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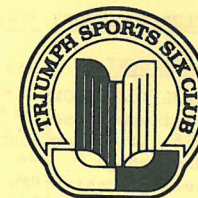
THIS COULD BE  
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WHY NOT START A  
MEETING IN THE  
AREA THAT YOU LIVE????  
GIVE HEATHER A RING NOW!!

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# THE COURIER

September 1980 No. 3

the monthly news publication of the  
Triumph Sports Six Club

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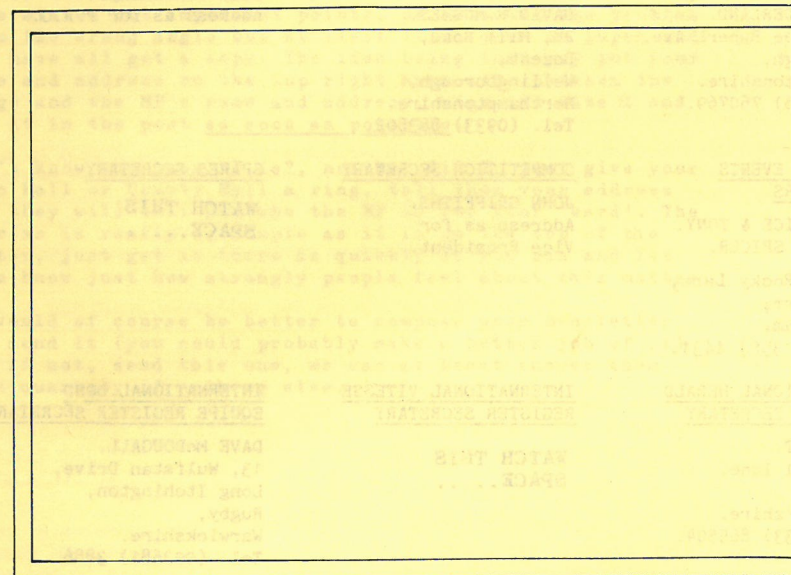
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REGISTER SECRETARY

**WATCH THIS  
SPACE.....**

Introduction

You will no doubt have noticed that THE COURIER is a little thinner and different this month. Bill is away on holiday & I am in the middle of organising the IBCAM Motoring Festival so David Hughes has very kindly "stepped into the breach" & put it together for us. We have had to miss out on news and "Ken'll Fix It" again because of lack of time. But do not despair, they will all be back as normal for next month (1st October). You will also have the added pleasure of "Turning Circle", the quarterly magazine. David is still short of copy for that, so if you have anything suitable for him, send it to him now.

Vehicle Excise Duty

Most of you will now be aware of the Governments crazy idea of paying a £60 road fund license on every car that you own regardless of whether it is on the road or not. This is expected to be debated etc. on the 15th September, so time is rather short in which to protest.

I have therefore, taken the liberty of putting together a letter for you to send to your MP about this mess. I may have missed out important points, or attacked the problem from the wrong angle but at least it is down on paper and you have all got a copy. The idea being that you put your name and address on the top right hand side between the badge and the MP's name and address, sign and date it and get it in the post as soon as possible.

Don't know who your MP is?, neither did I, just give your Town Hall or County Hall a ring, tell them your address and they will tell you who the MP is for your 'ward'. The address is really as simple as it is on the top of the letter, just get it there as quickly as you can and let them know just how strongly people feel about this matter.

It would of course be better to compose your own letter and send it (you could probably make a better job of it) but if not, send this one, we can at least shower them with quantity if nothing else.

PAS

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I am writing to you in the hope that if club members read this letter in the 'Courier' they may be able to help me locate my stolen Triumph Vitesse convertible.

On Friday 11th July, it was parked outside Tulse Hill Station in South London, it was missing on my return at 8.30 in the evening. There was about 2 gallons of petrol in the tank and a locking cap fitted so, assuming it was taken by joy riders, it may be anywhere within a 50 mile radius of South London. Details are as follows:-

Triumph Vitesse 2 litre MK2 convertible  
Registration KEK 30J  
White with black side flash  
Also the following non-standard items:  
Double silver coachlines under the black side flash  
Horizontal black stripes across the boot lid silver panel  
Hood with unzip rear window  
Custom number plates  
A 'Le Mans' sticker on the bonnet

In the 4½ years I have had the car I have renewed most of the mechanical parts and although the paint was not perfect, everything else was very sound.

Please keep a lookout for KEK 30J, I would like to have it back! I can't afford to buy another Vitesse as I'm still paying off a bank loan I took out to renew the gearbox and clutch.

Readers, if you have any news of this car, please contact Phil Parish, 14 Norwood Park Road, West Norwood, London SE27 9UA I am sure any information would be appreciated.

#### A FEW WORDS OF ADVICE - From Mr K Doyle:

For over two years I have enjoyed being a member of your club, even if I am out of the way of the main activities (Tyne & Wear).

I am registered with the club as a MK2 Vitesse owner but recently I was forced to sell in order to raise the cash needed to buy an exceptional GT6 MK3, which I had seen. It had only covered 40,000 miles and in mint condition, finished in Pimento Red, Sundyn glass and brushed nylon seats and O/D.

The car had spent three weeks at SAH being modified to their stage two tune, hence it was also rather quick.

As I am 22yrs of age, a fully comp insurance policy was too expensive, so I had to go for the TPFT, a move that I now regret very much.

Whilst returning from college a few weeks ago, an Avenger swerved onto my side of the road for no apparent reason and hit me head on. My car is a write off as well as theirs. The police informed me at the hospital that the driver and passengers in the Avenger were all drunk and had previous driving offences, then came the killer blow. They have no insurance cover and are all unemployed. My own insurance company will have nothing to do with the affair and my solicitor informs me that my chances of gaining any compensation through civil action are very remote, therefore, I have lost £1,500 whilst being totally innocent.

