**Herald 13/60** with worn 1200 engine. Tax/MOT. Spares or repair. £100. Contact: Peter, tel: Kingston (01) 546 1359.

**GT6 MKII, 1968:** white with black interior. O/D, alloy wheels, servo brakes. Recent new diff, exhaust, rear springs and shockers. Ziebart from new. Summer use only. New MOT. Taxed. Offers around £1,250. Contact: Colin, tel: Godalming (04868) 24876 - non-member.

**Triumph Spitfire 1500:** red, v.g.c., taxed, tested, stereo cassette, radio, service history, 1978 model. £1595 o.v.n.o. Contact: Chris, tel: E17 (01) 531 8593 - 83/5401.

**Triumph 2500 'S':** regularly seen at Birthday Barbecue. Only 2 owners since new. 'P' reg. (1976) in white. Almost 1 years MOT. This car is in way above average cond. From same stable as JDX 884. £875 o.n.o. Contact: Turner, tel: Colchester (0206) 866997 - life member.

**GT6 MKIII, 1973:** Mimosa tints, O/D, sunroof, v. sound cond. Alloy wheels, new rear wings, sills, doors, tyres, spare diff and gearbox available. £975 o.n.o. Contact: Watson, tel: Halifax (0422) 205361 - 85/10833.

**Triumph GT6 MKIII, 1973:** Magenta, cloth seats, tinted windows, O/D, restored recent new engine box 3.27 diff, Compomotive wheels, occasional rear seat, excellent condition. £2,000 inc. spares and Manual. Contact: Anne, tel: Bristol (0761) 414349 after 3.30pm - 81/2872.

**Unfinished project, Vitesse MKII 2L convertible:** chassis, engine, suspension, brakes, gearbox, reconditioned. Many new parts and panels included in sale. Bills for over £1,100. £750 o.n.o. Contact: Mike, tel: Tamworth (0827) 69463 - 80/1422.

**1974 GT6 MKIII:** Sapphire Blue, long MOT, taxed. Receipts for last four years. Recon. diff, new starter, sill and valances.

Good interior. Radio/cassette. £1,450 o.n.o. Contact: Kate, tel: Peterborough (0733) 502149 day or Wisbech (0945) 584749 eves - 85/12078.

**Herald 1200 1967:** white, tatty around edges (bonnet good), recent brake overhaul and bottom end rebuild. 20,000 miles ago. Good tyres. MOT 'til end March 1987. £130. Contact: Mark, tel: Maidenhead (0628) 26453 - 84/10373.

**Herald 13/60 saloon, 1969:** 47,000 miles, blue/grey. Mechanically good cond. Engine recently tuned. Bodywork needs attention. £250 o.n.o. Contact: Marcus Everard, tel: W11 (01) 634 3154 7.15 - 8.15 am and 6.30 - 7.30 pm.

**Herald 1200 conv. 1966:** new doors, front suspension, carpet, hood, exhaust, respray. Too many to list. All bills. Club Agreed Value insurance £1,000. 11 months MOT, 4 months tax. First £950. Contact: Steve, tel: Warley (021) 558 5294 home or (021) 551 6051 - 84/8564.

**Vitesse MKII conv. 1971:** Wedgewood Blue. J-type O/D. Wire wheels. 67,000 miles. One owner since 1977. Summer use only. Electric fan. Cassette, full tonneau. Front suspension rebuilt. Recent head overhaul. Genuine reason for sale. £2,600. Contact: Farby, tel: Fareham (0705) 324065 - 77/00159.

**Spitfire MKII 1966:** red, tax, MOT, new S/T, H/T, wire wheels, v. clean throughout, radio/cassette. Offers in the region of £1,000. Contact: June, tel: Grays (0375) 376757 - 86/13523.



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**A new home for Geraldine:** must sell Herald 1200 (G reg) since no time to restore. Many good parts. Car at Bridgnorth but ring (0782) 630785 - non-member.

**Herald 13/60 saloon, 1968:** 34,000 genuine miles, very near perfect (a few stone-chips). Bought for investment but move means I have to sell. Car comes c/w factory fitted sunroof and factory tool kit. £845 o.n.o. Also **Spitfire 1500, 1981:** 45,000 miles, O/D, hard Targa Top and soft top. V.g.c. New rear axle (BL fitted) and over £600 bills from garage. £2,995 o.n.o. Contact: Thompson, tel: Basingstoke 26717 - 84/7444.

**Vitesse MKII convertible, 1969:** 67,000 miles, MOT July '87. Recent £700 bodywork overhaul. Recon gearbox, diff, sound chassis, hood. Many other recent parts. Laurel Green colour. £1,850. Owner going abroad. Contact: Petit, tel: Harlow 21565 or Silchester 700246 - 85/11262.

**Vitesse MKI 2000, 1968:** new diff, clutch, exhaust, UK's, excellent condition, 6 months MOT, £850. Also complete Vit rolling chassis, MKI 2000 with engine, gearbox, diff etc. Also many MKIV Spitfire parts. Contact: Peter, tel: Fairseat (0732) 822064 - 86/15381.

**Triumph Vitesse 2L, 1969 MKII:** sunroof, recon gearbox, carbs, prop. Years MOT. Twin exhaust system. Royal Blue. Viewing is a must. Contact: Crocker, tel: (01) 859 1452 day or Crayford (0322) 528152 eves and wends - 85/12375.

**1970 Herald 13/60 estate:** abandoned restoration project. 4 owners from new, 53,000 miles, all running gear rebuilt, new tyres, bodywork requires attention. Many parts available towards completion. Offers? Contact: Tony, tel: Peterborough area (08323) 392 - 84/7451.

**13/60 Herald soon, 1970:** body and mechanics sound, MOT failed on outriggers. Best offer accepted. Contact: Roger, tel: Lincoln (0522) 702040 - 83/5924.

**GT6 MKIII, 1973:** O/D, Mimosa Yellow, £1,500 spent in past 2 years which includes new inner/outer sills, front wing, sunroof, leaf spring, tyres, carpets, rad, etc. Excellent cond. £1,750 o.v.n.o. Contact: Martin, tel: Brentwood 220480 - 83/5791.

**Vitesse MKI 1600 saloon:** D reg., running order, no MOT, ideal restoration project. Interior nice cond. Will break if no interest in complete car. Also set of hub caps and trims for Herald. Contact: Gavin, tel: E. Sussex (082572) 2045 - 86/15399.

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## MOTOR UPHOLSTERY SUPPLIES

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**GT6 MKIII, 1971:** 9 months MOT, £600 plus spent over last 3 years. 30,000 miles rebuilt engine. Rough metal bonnet but car presentable and reliable. £495 o.n.o. Contact: Simon, 10 Saffron Crescent, Tickhill, Doncaster DN11 9RU or tel: (0302) 744231 - 85/12137.

**GT6 MKII H reg:** 10 months MOT, 4 months tax, cloth seats, good tyres, f/glass bonnet, body needs attention. £300. Contact: Alan, tel: Croxton, Cambs 278 eves - non-member.

**Triumph Herald 13/60 estate:** MOT until Oct '87. Used daily. Good cond. £350. Contact: Bonner, tel: Aluaston, Derby (0332) 71498 - 86/12284.

**White J reg. 13/60 Herald convertible:** regularly maintained, two owners, engine recon 1982, panels replaced etc. Standing since March and now needing care. £500 or offers. Contact: Michael, tel: Oxford 248853 or 247632 - non-member.

**Herald 1200 1964:** white saloon, good cond, genuine 35,000 miles, MOT July '87. Reluctant sale due to purchase of Vitesse. £550. Contact: Alex, tel: Wombourne (0902) 894210 - 86/15469.