Any members of the club who have exceptional or even less exceptional examples of our cars if you are not fully comp already, get wise and apy the extra money. Maybe the money is no substitute for your wrecked pride and joy but at least youre in a position to buy again, unlike me.

#### STIR V 6TH/7TH SEPTEMBER 1980 at Charlecote House, Near Warwick

This event, which is the third British hosted, Standard Triumph International Rally, is organised by 8 Registers and Clubs catering for all Standard and Triumph Cars (see list on entry form). Rallies Numbers 11 and 1V were held in the US A and it is hoped that once again we shall be joined by a party of our American friends.

Owners of all Standard and Triumph Cars are invited to attend both the formal pre-rally Banquet at the 'Charlecote Pheasant' on the evening of Saturday, 6th September, and the Rally itself on Sunday, 7th September.

The Banquet in addition to celebrating STIR V itself will incorporate the celebration of 21st Anniversary of the founding of 'The Standard Register'. It is anticipated that the cost of the three course dinner inclusive of coffee will be not more than £7.00 per head. Please contact John Cudmore for further details.

The Rally will have separate classes for Pre-War Standard Cars, Post-War Standard Cars, Pre-1940 Triumph Cars, Triumph Roadsters, Triumph Razoredge Cars, Triumph Mayflowers, TR's and all other Triumph models. Cometicitions will be:-

Distance Competition - Competition in each class travelling the greatest distance to the event in the period of 48 hours prior to the opening of Rally Control at 9.30 am on Sunday, 7th September.

Driving Tests - to take place between 10.00 a, and 12.30 pm

concoirs Event - Judging between 12.00 noon and 4.00 pm

In addition to the Concoirs Event there will be a 'Dinky Toy' concoirs for all models of Standard or Triumph cars. No formal entry for these models.

Prize Giving will take place at around 4.30 pm.

Throughout the day there will usual informative commentary by Michael Sedgewick.

Entry forms should be forwarded to:-

John B Cudmore  
Oxford Area Organiser  
Triumph Sports Six Club  
'UP Country'  
High Street  
Stonesfield  
Oxford OX7 2PU

\* For further comment on Paul Swanson's letter on Page 1, please refer to Page 8.



Information sent in by John Griffiths

Excerpt from this months RAC Motor Sports Association Limited Club News

Unofficial Riding of Motor Cycles:

Unofficial Riding of Motor Cycles (and of course this can equally apply to cars) on private grounds at events in an irresponsible manner, whilst not illegal may be not covered by insurance. In the event of an accident and the person responsible being without the personal means to satisfy any judgement, the injured person may be able to recover the damages from the organisers if he was able to show that they had even 1% of responsibility in the matter. Clubs must show that they took reasonable steps to stop such riding.

Gurston Down Hillclimb, June 22nd:

The time recorded for Derek Clark on his first run should have read 46.95 and not 49.95 as printed in the Courier August 1980 No. 2 addition.

Vic Elford to Leave:

Team Akai with Audi and Vic Elford have issued the following statement.

"Following a difference of opinion over policy in the management of team Akai with Audi Vic Elford, appointed Team Manager in January this year will be leaving the team and returning to Belgium".

I recently wrote to him asking him to communicate some of his experiences rallying Vitesse Saloons during the early 60's, but without success. Now he has gone to Belgium I doubt if I will receive a reply.

A.C. Noble of 20 Station Road, Littlethorpe, Leicester has recently taken over as Secretary of the Pre'40 TRIUMPH OWNERS CLUB.

THE KENT AREA INVITE YOU TO A BARBEQUE AND AUTOJUMBLE (note change of venue)

VENUE: The Hoseshoes Inn, Dean Street, East Farleigh, Nr Maidstone, Kent.

DATE: Sunday, 21st September, 1980, from 4pm.

AIMS: A chance for you to show off your car - however good (or bad!!), meet others and sell unwanted spare parts.

Food and drink.

Tickets: Adults £3, children £1.50.

Cheques to be made payable to TSSC and sent with a S.A.E. to:  
STUART WATSON, THE OLD GRANARY, WHEELERS LANE, LINTON, MAIDSTONE, KENT.

Ticket sales now close 17th September

Dear Editor,

Having seen a number of references in 'The Turning Circle' and 'The Courier' concerning overheating, I have put pen to paper at last and written down my own experiences on that subject. I hope this lengthy diatribe is suitable for publication and will help other members experiencing problems in this direction.

VITESSE OVERHEATING

About a year ago, I began to experience overheating problems with my MK2 Vitesse when cruising at 80mph on the er, 'autobahn', or when driving in slow-moving traffic queues. The car has a standard cooling system set up, and gradually the symptoms grew worse, restricting cruising speeds to below 70mph, even in mid Winter. Failure to stop would result in spectacular eruptions from the expansion bottle, proving that at least the gauge and sender were serviceable!

I carefully checked the mixture, timing and fan belt, and renewed the thermostat and radiator cap. Finding no improvement, I tried using 'Radflush'. To my amazement, it worked - but only for 5,000 miles. Once again, I tried 'Radflush', but this time to no avail. I removed the radiator, discovering that it is a rather more fiddly task than the manual would suggest - turning the fan to clear the drain tap and bottom outlet pipe helps, so leave it in neutral! I took the rad to IMI Marston Radiator Services - find them in yellow pages. When I handed it to the technician, he told me that I was experiencing overheating before I told him, or before he took the cap off to have a look inside - he could tell by the weight! My car has spent the whole of its life in a 'hard water' area, and although I have always used rainwater during my two year ownership, the damage had already been done - the tubes were 'furred up'.

The technician told me that using 'Radflush' can actually irritate a bad case, because dislodged particles of lime may then clog the furred tubes further. MRS normally remove the top and bottom tanks and clean out the tubes of the matrix, but they often find that with an old radiator, some of the tubes have become porous and leak after the removal of the lime deposits. I was informed that a new core retails at £51 + VAT, but I was offered a discount that would reduce the basic price to £38. Pleading financial hardship, I implored the technician to avoid using a new core if at all possible. Three hours later, I had a fully-overhauled radiator that passed a pressure test after cleaning, so a new core was unnecessary. A new drain tap was fitted, and the rad was resprayed and baked. The bill, including VAT, came to just under £25 and the work is guaranteed for a year.

The problem has now been cured, covering 100 miles of motorway at a continuous 85mph failed to excite the temperature gauge into displaying anything other than a 'Normal' reading, even on a hot day. For those members that are fed up with overheating, I hope that this letter provides some inspiration!

Letter written in by Stephen Offley of Warwickshire.

Letter from P Baker:

In reply to Steve Tames letter printed in the second edition of the Courier:

The Stromberg/SU to Solex adaptor does exist, and as luck would have it, I do possess one which I may be persuaded to part with. If Steve could phone me on 81600 (Coventry), after 6pm one evening maybe something could be arranged.

Now to problems of my own. After losing the set of keys to my 13/60 saloon locally, I decided to change my door and boot locks. However, after trying every Triumph dealer I drew a blank. Eventually, I managed to obtain two brand new door locks from a work colleague. On trying to fit one however, I discovered to my horror, that there are two types of Herald door handles. Of course my existing handle is the wrong one!

PLEASE, does anybody out there have a drivers door handle part number 703879. They were fitted on the Herald 1200, up to commission number GA 50247, and intermittently from GA 502 to GA 50638.

With this type of door handle, the door mechanism was fitted in one piece to the handle from the back. I'm also looking for a Herald Roof with Sunroof in good condition to fit my saloon. Anyone want a good set of 5 wire wheels for a Spitfire. Offers around £70 please. Address: 2 Mulberry Road, Wyken, Coventry CV6 7HY.

Letter from J Halliday of Reading:

In the latest Courier, Sid Jensen complains about the awkwardness of replacing the handbrake cable on a MK2 Vitesse. I have recently done this and, resisting the temptation to use a saw on the guides, managed to thread in the new cable 'from the centre outwards' i.e., get it into a sort of springy loop forward of the diff, when it can (after half an hour of discomfort) just about be passed through the guides.

I think this grotty brake 'linkage' is a very poor feature of these cars - it would not have cost much extra to have used a proper bell crank system for the handbrake (a la P3 Rover).

On the subject of poor linkages, many years ago I got rid of the snatchy feel in the throttle cable by discarding the tension spring under the bonnet and stuffing, directly under the pedal, an old upholstery spring. It is a real improvement and does not even need fixing! The small springs on the carb spindles remain of course.

On another point, I can thoroughly recommend the new spray pump which comes with the Waxoyl 'Jumbo' package - it is unbelievably quick in squirting over all the underbody members and brake linkages, and by using the long extension tube, the inside of all those box sections can be reached (the main chassis members have a hole about halfway along, partly hidden by the brake and fuel lines) on the basis of withdrawing the tube slowly and giving a squirt every inch or so.

The Courier is excellent - the articles most useful. How about including some kind of handout which members could stuff into the hands of prospective recruits?

Letter from Nick Lodge of Dorset:

With reference to A J Bierschenk's letter (Courier, August edition), I thought you may like to know that I too am building a special, although being a strong supporter of the original Club car body designs. I have driven Spitfires for the last 10 years, and my wife has a Herald Estate and a 1250 Skylight. However, I couldn't resist the challenge of building an RMB Gentry (it's an MGT replica/copy). Work started last May with the purchase, for £35, of a 1962 Herald with moth-eaten body but sound chassis. Since then I have completely stripped the body and chassis (and have knuckles to prove it!) and I have now started rebuilding with all new/reconditioned goodies, having modified and effectively rust proofed the chassis. The body shell arrives on Dec 19, giving me time to complete the rolling chassis, and final completion of the kit should be around June 1981 - in time to enter the Concours I hope, as I haven't seen any 'Specials' at the two concours I have attended. I urgently require a complete set of wires and adaptors though, and I have cash and 5 standard wheels with reasonable Pirelli (ints to barter with - anyone?)

From Brian Burrows - Worcs.

I have recently joined the TSSC and hope my scribble will be of interest. I didn't see your letter defending the Vitesse - in my eyes, it's a superb car without equal of its type. I think I tend to bore my friends exalting its virtues!!

For years I have always admired the Vitesse convertible and looked to the day I could afford one - egged on by an old mechanic friend of mine who thinks, (and I agree with him), that Triumph engineering is unbeatable! Anyway, purchased in 1978 and 1968 Mark 1, 2 litre convertible in very good condition with just over 70,000 miles on the clock - probably genuine. During a tour of Scotland last year it tipped the 100,000 mark beside the shores of Loch Ness.

Forgive the preamble but this year turned out to be 'the' year of my ownership so far. My wife and I plus our two friends (Spitfire owners), really enjoy open air motoring and we planned late last year to tour by Vitesse down to Rome via Venice and the Adriatic coast returning via Asti, the St Bernard Pass, onto Switzerland and through North France. The first few months of this year was spent checking over the car, (then, over 110,000 miles on the clock). After help and advice from my trusty friend and mechanic, Jim, we set off on May 29th to Dover and the ferry to Ostend.