**Triumph Bond 2L equipe:** Racing Red, 1970, genuine 39,000 miles, one lady

owner from new, garaged all year round, full service record, immaculate cond. - must be seen. £1,200 + Contact: Adam, tel: Wilmslow (0625) 520027.

**Vitesse 6 convertible 1963:** pre-seat belts, Cactus/Black, recon engine, 3.89 diff, 10 months MOT, recently restored, original and complete, ideal concours project. Many spares inc. engine and diff. Reluctant sale at only £900. Contact: David, tel: Nuneaton (0203) 386812 - 86/9402.

**GT6 MKII, 1971:** sunroof, O/D, long MOT, taxed, many new parts, fitted stereo cassette, radio, good runner, £650 o.n.o. Contact: Chris, tel: SE14 (01) 692 1819 home or work (01) 283 3100 ext 2459 - 85/11533.

**Spitfire 1500 S reg:** recent front 1/4 valences, sills, rear repair sections. Resprayed white, soft/hard tops, tonneau hood cover. 175/70. £1,200. V.g.c. Contact: Rawlinson, tel: Scarborough (0723) 352840 - non-member.

**GT6 MKIII 1973:** Mimosa Yellow, excellent cond., engine and gearbox rebuilt. Twin exhaust, P6's, taxed and tested. Agreed Value £2000, offers? Contact: Craig, tel: Wirral (051) 327 5405 after 6pm - 85/9751.

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**Footman James**

MODEL	AREA 1	AREA 2	AREA 3
HERALD 948, 1200, 12/50, 13/60	£66	£76	£97
SPITFIRE 4, MKII, MKIII, MKIV	£94	£108	£135
VITESSE 1600			
SPITFIRE 1500 GT6 all models	£120	£140	£185
VITESSE 2 LITRE			

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Age 50 plus - Deduct 20%. Age under 25 - Rates on application.

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**Plus** £20.00 for up to 1,500 miles per year.

**Or** £30.00 per up to £3,000 miles per year.

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**Premium:** 0.50% on value of car - £15.00 minimum

**Plus** £50.00 for cars up to 2000cc. Maximum mileage 1,500.

**Plus** A further £15.00 maximum mileage 3,000 per year.

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**Vitesse MKI 1967:** overhauled 1984/85. New radiator, pump, coil, brakes, steering. Tow bar, heated r/window. 1 yr. MOT. TSSC value £850, accept £700 o.n.o. inc. original documented Workshop Manual, history. All in v.g.c. Contact: R Russell, tel: Brixham, Devon 2155 - 84/9201.

**Herald 13/60 saloon, 1968:** 45,000 genuine miles. F.S.H., extensive mechanical rebuild, bodywork, condition of car is A1. T&T, s/roof, 2 owners, v. regretful sale. £1,000 o.n.o. Contact: Mark, tel: Kidlington 71474 eves or w/ends - 85/11143.

**Spitfire 1500 1976:** P reg., white with black soft top, MOT Aug '87, 4 new tyres, chassis and engine sound, body needs attention. £850. Contact: Glass, tel: Reading 415454 - non-member.

**Bond Equipe 4S conv. unique:** as appeared June '86 issue. Sound, reliable, but needs tidying. New roof. Will consider any exchange. MOT Aug '87. Tax Feb '87. Offers around £500. Contact: Mark, tel: Sheffield (0742) 746385 - ex-member.

**1964 Triumph Herald saloon 1200:** black and white. 87,000 miles. 6 months tax. Stereo radio/cassette. Bodywork needs some attention. Good, reliable runner in daily use. Reluctant sale. £450. Contact: Wilson, tel: SW20 (01) 540 8462 - non-member.

**Triumph Spitfire 1500cc 1979:** v.g.c.. Pageant Blue, beige cloth interior, double duck canvas hood, padded roll cage, new Uniroyal tyres, new exhaust, alarm and bonnet locks fitted, stereo cassette player. £2,200. Contact: Simon, tel: Harpenden (05827) 64058 - 85/11091.

**Triumph Herald 1200 1968:** white, good runner, MOT, MOT'd til July '87. Taxed til Feb '87. F/glass bonnet and valances. New carpets, body and chassis sound. £275 o.n.o. Contact: John, tel: Crawley (0293) 541882 - 83/5511.

**Spitfire 1500, 1979:** 55,000 miles, long MOT, recent tyres, exhaust etc. V.g.c. Drives beautifully. Nice, genuine example. Must sell as need some comfort in my old age. Contact: Wendy, tel: West Sussex (0798) 43684 - 84/8606.

**Courier Van, 1962 MKI:** one of two earliest Couriers in the club. Much mechanical work recently done. Original Renoir Blue paint, no side windows, Solid chassis, bonnet edges tatty. New wing included. £450 o.n.o. Contact: Johns, tel: Cornwall (0579) 82051 eves - keep trying! - 83/5216.

**Spitfire 1500:** R reg., MOT May '87, Java Green, O/D, oil cooler, roll bar, alarm system, tonneau and hood cover. £1,500 o.n.o. Many spares also available. Contact: Tattersall, tel: Southampton (0703) 849801 - non-member.

**Vitesse MKI 2L saloon 1968:** 49,000 miles, full MOT, some history, no rust, beautiful cond. throughout. House and kids force reluctant sale. £1,000 or will take P/X plus money. Contact: Michael, tel: Kingswingford (0384) 298796 86/13483.

**1965 Triumph Herald 1250:** with sunroof. Bodywork in need of attention. MOT until Dec 13th. £200 o.n.o. Contact: Thomas, tel: Nutfield (073782) 3340 after 7pm - non-member.

**Spitfire 1500 S reg:** Inca yellow, soft top, v.g.c., low mileage, v. reliable, MOT, taxed, radio/cassette, alarm. Worth a look. £1,350 o.n.o. for quick sale. Contact: Brown, tel: Andover (0264) 24367 eves - 85/11257.

**£250 ONLY for Vitesse MKII Saloon** with eager engine, fairly new diff, g/box and replacement O/D box. Body a bit tatty but have new panels - worth over price asked for parts! Contact: Dave or Carol, tel: Enfield (01) 366 6282 - N/A.

**Triumph Courier Van, 1962:** Phantom Grey, 44,000 miles, MOT March '87. One owner from new. Ideal for restoration. Offers? Contact: Roberts, tel. Oxford 512956 - non-member.

**Herald 1200, 1962 saloon:** tax & MOT 'til end Nov. Triplex sunroof, good 13/60 engine. £220 o.n.o. Contact: Andy, tel: Reading 733080 - 86/14043.

**Herald 13/60 saloon, 1971:** Valencia Blue, full MOT, new tyres, exhaust, g/box, clutch. £450 o.n.o. Contact: Millar, tel: Heath and Reach, Beds 641 - 86/14839.

**Herald 1200 saloon, 1968:** Maroon, only needs one engine mounting and indicator flasher unit. Drivers door rusting. Has new clutch. Spares/repair. £100. Contact: Millar, tel: (as above).

**Herald 12/50 1966:** MOT Apr '87, all original paperwork inc. guarantee and invoice. Runner but engine and bodywork need attention. Ideal restoration. Plus 2 new steel front wings. £250 o.n.o. Contact: Ian, tel: Kent (0795) 872096 eves - 85/12521.

**Vitesse 1600 conv, 1965:** blue, white stripe. This car must be seen. Some work will make this an A1 car. £1,300. Contact: Richard, tel: E1 (01) 791 0072 - 86/13602.

**Vitesse conv. MKIKI:** O/D, w/wheels, cond. 2+, panels, chassis g/box recently rebuilt, although engine requires some attention. MOT'd, other spares available. All must go. Family addition forces v. reluctant sale. £895 o.n.o. Contact: Steve, tel: Kent (0580) 892613 - 85/13014.