We decided to head straight for Venice via the German autobahns into Austria, to Cortina de Ampezzo and into Venice - not literally!! We left Ostend at approx. 6 am on May 30th - stopped in Innsbruck for a few hours snooze and eventually arrived in Venice at 7 pm on Saturday May 31st. Since leaving home at 5pm on May 29th we had covered 1039 miles and most of it on motorways. The car cruised easily - despite the load, (four passengers and full boot and bootrack), at 70/80 mph and returned well over 30 mpg - my car is without overdrive.

We had many admiring looks throughout the trip. Rome is incredible! Nobody seems to bother unduly with traffic lights or pedestrian crossings if they can help it! Everything is done at high speed with brakes squealing and horns honking.

The journey home was very impressive via the St Bernard Pass - unfortunately blocked with winter snow still - however we did drive quite a distance up the steep, winding road before deciding to turn around and cross via the tunnel. The power and smoothness of the superb straight six engine was a joy to drive up the twisting mountain roads.

It was an excellent trip, the Vitesse did not miss and beat in 3083 miles, returning an overall mpg of between 31/32 - not bad for a car that is well over 12 years old and has done very nearly 114,000 miles - no oil used either.

In these days of difficult times for the British motor industry, I'm proud, very proud (can you faintly hear the sounds of 'Rule Britannia'?) to own a British car - forgive the pun - 'A Triumph of British engineering'.

Sorry Bill if I rambled but there seems - as usual - not enough blowing of our own trumpets!! Can you please let me know what 'some clown' wrote about the Vitesse and your reply

All Best Wishes

P S Can you please advise the most effective way of cleaning my hood's plastic windows without scratching. Ta.

Letter from J.C. Wright.

I feel that I must write to mention a problem I experienced recently when the brake servo packed up on my GT6 Mk.3.

Having suffered two long days of using both feet on the brake pedal while I waited for the replacement unit, I received a call from my dealer who informed me that it had arrived, but added that the price he had quoted me previously i.e. £59 plus vat. was not correct although this was the price shown in the Triumph price list.

It would seem that my dealer had ordered the part direct from Girling and the cost was £99 plus vat. which was Girling's recommended retail price.

As you can see, the difference in price is a HEFTY £40 plus vat. which to me seemed impossible, so I telephoned the Girling factory and explained to them my feelings on this differential. This was their reply -

"Yes Sir, we do receive a number of queries of this nature, we must do something about it".

The reason for the difference in price is caused by the fact that Triumphs are supplied brake servo units by Girling as "O.E." (original equipment) which Triumphs then supply to customers at a price much below Girling's recommended price.

So for the benefit of other hard up owners of late GT6's it really does pay to investigate this (original equipment) situation, especially as far as Girling units are concerned. I wonder if this situation affects any other major suppliers of parts?

Can anyone explain a strange knocking which seems to originate from the back axle area of my GT6, and only occurs when the road is wet. I can only imagine that this water is acting as a lubricant to some part, as when the car is driven in the dry the knocking does not occur. I have crawled about under the car, but cannot find anything untoward, like back axle falling off. Can anyone cast any light.



On page 1, you will notice that there is a letter from Paul Swanson about the new Government proposals for Vehicle Road Tax. The following is a comment about that letter and the proposal.

With reference to the letter on page 1 from Paul Swanson, concerning Vehicle Road Tax, we are in full agreement with the suggestion that our local M.P. be contacted and our feelings made very clear to him, but we feel that criticism should be constructive; as well as our objections, we should offer our suggestions for an alternative method of taxing road vehicles, perhaps as an extra duty on petrol.

Club members might like to offer their own ideas which, if sufficient members agree, we may perhaps put forward as an official suggestion from the Club.

TONY and KEN,  
SPITFIRES (U.K.)

NORTH WALES AREA NEWS

Geoff Thomas reports: MODD GWEITHAF N. CAFODD Y CYFARFOD CYNTAF Y BRO WAECSSAM EI DDIGWEDD YN WIR3 MI OBEITHIAF EI FOD Y CYLCHGRAWN CLWB YN CYRRAEDD UN TIPYN BACH YN FUANACH MIS NESAF. BETH BYNNAG EDRYCHAF I YMLAEN I WELD RHYWEAINT O'R AELORDAU MOLD, CHESTER A.O.B. I DDOD YN Y DYFODOL. COFIWCH DYDD MERCHER CYNTAE Y M.S CYFARFWN N. YNG NGWESTY BRYN HOWEL RHWNG RUABON A WRECSAM (A539) MI GROESAWAF AWGRYMIADAU, LLYTHYRAU A.O.B AT Y CYFEIRIAD DILYNED. (note from a hard pushed typist - please make this a one off job!).

Most of the day was taken up on the 6th of August attempting to transport the area Vitesse MK2, in torrential rain to Llandudno junction to Wrecsam. It must have been a sight seeing a brown Vitesse towing a white Vitesse with the propshaft clanking round loose inside through the mountains, trying to drown us all in rain. The looks we got from passers by was unbelievable and even the police looked stunned, dogs ran for their lives while passing Ibargollen. I arrived in Wrecsam weak with laughter, especially after a rag wrapped itself round the propshaft and shredded itself over David Hughes.

Anyway, all can be explained if you attend the meetings on the first Wednesday of the month in the Bryn Howel Hotel Trever between Clangollen and Wrecsam on the A539. A spares find is being set up so that you, the members in the most inaccessible places, can get your bits with a maximum wait of 3 weeks. For details of meetings ring David Hughes, Wrexham 841259 or write to North Wales Area Organiser, G J Thomas, Neuadd John Williams, 10 Rhodfar Mor, Aberystroth, Dyfed, Cymru.

CORNWALL AREA NEWS

Richard Cunningham reports:

For our July meeting we changed venues - the new venue being a great improvement over the previous one. Unfortunately numbers seem to be dwindling as only 3 other members were present, and not all of those at the same time.

July should have been another busy month - the club was invited to have a stand at the annual rally run by the Kernow Old Vehicle Club. Unfortunately, as seems normal on Sundays this year in our fair country, the heavens opened. This with the added attraction of the British GP on the box and the fact that I was immobile due to piston ring trouble, our stand was a non-starter - perhaps we will be able to present a stand next year - with the possibility of the clubs Courier van?

Congratulations are in order to the Devon band for organising an excellent barbeque at Seaton, which is actually in Cornwall. Only two Cornwall members including myself were present and we were put to shame by the half-dozen Devon members and half-dozen Avon members who made the trip over the border to Cornwall.

Finally, there appears to be a jinx upon the Cornwall area organisers job. Our first organiser gave up the club and sold his Vitesse, our next man had his Vitesse succumb to the dreaded rust, and since I took over the job, I have had to replace all the pistons on my Vitesse! Perhaps the next area organiser should run something other than a Vitesse!

Next meeting is on the last Friday of the month at our new venue the Hewas Inn at Sticker - please try to be there before 9pm as seats seem to disappear quickly after this magic hour.

Anglia Area

Barry Newitt reports:- Perhaps I can breathe a sign of relief now that the 3rd Autotest and Barbeque is now over without too many problems. Judging by the comments made to me during the weekend you all enjoyed yourselves and some of you are already talking about next year, that we will have to see about! We were again blessed with good weather for the weekend which helped a great deal. I must thank all my local members who turned out to help on Thursday and Friday evening and throughout the day on Saturday and Sunday and the final clear up on Monday evening, you would not believe how much there is to do. A special thanks to the Essex area for running the Autotest. A big thanks to all of you who came, especially those who had travelled several hundred miles to be with us. Great to see 16 members of the Triumph Club of Belgium, hope you all had a safe drive home.

I hope we will be able to show a profit for the Club when all the bills have been paid.

#### ESSEX AREA NEWS

Despite the news blackout on Essex Area's activities over the last few months, we haven't been loolling around sozzled at all but have been rather busy in fact. It's a little difficult to cast around in the dim recesses of the old brain and recall what point in the saga I'd got up to when last my efforts graced the newsletter's hallowed pages. Ah, yes, I have it now: The Herts Area treasure hunt. How could I forget! This was in April as I recall and several Essex types trundled along to participate in the knocking down of country pedestrians and associated children, dogs, etc. My own driver (he knows who I mean), was quite proficient at this: if he failed to paralyse the locals with fear on his first run, he turned round and surged past again just for good measure. A very enjoyable sunny day out for all concerned.

Next on the agenda was another car breaking session: these events really have quite an effect on the local membership - if you have binoculars with you, you can just about make them out as they make for the nearest horizon! Not to worry though - the usual heavy mob made short work of the latest Vitesse with the help of a fork-lift truck and got first pick of the goodies as a reward for their devotion to duty.

Attendance at recent meetings has been excellent but our latest (August) meeting has to be the best yet with 27 cars and loads of occupants. Some cars had 4 occupants apiece but even averaging 2 per car, there must have been 50 bods plus milling about. We even drew a rather nice TR6 with Wolfrace wheels (now there's a decent car). Actually, the chap was Essex organiser for the TR Register, not a gate-crasher, and we're invited to a get-together with them at the White Bear on the A1113, 2 miles from Chipping Ongar, starting 12 noon on Sunday 7th September. There will also be MG, Austin Healey and Morgan sports cars there so I'm hoping for a good TSSC turnout to show that we've got some class as well.

Don't forget our September 14th picnic meeting at Long Melford just across the Northern boarder in Suffolk: details elsewhere in the publication, courtesy of those who know about it (I hope!). Further information about Essex activities in due course, continued personal survival permitting.

#### NOTTINGHAM AREA NEWS

Calling all RSSC members in Nottinghamshire and Lincolnshire: I've been trying to arrange meetings in the Nottingham area for the last couple of months but few people turn up. Perhaps the meeting place (Southwell) is too far (14 miles), from Nottingham, so if anybody out there knows a pub in or near Nottingham or Mansfield which has real ale and a real car park, please let me know. I've seen several Vitesse in Mansfield but not many in Nottingham (perhaps they've all turned into Spartans), so if you like drinking good beer and talking good cars give me a ring on Southwell (0636) 812115 evenings or 812723 work or just turn up at the Bramley Apple, Church Street, Southwell on Wednesday 10th September at about 8 pm. Take A612 out of Nottingham to Southwell, right at tee junction, right in town centre, pub is on the left about ¼ mile down, set back from the road.

p.s. To the members who turned up at the first meetings, thanks, sorry my Vitesse wasn't outside - it will be next time - but it was in bits on each occasion.

#### ANGLIA AREA NEWS

A good meeting in August at the Old English Gentleman with our new landlord who has agreed that we can still meet there the 1st Thursday of each month. May I thank all my local members for their help in organising the barbeque and the Essex section for running the autotest and of course all the members who came from all over the country and abroad who made the whole event possible. I have just received a phone call from a very upset John Gale who was returning from London to Cambridge by train. He went to get in his car, which had been parked in Station Road, only to find it had disappeared. John has just spent £800 + on an engine rebuild and lots of SAH equipment. I hope when this goes into print he will have had his car restored in one piece, but just in case he has not, please look out for a Spitfire MK2, signal red, reg. no. PPF 928E. If you see it give John a ring on Newmarket 61715 evenings.

Our September meeting we plan to have a slide show of club photos as well as fixing up a date to make a real start on the club's Vitesse/Courier.