**Triumph Vitesse 1968:** Blue. 36,900 miles. MOT Oct '87. One owner. Radio. £895 o.n.o. Contact: Attwood, tel: Wolverhampton 752699 - non-member.

**1967 MKIII Spitfire:** structurally/bodily/mechanically restored. £2,000+ spent inc. new chassis. Club Triumph valued £2,500+. Extensive use of s/steel, polished alloy, stove enamelling. Re-carpetted. Respray only required. Unique spec. Offers around £1,200. Contact: Churchill, tel: Romsey (0794) 524387 - non-member.

**Triumph GT6 MKIII:** one of the last built. Mimosa, 61,000 miles, totally immaculate, present owner for last 7 years. Always garaged. Overdrive, tints, stereo. £2,100. Contact: Simon, tel: Windsor (0753) 841737 - non-member.

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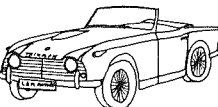
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**GT6 MKI, 1967:** red, MOT and tax May '87. Alloy wheels, recent interior refit. £950 o.n.o. Contact: Page, tel: Byfleet 42651 - 85/11563.

**Superb white Herald 13/60 with sun roof, 1970:** immaculate condition throughout, new parts too numerous to list. Full MOT and taxed until February '87. £700 o.n.o. Contact: Chris Sandel, tel: Uppingham (0572) 823586 - 86/13087.

**Herald 1200 coupé 1964:** sound and v. original. Body beginning to look untidy, hence realistic price of £350 for this desirable classic. Contact: Chris, tel: Lancs (0253) 733371 - 85/10335.

**Vitesse 2L MKI 1967:** 11 months MOT, runs well but body needs work. Dark Blue. Lack of time to restore forces sale. £275. Contact: Richard, tel: Didcot 814990 after 6.30 pm - 84/7301.

**GT6 MKIII, M reg:** taxed and MOT'd following recon/new last 6 months; engine, carbs, alternator, g/box, O/D (both warranted), rear spring, tow bar, rad/cass. Little rust above windscreen. Must sell - new car ordered. £1,800. Contact: Simon, tel: Penzance 795083 - N/A.

**1968 Herald convertible 13/60:** 58,370 miles. V.g.c. 5 months MOT and taxa. One lady owner sadly selling. £790 o.n.o. Contact: Walters, tel: Woodbridge, Suffolk (0394) 411533 - non-member.

**Triumph Vitesse convertible 1967:** 2L MKI, Signal Red, black interior, white hood, O/D, ground up rebuild in 1982. MKII rear suspension fitted. Used summer only. Taxed, long MOT. Immaculate cond. £2,250 o.n.o. Contact: paul, tel: Kidlington (086 75) 79323 - non-member.

**GT6 MKI:** for restoration, body and chassis mostly sound, engine stripped. Offers? Contact: Neil, tel: Cambridge 334457 day or Royston 60819 eves - 85/12346.

**Herald 13/60 estate, 1968:** bodily, mechanically immaculate. £150 just spent on engine o/haul, 73,000 miles, tax Mar '87, MOT June '87, smart, practical vehicle. £850. Contact: Thomas, tel: Stratford on Avon (0789) 297355 - 86/13707.

**Spitfire 1500, 1978:** S reg., MOT, yellow with black soft top. 70,000 miles, good runner, good cond. £1,100 o.n.o. Contact: Bulford, Shrops (0952) 811270 after 6pm - N/A.

**Triumph Herald 13/60:** one family ownership 1969. V.g.c. 50,200 miles. £575. Contact: Ball, tel: Luton 450383 - non-member.

## CARS WANTED

**Herald estate wanted:** any model as long as MOT'd. Basically sound and inexpensive. Must be easily accessible from SW Midlands. Contact: Lindsay Porter, tel: Worcs. (08867) 616 eves.

**GT6 MKII required mid-November:** must be condition 1. See advert September Courier. Will also consider MKIII. Please advise full description, price, in writing, sorry no phone, to Tony Overton, Norton Junction, Long Buckby Wharf, Northants, NN6 7PE - 86/14546.

**GT6 MKIII:** O/D, good condition. Contact: Wim Vierdag, 5 Villa Park 7491 BT Delden (OV), Holland - 85/11791.

**Herald convertible:** good price paid for a well preserved or restored example. Contact: Martin, tel: Southampton (0703) 550422 eves - n/a.

**Wanted cheap MKIII/IV Spitfire** in need of good home. Contact: Teresa, tel: Reigate 43378 - 86/14284.

**Spitfire or GT6 wanted** for spares or repair. Must be cheap. Contact: Paul, tel: Brownhills, W. Mids. 373364 - 86/15822.

**Wanted Spitfire MKIV or 1500:** MOT failure, needing attention or damaged. Anything considered. Contact: Jasper, tel: Plymouth 22789 - 85/9893.

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# PARTS

**GT6 spares:** too much to list. Also set of Cosmic alloy wheels, and wire wheel in good cond. Contact: Chris, tel: Chichester (0243) 673046 - 83/6957.

**Fully reconditioned MKI Vitesse engine, £250,** clutch £25. Also gearbox, carbs - offers? These are the salvaged remains of heartbreaking mishap. Contact: Donald, tel: (01) 903 7933 (messages) or (01) 581 5463 - non-member.

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

**Tan interior trim for Herald saloon** including seats and panels (door panels have speaker holes), good cond. Also many misc. Herald spares. Offers please. Contact: Steve, tel: Cheltenham (0242) 676734 - 85/10450.

**Vitesse 1600:** many parts, i.e. O/D gearbox, engine, good bonnet etc., etc. Contact Chris and ask if available. Also Herald 1200 cyl. head, T3 inlet manifold and 4/21" exh. manifold, g/box and prop. Tel: Finchampstead, Berks 733428 - N/A.

**Vitesse chassis in good condition,** painted and Hammerited already for fitting. Contact: Puffett, tel: Saffron Walden 30125 - 83/5442.

**Spitfire MKIII sprung spoke steering wheel, £10.** Spitfire windscreen, £3, Spitfire MKIII door glass, £2. Contact: Cyril, tel: Hereford 761740 - 82/3593.

**GT6 engine, gearbox, O/D prop,** in Spitfire chassis. Also 6-cyl. recon engine, head, new valves, springs. Hood and frame. Tatty MKIV bonnet. GT6 rear hatch and doors. Spitfire fibreglass rear wings. Many more. Offers. Contact: Briggs, tel: Fimmere 591 - 84/7411.

**Herald 1360 convertible:** non-runner, good for restoration. £150 o.n.o. 13/60 saloon breaking, most parts still available. Contact: James, tel: Selborne, Hants 358 - 85/12352.

**Herald white rubber bumpers:** 1 front, 1 back, 2 sides. Fair cond. £10 the lot. Contact: Parsons, tel: Swindon (0793) 47909 - 83/6838.

**Ashley hardtop for Spitfire MKII.** Believe fits MKI and MKII also. Make me an offer I cannot refuse before it goes to the tip. Good cond. but space required! Contact: John Yeomans, tel: Frodsham, Cheshire (0928) 31359 - 81/2271.

**GT6 and Vitesse parts:** all secondhand. 2 engines, complete rear end. Chassis plus reg nos. Clocks wiring, petrol tanks, carbs. Lack of room for sale cheap. Cheap to clear. Also Triumph Tiger cub, concours. Contact: Dave, tel: Mansfield 794900 - non-member.

**Vitesse/Herald spares:** new twin Stromberg carbs, new Vitesse front valance (GRP), seats, new red carpets, Herald interior trim, Herald cyl.

head/radiator. Many other spares. Contact: Marcus, tel: Henley (0491) 573897 - 85/12629.