#### ESSEX AREA NEWS

The September meeting will be a picnic at Long Melford, Suffolk (3 miles north of Sudbury on the A134). Parking on the village green. Bring your Fortnam & Mason hampers. Keep your fingers crossed on the weather.

#### SOUTHERN AREA NEWS

This incorporates two months news as last month we missed out their all important news for July. Sorry Geoff.

Geoff Bell reports:

At the April meeting at the Churchillian, the local branch of the Morris Minor club were meeting in the same bar and they invited us to a beer and skittles evening on the 2nd of May. The challenge was accepted and the TSSC emerged the victors.

Roger Collins took his Spitfire to Donnington and won second prize in the original class. Well done Roger. I think it has got to the point where Roger only takes the Spitfire out for prize trips now. Every time it leaves the garage it returns with another trophy. Well, it seems that way anyhow.

On Sunday June 22nd, seven club cars set off from Botley Square at 10 am and travelled in convoy to Gurston Down for the hillclimb. I counted 25 club cars in the car park and met some members who had come from as far afield as Kent, Essex, Birmingham and the West Country. A very good turn out. I thought.

Pete Goldsbrough is going to hold monthly meetings (hopefully) in, I believe, the Blandford area. This new area known as Stour and Avon, should be ideal for members in the Salisbury and Bournemouth districts. I hope all members in that part of the country will give Pete their support.

Most members will have seen a new magazine in the bookshops entitled Practical Classics. One of the most interesting features is the car price guide which includes the present value of 500 classic cars. Our cars don't actually get a very comprehensive coverage and after the first issue I wrote to the editor about it, but got no reply. So recently I wrote to Lindsay and Shan Porter the compilers of the guide. I pointed out that they gave very good coverage to Morris Minors and Triumph TRs but not to our cars. They replied that there is only room for 500 cars in the guide and that very many compromises have had to be made. The Minors and the TRs are covered more thoroughly because of the widespread interest shown in these cars. So there you have it. You belong to a club with a membership of over a thousand but not many people take an interest in the cars catered for by the club. Figure that one out!

One Tuesday the 5th August, 23 people turned up at the usual meeting place for the monthly noggin and natter. This was equal best to the record set two years ago in August 1978 when we had 23 people attend. Why always August, would holidays have something to do with it?

Those who attended the hillclimb at Gurston Down in June said that it was quite interesting, and at least one local member had his appetite wetted and contacted John Griffiths about his desires. (Competition ones that is).

We are getting more new members at each meeting, but it is surprising how many we don't get. I mean, those who according to the membership secretary, are paid up members in the Southern area, but who we never see. Where are all you lost ones? WE MEET AT THE CHURCHILLIAN PUBLIC HOUSE ON THE FIRST TUESDAY OF EACH MONTH. ANYTIME FROM 8PM ONWARDS. It is all one bar, you are bound to find us, so pay us a visit. The Churchillian is on the north side of the A333 about a quarter of a mile west of the junction with the A3. North of Portsmouth, South of Petersfield, West of Havant and East of Fareham. If you can't find us now you don't deserve to have a motor car.

We have decided to have a treasure hunt on the 27th September and it appears that we should not be short of entries, judging by the enthusiastic reaction to the suggestion at the recent meeting. However, we must wait until the day to see what the turnout is like. We propose to finish up at an establishment that will give us some refreshment, so give us your support you members in the southern area.

One of our members is also a member of the TR club. That's the other Triumph club of consequence that caters for performance Triumphs and he says that they are all writing to their MP protesting about the proposal to tax cars on ownership instead of use. Personal protests are more effective than petitions they believe. So get your pens out members and let your MP know how you feel about it.

Finally, would it be possible to take up Nick Lees suggestion about an appraisal of firms that produce fibreglass body panels as I cannot get any door skins for my daughters Herald and I know that other members locally have had some difficulty in obtaining body panels.

#### OXFORD AREA NOTES

Busy June for Oxford with a super Treasure Hunt with questions set by Basil and Anna Crowley through the Cotswolds to places I had not been before and I live in the area! Yours truly took the longest time to complete the run and managed to win the champagne. Second was Norman and Sally Parker. Nice to see a new face amongst us - Jack Halliday from Reading with his Vitesse. Finished with a nice buffet at the Grapes and thanks again to Basil and Anna for the efficient organisation.

Our monthly meeting was well attended and Andy Jones brought slides from our March Welsh Weekend which we all enjoyed. Thanks Andy.

Some members travelled to Gurston Hill Climb to watch Paul Lucas try his hand at competition driving for the first time. By all accounts he was lucky to get there after an excursion by the trailer carrying his car to the event. His bad luck continued, for the throttle cable came adrift during his second run but he is determined to have another go at Harewood. Hope to see some of you there on 20th July.

Usual monthly meetings - 2nd Wednesday of each month at the Grapes, Yarnton, Oxford from 7.30pm (2 miles north of Oxford on A34 Stratford road). Enquiries to John Cudmore, Up Country, High Street, Stonesfield, Oxford. Telephone Stonesfield 555.

#### STOUR & AVON AREA NEWS

Again a good turn out of members for the 2nd meeting. The venue and time seems to suit most members. Most of whom seemed to enjoy a night out exchanging problems and tips.

Hopefully between the September and October meetings, a treasure hunt will have been organised. Anyone interested who cannot get to the meeting, please drop me an S.A.E.

Many thanks to Jon & Gill who are helping with the distribution of the area members list. They travel from Salisbury to each meeting, quite a drive. Also special thanks to Steve for the use of his pit on Sunday, to repair the U.J.s on my propshaft. Now my Vitesse is vibration less again.