**MKIII Spitfire:** most parts available. Suspension units, chassis, cyl. head, etc., etc. Also many small parts. All parts must be sold due to garage clearance. Contact: Martin, tel: Staines 59613 - 84/8387.

**MKIII and MKIV spares for sale** including hard top, soft top and various other spares. No engine or gearbox. Contact: Louise, tel: Frensham, Surrey 4801 after 6.30pm - 86/13731.

**Spitfire 1500 steel hardtop,** Inca Yellow. Excellent condition throughout. £145. Pair brown reclining Spitfire seats, headrests, excellent, £60. Contact: Ian, tel: March, Cambs. (0354) 55284 - 86/15483.

**Spitfire MKIII bonnet,** some repair needed around arches, otherwise good. Also other small MKIII parts: bumpers etc., offers? Contact: Shute, tel: Axminster (0297) 34737 after 6pm - 86/10073.

**13/60 parts:** rear end write-off after body-off rebuild (weep!). Excellent complete bonnet, radiator, dash with loom, canvas sunroof, full front suspension and steering, engine, gearbox, 2 rebuilt doors, 2 front seats, master cyl. Many other parts. Contact: Andy, tel: Batley (0924) 443134 - 83/6356.

**Spitfire IV, Spitfire III breaking:** complete cars. All parts available. Good engine, can be driven, complete £100. Gearbox £30, diff £40, halfshafts complete £20. Excellent chassis £40 or parts of chassis. Front suspension £25. 4-8-spoke chrome wheels with nearly new Goodyear Grand Prix S 185/70 low-profile tyres, £125. Many more parts, postal service 7 days. Contact: Sharp, tel: Blackheath (01) 534 1981 - 82/5004.

**Triumph 1360 conv:** almost all parts available, recon. engine, g/box, body panels, glass. Give away price, tel: Steve, tel: Caldicot 423639 - 86/15840.

**1500 Spitfire:** front end and suspension damage. Recon. engine, new tyres, T, overhauled brakes, hard/soft tops. Repairable. £350. May break for right offers. Contact: Pete, tel: Bristol (0272) 620375 - 84/4413.

**Spitfire 1300 IV windscreen,** bumpers, O/D, 1500 manifold and downpipe, steering wheel and column, cables and dials. 1200 Herald carb and manifold, rolling chassis. Contact: Martin, tel: Swindon (0793) 487993 - non-member.

**GT6 MKIII parts:** front bumper, petrol tank and cap, carbs, dash, instruments, leaf spring, anti roll bar, seat belts, passenger door, steering column, chrome trims for rear end. Contact: Stuart for prices, tel: Chatham (0634) 683462 - 82/4937.

**Fuel injection kit** for 2.5 150 bhp engine, reconed metering unit and

injectors by Rimmer Brothers. Includes pump, induction manifolds, air filter box and new dual choke cable, £110. Contact: Martyn, tel: York (07596) 396 day time - 86/6696.

**5 wire wheels** 15 x 6 in, 185-65-15 tyre on one wheel. Adaptor hubs to fit TSSC cars, left/right handed chrome spinners £160. Spit/Her extractor manifold £10. Spit/Her gearbox £10. Various trim, badges, engines, gauges, steering wheels, etc. Contact: Frank, tel: N. London (01) 272 6907 - 87/3489.

**Spitfire IV virtually dismantled,** unfinished project. Lost of good parts inc. nearly complete recon 1200 engine. Must be sold complete £500 o.n.o. For further details, evenings only, contact: Paul, tel: Medway (0634) 404302 - 86/13476.

**Vitesse MKI dashboard with instruments,** £15, bootlid new £10, roof with Webasto £15, petrol tank £5, radiator £10, windscreen £5, various tan trim. MKII chassis minus outriggers free if collected. Contact: Farby, tel: Fareham (0705) 324065.

**Breaking Spitfire MKIV 1973:** most spares available, also breaking GT6 MKIII 1972, most parts available. Can send spares anywhere or collect. Contact: Mike, 45 Admiralty Street, Stonehouse, Plymouth. Tel: 227789 or 268130 - 85/9893.

**New parts for all models:** Handbooks for Vit 2L1, GT6II, Spitfire IV, £4.00 each. Vit 2L1, Spitfire 1500 £2.10. Spitfire I/II/III, GT6 I/II LHR wings £30, Spitfire IV/1500 LHR wings £50, Spitfire IV/1500, GT6 III rear lower valances £35, Herald 1200 bonnet tops £20, 13/60 RHF wings £35, Spitfire IV/1500 LH doors £75. All panels genuine original. GT6 II, Vit 2L1 rear trunnion overhaul kits £17.75 per side complete - all parts available individually, Girling brake pad sets, GT6 I/II, Vitesse 2L1/II £5, early Herald, Spitfire I/II, Vit 1600 £6, GT6 servo o/haul kits £32.50. All prices plus postage. Tons more, send SAE for list stating model to: John Mann, 5 Nevis Close, Loundside Green, Chesterfield, Derbys S40 4NS. Tel: Chesterfield 71036 - 81/1941.

**Drivers door for Herald/Vitesse:** brown with tan interior trim. Perfect cond. £30 o.n.o. Contact: Scott, tel: N6 (01) 340 4115 - 83/5175.

**Spitfire MKIII spares:** available all of car, two bootlids, steering rack, front suspension and loads more. Also 1/2 glass front for GT6 MKI or II £55.00. Contact: Chris, tel: Woodford Green 01 - 504 - 6015 - 86/14248

**Herald 1200 saloon:** set of 5 wheels with tyres £30.00. Contact: A Copper, tel: Coleorton (0530) 222964 - 83/5892

**Vitesse MKII parts:** Diff. half shafts, front discs, engine, Contact: Guildford (0483) 571006 - 86/15314

# ACCESSORY and MOTOR SUPPLIES



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Black, White, Red, Silver	£4.48	A' Post Lower (Handed)	£4.35	Big performance with no loss in flexibility	Spitfire 65-69 (Each) £33.35
Door Trim 1.23 (Handed)	£3.75	Full Outer Side	£3.75	Assembled with following new components	Spitfire 65-69 (Each) £33.35
CIBIE LIGHTING		Full Outer Side	£3.75	roller oil pump, timing chain, choice of	Spitfire 65-69 (Each) £33.35
Auxiliary Lights	£22.40	Inner Side	£3.75	recon. ball and special reinforced head,	Spitfire 65-69 (Each) £33.35
Super Oscar	£20.80	Inner Side	£3.75	gas flow & fitted with new guides &	Spitfire 65-69 (Each) £33.35
Oscar Plus	£20.80	Inner Side Reinforcement	£3.75	Springs, Ready to fit	Spitfire 65-69 (Each) £33.35
Type 35 Rect Stainless	£16.90	Rear 1/4 Panel Repair (Rear of Sill)	£16.90	<b>Outright Price</b>	£289.00
Type 45 Round Stainless	£16.90	Rear 1/4 Panel Below Bumper (Rear Wing)	£16.90	Exchange Price	£799.00
<b>Halogen Conversion Units</b>		Stainless Steel Overall	£10.50	Fitting Charge	£13.40
Cibie 2100 with Bulbs	£28.53	Stainless Steel Finishing Strip	£3.60	<b>Bearings Standard Size</b>	
Quadratics with Bulbs	£10.00	Add Securicor Delivery on All Panels	£4.42	Spitfire MkII 66-74	£11.40
Relay	£2.00	<b>ENGINE COMPONENTS</b>		MkIII, Big Ends	£2.74
<b>Bulbs - Halogen 12 volt</b>		Timing Chains	£15.25	MkIV, 1500 Big Ends	£2.74
H1 100 Watt	£2.56	GT6 and Spitfire All Models	£4.15	MkIV, 1500 Mains	£2.74
H2 100 Watt	£2.56	<b>GASKETS</b>		MkIII, Mains	£2.74
H3 100 Watt	£2.56	Headset	£13.25	Overizes	POA
H4 1000MmDip	£13.30	<b>SPITFIRE 1500</b>	£12.09	<b>Induo (Each)</b>	£2.83
<b>OIL COOLER EQUIPMENT</b>		Conversion	£19.80	GT6 66-68	£2.83
Radiators	£19.54	MkIII	£10.41	Spitfire 66-68	£2.83
13 Row	£22.99	GT6 66-68	£11.39	Spitfire 67-70	£2.83
Other sizes available	£11.73	GT6 69-71	£11.39	<b>Exhaust Valve(Each)</b>	£3.37
<b>Installation Hose Kits</b>		GT6 72-74	£11.39	Spitfire 66-68	£3.91
Spitfire	£19.80	<b>COMPLETE CLUTCH</b>		<b>Valve Guides</b>	
GT6	£20.54	BORG & BECK		Spitfire 66-74	£3.91
Stainless Steel Hose Kits Add 50%		Plus, Cover, Slave		<b>COOLING</b>	
Extensive range of oil control equipment stocked, enquiries welcome.		Spitfire MkII 70-74	£48.11	Water Pumps	£31.85
<b>ENGINE COMPONENTS</b>		Spitfire MkIII 70-74	£48.11	MkII	£31.85
Camshaft - Exchange	£22.00	Spitfire MkIV 70-74	£48.11	MkIII	£31.85
Piper H270 4CYL	£33.00	Spitfire MkV 70-74	£48.11	MkIV	£31.85
Piper H285 4CYL	£33.00	Spitfire MkVI 70-74	£48.11	<b>Radiators</b>	
Piper 387 6CYL	£33.00	Spitfire MkVII 70-74	£48.11	Spitfire MkII	£42.73
Add £5.00 Each Dep. to 4CYL		Spitfire MkVIII 70-74	£48.11	MkIII	£42.73
Add £10.00 Exch. Dep. to 6CYL		Spitfire MkIX 70-74	£48.11	MkIV	£42.73
<b>EXCHANGE DISTRIBUTORS</b>		Spitfire MkX 70-74	£48.11	<b>VS ENGINE COMPONENTS</b>	
Spitfire MkIV 70-74	£33.50	Spitfire MkXI 70-74	£48.11	VS Standard Profile	£48.91
Spitfire MkV 70-74	£33.50	Spitfire MkXII 70-74	£48.11	VS Performance Profile	£48.91
Add £11.50 each deposit		Spitfire MkXIII 70-74	£48.11	Cam Followers Set	£48.91
<b>SILICONE IGNITION LEAD SETS</b>		Spitfire MkXIV 70-74	£48.11	VBHYD	£48.91
Spitfire MkI 1968-74	£6.80	Spitfire MkXV 70-74	£48.11	<b>Thermosets</b>	
1500 74-80	£13.13	Spitfire MkXVI 70-74	£48.11	All Models	£1.82
GT6 66-74	£9.77	Spitfire MkXVII 70-74	£48.11	<b>Fan Balts</b>	
Lucas Sports Coil	£7.49	Spitfire MkXVIII 70-74	£48.11	At All Models	£1.60
Pirana Electronic Ignition	£33.04	Spitfire MkXIX 70-74	£48.11	<b>CRACKING SHOCK ABSORBERS</b>	
<b>FUEL PUMPS</b>		Spitfire MkXX 70-74	£48.11	GT6, Spitfire, Front	£12.72
Spitfire MkI-IV 62-73	£11.68	Spitfire MkXXI 70-74	£48.11	VS, Spitfire, Rear	£12.72
1500 73-74	£13.94	Spitfire MkXXII 70-74	£48.11	<b>LEAF SPRINGS</b>	
1500 74-80	£13.94	Spitfire MkXXIII 70-74	£48.11	Spitfire MkI, 2.3	£51.78
GT6 66-74	£13.94	Spitfire MkXXIV 70-74	£48.11	1500MC, 350-72	£51.78
Lucas Sports Coil	£7.49	Spitfire MkXXV 70-74	£48.11	Add Securicor Delivery	£1.60
Pirana Electronic Ignition	£33.04	Spitfire MkXXVI 70-74	£48.11	<b>STARTER MOTORS</b>	
<b>CARB SERVICE KITS</b>		Spitfire MkXXVII 70-74	£48.11	Spitfire MkI, 2.3	£7.36
Spitfire MkI-IV 62-73	£5.20	Spitfire MkXXVIII 70-74	£48.11	Exchange Deposit	£2.30
1500 73-74	£5.57	Spitfire MkXXIX 70-74	£48.11	<b>Alternators</b>	
1500 74-80	£5.57	Spitfire MkXXX 70-74	£48.11	Spitfire 71 on	£15.00
1500 75-80	£5.57	Spitfire MkXXXI 70-74	£48.11	GT6 68-74	£22.32
GT6 MkII 69-70	£5.93	Spitfire MkXXXII 70-74	£48.11	1500MC, 350-72	£22.32
1500 73-74 (Bromberg)	£5.70	Spitfire MkXXXIII 70-74	£48.11	Add Securicor Delivery	£1.60
1500 74-80	£5.93	Spitfire MkXXXIV 70-74	£48.11	<b>THROTTLE CABLES</b>	
1500 75-80	£5.93	Spitfire MkXXXV 70-74	£48.11	Spitfire MkI 70 on	£3.93
GT6 MkIII, III Std Trans 66-74	£13.13	Spitfire MkXXXVI 70-74	£48.11	Overdrive	£3.93
Overdrive	£13.13	Spitfire MkXXXVII 70-74	£48.11	GT6 MkIII, III Std Trans 66-74	£13.13
Overdrive	£13.13	Spitfire MkXXXVIII 70-74	£48.11	Overdrive	£13.13
<b>THROTTLE CABLES</b>		Spitfire MkXXXIX 70-74	£48.11	<b>THROTTLE CABLES</b>	
Spitfire MkI 70 on	£3.93	Spitfire MkXXXX 70-74	£48.11	Spitfire MkI 70 on	£3.93
Overdrive	£3.93	Spitfire MkXXXXI 70-74	£48.11	Overdrive	£3.93
GT6 MkIII, III Std Trans 66-74	£13.13	Spitfire MkXXXXII 70-74	£48.11	Overdrive	£3.93
Overdrive	£13.13	Spitfire MkXXXXIII 70-74	£48.11	Overdrive	£3.93
Overdrive	£13.13	Spitfire MkXXXXIV 70-74	£48.11	Overdrive	£3.93
<b>THROTTLE CABLES</b>		Spitfire MkXXXXV 70-74	£48.11	Overdrive	£3.93
Spitfire MkI 70 on	£3.93	Spitfire MkXXXXVI 70-74	£48.11	Overdrive	£3.93
Overdrive	£3.93	Spitfire MkXXXXVII 70-74	£48.11	Overdrive	£3.93
GT6 MkIII, III Std Trans 66-74	£13.13	Spitfire MkXXXXVIII 70-74	£48.11	Overdrive	£3.93
Overdrive	£13.13	Spitfire MkXXXXIX 70-74	£48.11	Overdrive	£3.93
Overdrive	£13.13	Spitfire MkXXXXX 70-74	£48.11	Overdrive	£3.93
<b>THROTTLE CABLES</b>		Spitfire MkXXXXXI 70-74	£48.11	Overdrive	£3.93
Spitfire MkI 70 on	£3.93	Spitfire MkXXXXXII 70-74	£48.11	Overdrive	£3.93
Overdrive	£3.93	Spitfire MkXXXXXIII 70-74	£48.11	Overdrive	£3.93
GT6 MkIII, III Std Trans 66-74	£13.13	Spitfire MkXXXXXIV 70-74	£48.11	Overdrive	£3.93