## Adverts.

### CARS FOR SALE

Vitesse MK2 convertible, J reg. Sept 70. Hardtop, roll bar, alloy wheels, CD175 carbs. Undersealed chassis, rebuilt engine and exchange gearbox fitted. £750. Tel: Hungerford (Berks) 3051 after 6pm. Contact Peter Brill-Edwards.

Vitesse 1600, reconditioned diff, sun roof. £200, Tel: 01 947 2735.

Vitesse 2 litre MK2, 1969. Above average body and chassis wise. MOT'd until March 1981, taxed until the end of this month. Needs tuning and new exhaust. Spent £150 to pass MOT. Sensible offers to W Cook, Tel: 061 6435670.

MK1 GT6, May 1967. Almost totally restored to excellent condition, though not concourse. Reasonable offers of over £750 will be accepted. Contact Dr Bellamy Tel: Lewisham 6904311.

Vitesse MK2, 1969 convertible. Colour Jasmin, white roof, overdrive, completely restored, all papers since new, 74,000 miles, tow bar, extra number plate and other spares, full MOT. Opportunity for genuine collector. Sensible offers considered after viewing. Tel: Cromer (Norfolk) 512788, Contact Mrs R Sheldermine.

1966, 1600 Vitesse - Abandoned restoration project. Excellent chassis, good running gear, fitted with 2 litre type diff., gear box and brakes. Engine untouched but runs very well; no MOT due to advanced body rot. Also complete 2 litre body in reasonable condition, spare 2 litre engine, large number of assorted spares. £150 the lot, buyer collects. Tel: Plymouth (0752) 872308 after 6.00 pm.

Vitesse 1600, 1966 saloon, good condition for the year, MOT'd until June 1981 and taxed until September. Mileage is 110,000, to knowledge genuine. Typical annual mileage for the last 4 years 3,500. Colour signal red and with a minimum amount of work could become a collectors piece. Sensible offers welcomed. Tel: Ambergate (Derbys) 2762.

Vitesse 2 litre MK2, 1969, excellent condition, 12 months MOT £600. Contact Gary French, Tel: New Milton (0425) 612006.

Vitesse MK2, 1971, sienna/tan, rustproofed, garaged winters, 2 owners, used as second car, mint condition £895 or serious offers. Contact Alan Kent. Tel: 021 743 4242 (office hours) and 021 707 4300 (home).

GT6 1968, needs rebuild. Offers around £200. Contact Mr Blakeman, Tel: Atherstone 3843.

Vitesse 1971 convertible, J reg., overdrive, new exhaust, radiator, clutch, 11 months MOT, workshop manual, tonneau cover. Good runner. 8 track stereo. Quick sale wanted £595 o.n.o. Tel: Coventry 597771.

Vitesse 2 litre, MK2 convertible. Damson (Maroon), tan interior, 62000 miles, slight rust on nearside door, otherwise very clean throughout. £900 o.n.o. Telephone Tony - Shop hours only 01 985 8168.

Herald 'S' found in a scrapyard, complete and untouched. Needs only repairs to following:- Buckled roof panel (replaceable), front wheelarch rust (not too bad), front valance, driver's window, 60,000 miles. Colour powder blue/black interior. Offers around £80. Might break. Tel (0642) 825272 after 6 pm.

Vitesse 1600, 1967, sunroof, excellent mechanics, reconditioned diff, gearbox and engine. Chassis rust free. Bonnet different colour and untidy, hence £200. Tel: (Wandsworth) 01 947 2735.

Vitesse 2 litre MK1, MOT'd till May 1981, taxed until August 1980. 95,000 miles, sun roof and radio, colour red. Offers to J Gardam Tel: Peterborough (0733) 42243.

Cars for sale - continued:

1969 Vitesse MK2 saloon, recent clutch, replacement back axle, Royal Blue, good order throughout, 1 year's MOT. f550 o.n.o. Telephone Maidstone (0622) 45171. Stuart Watson.

Vitesse 2 litre saloon, E registration. Has a sound chassis but sills need attention. Engine needs reconditioning. Bodywork is good. Recent respray. Offers around f150. Contact Neil Shodnell (0222) 754073.

Lady owner selling a Spitfire MK4, L registration, Black/white interior, 72,000 miles MOT/Tax. f1,050 o.n.o. Tel: Titchfield 45949 (evenings).

1971 Vitesse convertible, O/O, Valencia blue, 73,000 miles, MOT 1 year, new hood and carpets, f620 o.n.o. Contact D Mitchell, Tel: Wooton Bassett (Swindon) 850112.

Vitesse 2 litre. Very good condition, engine, gearbox and body rebuilt, 10 months MOT. f650 o.n.o. Contact N Green, tel: Hodnet 435.

Vitesse MK2, 1968 in good condition. Practically new hood plus lots of new parts and f320 spent recently on sills etc. Offers to J Regan, 134 Laneside Road, Haslingden, Lancs. Tel: Rossendale 26439.

Spitfire MK2, DDL775C 1965. Winner of the original class in the TSSC first national concours May 1978. Second in class at STIR III by one mark. Winner of "Money where your mouth is" competition at the second National Concours May 1979. This car cost over f780 and countless hours to restore to concours condition and is finished in bright red coach enamel. MOT to July 1981. f1250 o.n.o. Contact Brian Thomas, tel: (0622) 861410 or see it at the Kent Area barbecue which is now on the 21st September.

Vitesse MK2 saloon is offered for sale at f275. MOT'd January 1980, chassis sound, clean interior, still original paint in engine, bulkhead etc. Rot in sills, bonnet etc but worth more than asking price. Engine rebuild 13,000 miles ago. 2 previous owners. Contact John Griffiths, 55 The Churchills, Highweek, Newton Abbot, S. Devon. Tel: Newton Abbot 69879 (evenings).