Overdrive	£13.13	Spitfire MkXXXXXV 70-74	£48.11	Overdrive	£3.93
Overdrive	£13.13	Spitfire MkXXXXXVI 70-74	£48.11	Overdrive	£3.93
<b>THROTTLE CABLES</b>		Spitfire MkXXXXXVII 70-74	£48.11	Overdrive	£3.93
Spitfire MkI 70 on	£3.93	Spitfire MkXXXXXVIII 70-74	£48.11	Overdrive	£3.93
Overdrive	£3.93	Spitfire MkXXXXXIX 70-74	£48.11	Overdrive	£3.93
GT6 MkIII, III Std Trans 66-74	£13.13	Spitfire MkXXXXXX 70-74	£48.11	Overdrive	£3.93
Overdrive	£13.13	Spitfire MkXXXXXXI 70-74	£48.11	Overdrive	£3.93
Overdrive	£13.13	Spitfire MkXXXXXXII 70-74	£48.11	Overdrive	£3.93
<b>THROTTLE CABLES</b>		Spitfire MkXXXXXXIII 70-74	£48.11	Overdrive	£3.93
Spitfire MkI 70 on	£3.93	Spitfire MkXXXXXXIV 70-74	£48.11	Overdrive	£3.93
Overdrive	£3.93	Spitfire MkXXXXXXV 70-74	£48.11	Overdrive	£3.93
GT6 MkIII, III Std Trans 66-74	£13.13	Spitfire MkXXXXXXVI 70-74	£48.11	Overdrive	£3.93
Overdrive	£13.13	Spitfire MkXXXXXXVII 70-74	£48.11	Overdrive	£3.93
Overdrive	£13.13	Spitfire MkXXXXXXVIII 70-74	£48.11	Overdrive	£3.93
<b>THROTTLE CABLES</b>		Spitfire MkXXXXXXIX 70-74	£48.11	Overdrive	£3.93
Spitfire MkI 70 on	£3.93	Spitfire MkXXXXXXX 70-74	£48.11	Overdrive	£3.93
Overdrive	£3.93	Spitfire MkXXXXXXI 70-74	£48.11	Overdrive	£3.93
GT6 MkIII, III Std Trans 66-74	£13.13	Spitfire MkXXXXXXII 70-74	£48.11	Overdrive	£3.93
Overdrive	£13.13	Spitfire MkXXXXXXIII 70-74	£48.11	Overdrive	£3.93
Overdrive	£13.13	Spitfire MkXXXXXXIV 70-74	£48.11	Overdrive	£3.93
<b>THROTTLE CABLES</b>		Spitfire MkXXXXXXV 70-74	£48.11	Overdrive	£3.93
Spitfire MkI 70 on	£3.93	Spitfire MkXXXXXXVI 70-74	£48.11	Overdrive	£3.93
Overdrive	£3.93	Spitfire MkXXXXXXVII 70-74	£48.11	Overdrive	£3.93
GT6 MkIII, III Std Trans 66-74	£13.13	Spitfire MkXXXXXXVIII 70-74	£48.11	Overdrive	£3.93
Overdrive	£13.13	Spitfire MkXXXXXXIX 70-74	£48.11	Overdrive	£3.93
Overdrive	£13.13	Spitfire MkXXXXXXX 70-74	£48.11	Overdrive	£3.93
<b>THROTTLE CABLES</b>		Spitfire MkXXXXXXI 70-74	£48.11	Overdrive	£3.93
Spitfire MkI 70 on	£3.93	Spitfire MkXXXXXXII 70-74	£48.11	Overdrive	£3.93
Overdrive	£3.93	Spitfire MkXXXXXXIII 70-74	£48.11	Overdrive	£3.93
GT6 MkIII, III Std Trans 66-74	£13.13	Spitfire MkXXXXXXIV 70-74	£48.11	Overdrive	£3.93
Overdrive	£13.13	Spitfire MkXXXXXXV 70-74	£48.11	Overdrive	£3.93
Overdrive	£13.13	Spitfire MkXXXXXXVI 70-74	£48.11	Overdrive	£3.93
<b>THROTTLE CABLES</b>		Spitfire MkXXXXXXVII 70-74	£48.11	Overdrive	£3.93
Spitfire MkI 70 on	£3.93	Spitfire MkXXXXXXVIII 70-74	£48.11	Overdrive	£3.93
Overdrive	£3.93	Spitfire MkXXXXXXIX 70-74	£48.11	Overdrive	£3.93
GT6 MkIII, III Std Trans 66-74	£13.13	Spitfire MkXXXXXXX 70-74	£48.11	Overdrive	£3.93
Overdrive	£13.13	Spitfire MkXXXXXXI 70-74	£48.11	Overdrive	£3.93
Overdrive	£13.13	Spitfire MkXXXXXXII 70-74	£48.11	Overdrive	£3.93
<b>THROTTLE CABLES</b>		Spitfire MkXXXXXXIII 70-74	£48.11	Overdrive	£3.93
Spitfire MkI 70 on	£3.93	Spitfire MkXXXXXXIV 70-74	£48.11	Overdrive	£3.93
Overdrive	£3.93	Spitfire MkXXXXXXV 70-74	£48.11	Overdrive	£3.93
GT6 MkIII, III Std Trans 66-74	£13.13	Spitfire MkXXXXXXVI 70-74	£48.11	Overdrive	£3.93
Overdrive	£13.13	Spitfire MkXXXXXXVII 70-74	£48.11	Overdrive	£3.93
Overdrive	£13.13	Spitfire MkXXXXXXVIII 70-74	£48.11	Overdrive	£3.93
<b>THROTTLE CABLES</b>		Spitfire MkXXXXXXIX 70-74	£48.11	Overdrive	£3.93
Spitfire MkI 70 on	£3.93	Spitfire MkXXXXXXX 70-74	£48.11	Overdrive	£3.93
Overdrive	£3.93	Spitfire MkXXXXXXI 70-74	£48.11	Overdrive	£3.93
GT6 MkIII, III Std Trans 66-74	£13.13	Spitfire MkXXXXXXII 70-74	£48.11	Overdrive	£3.93
Overdrive	£13.13	Spitfire MkXXXXXXIII 70-74	£48.11	Overdrive	£3.93
Overdrive	£13.13	Spitfire MkXXXXXXIV 70-74	£48.11	Overdrive	£3.93
<b>THROTTLE CABLES</b>		Spitfire MkXXXXXXV 70-74	£48.11	Overdrive	£3.93
Spitfire MkI 70 on	£3.93	Spitfire MkXXXXXXVI 70-74	£48.11	Overdrive	£3.93
Overdrive	£3.93	Spitfire MkXXXXXXVII 70-74	£48.11	Overdrive	£3.93
GT6 MkIII, III Std Trans 66-74	£13.13	Spitfire MkXXXXXXVIII 70-74	£48.11	Overdrive	£3.93
Overdrive	£13.13	Spitfire MkXXXXXXIX 70-74	£48.11	Overdrive	£3.93
Overdrive	£13.13	Spitfire MkXXXXXXX 70-74	£48.11	Overdrive	£3.93
<b>THROTTLE CABLES</b>		Spitfire MkXXXXXXI 70-74	£48.11	Overdrive	£3.93
Spitfire MkI 70 on	£3.93	Spitfire MkXXXXXXII 70-74	£48.11	Overdrive	£3.93
Overdrive	£3.93	Spitfire MkXXXXXXIII 70-74	£48.11	Overdrive	£3.93
GT6 MkIII, III Std Trans 66-74	£13.13	Spitfire MkXXXXXXIV 70-74	£48.11	Overdrive	£3.93
Overdrive	£13.13	Spitfire MkXXXXXXV 70-74	£48.11	Overdrive	£3.93
Overdrive	£13.13	Spitfire MkXXXXXXVI 70-74	£48.11	Overdrive	£3.93
<b>THROTTLE CABLES</b>		Spitfire MkXXXXXXVII 70-74	£48.11	Overdrive	£3.93
Spitfire MkI 70 on	£3.93	Spitfire MkXXXXXXVIII 70-74	£48.11	Overdrive	£3.93
Overdrive	£3.93	Spitfire MkXXXXXXIX 70-74	£48.11	Overdrive	£3.93
GT6 MkIII, III Std Trans 66-74	£13.13	Spitfire MkXXXXXXX 70-74	£48.11	Overdrive	£3.93
Overdrive	£13.13	Spitfire MkXXXXXXI 70-74	£48.11	Overdrive	£3.93
Overdrive	£13.13	Spitfire MkXXXXXXII 70-74	£48.11	Overdrive	£3.93
<b>THROTTLE CABLES</b>		Spitfire MkXXXXXXIII 70-74	£48.11	Overdrive	£3.93
Spitfire MkI 70 on	£3.93	Spitfire MkXXXXXXIV 70-74	£48.11	Overdrive	£3.93
Overdrive	£3.93	Spitfire MkXXXXXXV 70-74	£48.11	Overdrive	£3.93
GT6 MkIII, III Std Trans 66-74	£13.13	Spitfire MkXXXXXXVI 70-74	£48.11	Overdrive	£3.93
Overdrive	£13.13	Spitfire MkXXXXXXVII 70-74	£48.11	Overdrive	£3.93
Overdrive	£13.13	Spitfire MkXXXXXXVIII 70-74	£48.11	Overdrive	£3.93
<b>THROTTLE CABLES</b>		Spitfire MkXXXXXXIX 70-74	£48.11	Overdrive	£3.93
Spitfire MkI 70 on	£3.93	Spitfire MkXXXXXXX 70-74	£48.11	Overdrive	£3.93
Overdrive	£3.93	Spitfire MkXXXXXXI 70-74	£48.11	Overdrive	£3.93
GT6 MkIII, III Std Trans 66-74	£13.13	Spitfire MkXXXXXXII 70-74	£48.11	Overdrive	£3.93
Overdrive	£13.13	Spitfire MkXXXXXXIII 70-74	£48.11	Overdrive	£3.93
Overdrive	£13.13	Spitfire MkXXXXXXIV 70-74	£48.11	Overdrive	£3.93
<b>THROTTLE CABLES</b>		Spitfire MkXXXXXXV 70-74	£48.11	Overdrive	£3.93
Spitfire MkI 70 on	£3.93	Spitfire MkXXXXXXVI 70-74	£48.11	Overdrive	£3.93
Overdrive	£3.93	Spitfire MkXXXXXXVII 70-74	£48.11	Overdrive	£3.93
GT6 MkIII, III Std Trans 66-74	£13.13	Spitfire MkXXXXXXVIII 70-74	£48.11	Overdrive	£3.93
Overdrive	£13.13	Spitfire MkXXXXXXIX 70-74	£48.11	Overdrive	£3.93
Overdrive	£13.13	Spitfire MkXXXXXXX 70-74	£48.11	Overdrive	£3.93
<b>THROTTLE CABLES</b>		Spitfire MkXXXXXXI 70-74	£48.11	Overdrive	£3.93
Spitfire MkI 70 on	£3.93	Spitfire MkXXXXXXII 70-74	£48.11	Overdrive	£

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**GT6 MkII spares:** nice engine £70, recon gearbox under guarantee £55, prop £10, complete steering column £10, windscreen £10, passenger seat £5, set of 5 wheels with hubs and new Pirellis. More parts. Contact: Danny, tel: Purfleet 868073 - 86/15823.

**Herald/Vitesse MKI rear conv. body section.** Average cond. (good boot), £40. Contact: Harvey, tel: Plymouth 880756 - 84/8058.

**Vitesse 1600 and 2L MKI original Parts Book.** Vitesse hood frame, Practical Classics video "Chassis & Body Repair", features Herald, plus many Vitesse and Herald spares too numerous to list. Contact: David, tel: Penrith (0768) 63117 - 85/11736.

**Spitfire MKIII radiator £10,** rear bumpers £10, tonneau £10, boot racks, hood frame, w/screen, complete seats and runners, tow bar, ball electrics. Also new indispension units, tow hitch, m/guard. Contact: Karen, tel: Nottingham (0602) 259649 - 85/0772.

**2-litre Triumph Spitfire breaking:** all parts available for MKIII Spitfire, 2 Wolftrace alloy wheels, 4 5/2 steel wheels, 2 diffs, 3.89:1 and 3.67:1, hardtop, good running 2L engine. Also TR7 breaking - any offers? Contact: Ian, tel: Berks (937) 5495 - 84/9372.

**Hardtop, fast-back, G.R.P.,** suit Spitfire I/II/III. Space required, must go. Hence only £22.50. Contact: Philippa, tel: Romsey, Hants (0794) 512644 - 81/2743.

**Herald 13/60 chassis** advertised September but prospective buyer obtained chassis in his own area. Hence re-advert. Contact: Paul, tel: Weybridge 51479 - 83/6885.

**Hants Herald and Spitfire bits** available inc. complete Herald (spares?). Contact: Dave, tel: Headley Down, Hants 713608 eves & w/ends - 81/2321.

**Amphicar spares:** mostly used. New gearbox. give me a ring. I may have a bit you need. Contact: John, tel: Dorset (0202) 622266 - 86/13351.

## PARTS WANTED

**Wanted for Herald 13/60:** glass fibre bonnet or metal, but must be in good condition. Can collect within reasonable distance. Contact: Peter Buckroyd, tel: Rogate, Sussex (073080) 435 - 84/7606.

**Wanted O/D MKIV or 1500 Spitfire gearbox,** either recon. or guaranteed to be in perfect order. Will collect anywhere. Two excellent Spit IV/1500 chassis for sale. Contact: John Powell, tel: Telford 606385 (eves) or Wolverhampton 52505 (day) - 86/13699.

**Wanted for Spitfire MKIV:** complete steel bonnet assy. Must be in excellent cond. Pref. E Midlands area. Good price paid. Contact: Stephen, tel: Lincoln (0522) 682856 - 86/15557.

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

**GT6 MKIII tailgate wanted** in good cond. Also servo. Contact: Andrew, tel: Kenilworth (0926) 57696 - 82/3757.

**O/D gearbox for Vitesse MKI 2L** any cond. considered. Contact: Gail Pollard, tel: Barnet (01) 449 8155 - 80/01571.

**Wanted for Vitesse convertible:** seats and trim, any colour, dashboard, wire wheels and adaptors, or 5 1/2 Js. Bonnet, chrome or alloy rocker cover. Rebuild so lots of other bits needed. Contact: Chris, tel: Gt. Yarmouth (0493) 650163 - 86/15392.

**Wanted urgently!** Rear window rubber for Heald 12/50 (believed to be numbered 803357). New or v.g. s/hand. Also wiper wheelboxes (122781). Also f/w/arch - dash rubber seals. Contact: Ashby, tel: Witney (0993) 72397 - 84/7544.

**GT6 MKIII interior trim** in sound cond. Local Areas preferred for ease of collection. Contact: Nick Halford, tel: Camberley, Surrey (0252) 836160 or 522537.

AREA	AREA ORGANISERS	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, KENYNSHAM	1st Mon/3rd Wed
50 AYLESBURY VALE	William Gregory	0296-661909	The Cow Roast	BERKHAMPTSTEAD (A41)	4th Tuesday
59 CANTERBURY	Gerald Spencer	0227-373512	Abbots Barton Hotel	CANTERBURY	2nd Tuesday - 8pm
55 CLEVELAND	William Hall	0642-470860	The Ladle	LUDGATE LANE, M'BOBO	Last Thursday
03 CORNWALL	David Buxton	0726-824083	The Farley Hotel	TRURO	3rd Tuesday
04 CUMBERLAND	Sue Ind	0285-69269	King's Head Hotel	CIRENCESTER	1st Wednesday
05 DERBY JUNCTION 29	Michael Brown	0468-71723	Ye Old Queens Head	KESWICK	2nd Wednesday
06 DEVON	David Beardsley	0623-28406	The Elm Tree	HEATH VILLAGE	1st Wednesday
51 DORSET	Mike Atkinson	0963-251189	Ley Inn Arms/Dart Bridge Inn	KENN/BUCKFASTLEIGH	2nd Sun/Last Sun
57 EAST BERKS	Andrew Topp	0494-35903	The New Inn	SHERBORNE	Last Wednesday
08 ESSEX	Steve Boitout	N/A	The White Bear	KNOWL HILL, NR. READING	2nd Tuesday
09 GATWICK	Stephen Jarmyn	01-330-1389	The Fox Revived	STANFORD RIVERS	1st Sun/Last Sun
10 GLoucester/HEREFORD	Justin Barwick	0989-81506	The Loughpool	NORWOOD HILL	1st & 3rd Mon
11 HANTS & SURREY	Sue Bayliss	04867-3998	The Royal Oak	PILBRIGHT	2nd Tuesday
52 HAVERING	Adrian Thompson	04243-5813	The Wheatheaf	SLACK, NR. ROSS	2nd & 4th Tuesday
12 HERTS NORTH & SOUTH BEDS	Steve Bedford	0923-23549	Eagle & Child/Bird in Hand	LITTLE COMMON	1st Wed/3rd Tues
13 SOUTH HERTS	Sheridan Earl Russell	01-205 6397	The Coach & Horses	WHITWELL/HENLOW, CAMP	2nd Wed/8.30pm
58 HULL	G. Gurtley/D. Birmingham	0469-73074	Darleys Hotel (front lounge)	HESSLE	3rd Wed/8.30pm
45 IPSWICH	Bill Yates	0473-830437	Rushmere Falcon/Chequers Hotel	IPSWICH	2nd Tuesday
14 EAST KENT	Clive Coldwell	0474-359974	The George	GRAVESEND	2nd Wed/4th Wed
15 WEST KENT	Richard Francis	0689-36288	The White Horse	EAST KESWICK	1st Wednesday
62 LEEDS	Kevin Rosser	0532-787955	The Duke of Wellington	SUNDRIDGE	4th Thursday
16 LEICESTER	Tony Mee	0533-889079	The Bath Hotel/Gate Hangs Well	SHEARSBY/SYSTON	Last Thursday/2nd Sun
53 CITY & EAST LONDON	Matthew Alabaster	01-515 4699	The George	GLENGALL GROVE E14	1st & 3rd Thursday
17 MANCHESTER	David Evans	0625-871558	The Nag	MOULSE	3rd Wednesday
18 MILTON KEYNES	Geoff King	0908-315025	The Carrington Arms	PADWORTH COMMON	1st Tuesday & 3rd Thurs
48 NEWBURY/READING/B' STOKES	Norman Smith	07356-4629	The Round Oak	NORWICH	1st Monday 8.30pm
19 NORFOLK	Bob Smedley	0603-747637	The Stag's Head/The World's End	MAIDWELL/ECTON	3rd Wed/Last Sun lunch
40 NORTHANTS	Ian McKeggle	0536-660211	The Bowes Incline	EIGHTON BANKS	2nd Mon/Last Mon
20 NORTH EAST	John Atkinson	091-4142870	Old Hall Tavern/Rising Sun	CHINGFORD/ARKLEY	3rd Thursday
21 NORTH LONDON	Alan Mosedale	01-952 1755	The Three Towns	NEWTONABBEY	1st Sunday 2pm
22 NORTH MIDLANDS	Graham Mountford	0782-394301	Glenavna Hotel	CASTLE DONNINGTON	2nd Wednesday
23 NORTHERN IRELAND	Rob Millar	096-03-64690	Redgate Lodge - racing circuit	YARLTON	2nd Mon/4th Sun
24 NOTTINGHAM	C. P. Roultson	0509-504387	The Grapes	YAXLEY/D'ING ST NICH.	1st Thursday
25 OXFORD	John Cudmore	099-389555	Three Horseshoes/The Plough	KIRKHAM/WALTON LE DALE	2nd Mon/8pm/last Sun lun
26 PETERBOROUGH	Sharon Espin	0775-883335	Black Horse/Bridge Inn	WADDON	2nd Sunday 12.30pm
27 RIBBLE	Bill Coulshed	0723-323371	The Fox & Hounds/Three Horseshoes	AUCHTERMUCHTY	2nd Monday 8pm
28 RUGBY	Clive Humphreys	0793-29948	Three Crowns	BON ACCORD ST., ABERDEEN	2nd Monday
30 SALISBURY	Ian Wheeler	0334-54796	Ferryhill House Hotel	ABBOTS ROAD, PAISLEY	2nd Wed/Last Thurs
31 SCOTLAND EAST	Iain Watt	0224-899551	The Glasgow Flying Club	PAWLETT/BATHPOOL	1st Wed/3rd Thurs
29 SCOTLAND WEST	John Malcolm	0292-56624	Manor Hotel/Cresch Castle Hotel	N/A	1st Monday
32 SOMERSET	Rod Warren	0278-424234	White Hart	HAM COMMON	1st Wed/3rd Thurs alternate
33 SOUTHERN	Tony Farby	0705-324065	The Five Bells/Various	FARNDOON, NR. WREXHAM	2nd Tuesday
34 SUSSEX	Nigel Wilce	0793-674248	Blunsdon House Hotel	CASTLETON	2nd Tuesday
49 WEST SUSSEX	Ivan Kirk	0793-29948	The New Inn	BROADSTONE	2nd Tuesday
35 THAMES	Darren Ramshaw	N/A	The Travellers Rest	NORTHOLT	2nd Tues/last Sun.
36 TRENT	Mike Costigan	0636-814050	The Golden Lion	MERRYHILL	Last Tuesday
37 WALES NORTH	Patrick Falser	08242-4136	Wenlog Castle Hotel	HARVINGTON	1st Wednesday
38 WALES SOUTH	Brian Wakely	0222-624229	The Skittles	YORK	2nd Sun lunch/4th Thurs
39 WESSEX	Jeremy Woodward	0202-602651	The Tally Ho	NORWOOD GREEN (off A58)	
56 WEST MIDDLESEX	Bob Rowland	021-561 0671	Moxhall Hall		
40 WEST MIDLANDS	T. J. Spicer	021-3539961	The Merryhill		
54 WORCESTERHAMPTON	John Cox	0902-330940	Norton Grange Hotel		
51 WORCESTER EAST	Ewan McKay	0789-772480	The Anchor Inn		
41 WORCESTER WEST	Bill Dixon	0905-358781	The Hopgrove Inn		
62 WORKS NORTH	Stephen Boyne	0904-39420	Norfolk Arms/Lumley Arms		
42 YORKS NORTH	Chris Stabler	0302-743579	The White Bear		
43 YORKS SOUTH	Charles Henderson	0422-45607			

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