Bond Equipe GT, 1969, 6 cylinder, sunshine roof. Car taken in part exchange as the seller owns a garage. Mechanically very good, no axle noise. Engine very powerful, reputed complete overhaul, one year MOT. Bodywork good, colour blue, good underneath. Asking price f350. Contact Beaconsfield (04946) 6666.

Herald 12/50 saloon with only 31,000 on the clock. Perfect interior, never used tight sunroof, undersealed and garaged from new, hence cherished condition, MOT & tax 4/81. Contact A Graham (ex N London TSSC) tel: 01 485 2688.

CAR WANTED

Looking from a MK2 Vitesse convertible towards the end of August. Would like to pay around f800. Part exchange considered with a 1972 mini clubman estate fitted with mini cooper S engine. Estimated value of mini f550. Contact G Eaton, tel Haxey (Doncaster) 752019.

Left hand drive Vitesse MK2 with overdrive. Must be in good condition. Good price paid for right car. Contact John Reed, Tel: (0628) 33365.

PARTS FOR SALE

2 litre MK2 engine, gearbox and front suspension all complete.

1600 MK1 suspension uprights and discs & calipers.

Radiator for MK1.

Water pump in as new condition.

Windscreen.

Pair of MK2 doors (bottoms a bit rusty).

Diff for MK1.

Various electrical bits, control boxes, generators etc.

Contact J Gardam, Tel: 0733 42243.

Factory white RHD Spitfire MK4 tonneau covers, price f12.50 each (inc. P & P). Writer also know he can obtain new rear light units for MK4 Spitfires/GT6 plus MK4 Spitfire bonnets. Contact J Skinner Tel: Purton (Swindon) 770489.

Herald 12/50, 1200 spares, 1147 engine complete, was running before I broke the car up a few weeks ago, clutch only done a couple of thousand miles, gearbox, windscreen, dynamo, starter, speedo, set of chrome trims for bonnet and sides, steering column with wheel, plus hundreds of other bits - practically a full car in fact. The lot for only f75, may sell separately but prefer to sell the lot in one go. Tel: Pirton (046278) 645 after 6.30 in the evening or try at any time at the weekend.

Triumph Vitesse 6 parts for sale: rebuilt engine, new crankshaft, shells, piston rings, little ends, valve guides, springs, valves and seats recut. needs completing. Engine/Gearbox/Propshaft/Overdrive, run 2 years since rebuild, six branch manifold, twin 125 CDs, radiator with thermostatic electric fan - both as new, almost new delco distributor, rev counter, differential, new front exhaust pipe, dynamo, control box, economiser full regulator. Any reasonable offer considered. Contact C Nicholson, Tel: (W Yorks) 0924 - 470168

1600 Vitesse engine, needs rebuild f15 also 150 Stromberg carbs f15. Contact John West, Tel: Watford 40292.

GT6 MK1 distributor - brand new. Also suite Vitesse 2 liter MK1. List price f30 but will accept f15. Contact Nick Lees, Tel: Northwood 25570.

4 bolt on 4 1/2" x 13" wire wheels, little used, plus 4 inner tubes to match - f25  
Rear GT6 silencer box with dual chromed tail pipes, used but in good order - f15  
Standard GT6 MK3 exhaust manifold, used but good - f5  
Pair of Spitfire front coil/shock absorber units, unused - f10  
New primed GT6 MK3 bonnet, complete - f150  
Contact Murray Maclean, Tel: Frilford Heath (Oxfordshire) 391242.

Vitesse MK2 gearbox in very good condition. Offers around f30. Contact Bill, Tel: Bookham (0372) 58496.

Vitesse bonnet (never used) but sprayed BR green - f100. Vitesse/Herald boot panel (brand new) - f15. Vitesse/GT6 etc front suspension wish bones (bushed) and stub axle disc shield assy (all brand new f40 for both sides or will split, plus other odds and ends. Contact Alan Kent, tel: 021 707 4300 or 021 743 4242 (office) extn 503.

Triumph bonnet for Vitesse complete f15. 12/50 skylight roof f20. 1147cc engine in very good condition f20. Various parts for Herald/Vitesse. Telephone Southend-on-Sea 43611.

Breaking Vitesse MK2 convertible, complete set of red trim, dash and instruments, rear suspension units and driveshafts, o/s door - vgc, bonnet. Other parts - phone Stuart watson, Tel: Maidstone (0622) 45171.

## PARTS WANTED

Wire wheels wanted preferably 5 with adaptors etc to suit Spitfire/Herald, I have cash and 5 standard wheels with 5 reasonable Pirelli (ints available). Tel: Highcliffe 71511 extn. 57 (ask for Nick Lodge - office hours).

Vitesse bonnet assembly. Must be in first class condition. Good cash offer waiting. Will collect. Contact Peter Gabbott at Pembroke (06463) 4311 or if no reply at Gillingham, Dorset (07476) 3881.

Herald coupe works top to fit Vitesse MK2, might consider one in fibreglass. Contact Ian, Tel: Horwich 691068 (evenings only).

Herald 13/60 convertible 1970 needs one sound, nearside door and complete and useful steering coupling. Contact S Neale, Tel: Bristol/Avon area (0272) 635366 evenings.

Wanted for MK2 Vitesse. Boot trim panel assembly. Part number 814088. Nameplate TRIUMPH to fit on panel. Part number 623822. Nameplate OVERDRIVE to fit same panel. Part number 621076. Contact Geoff Bell, Tel: Emsworth 4683.

Spitfire MK3 wire spoke steering wheel, must be in first class condition. Contact Patrick Bates, 28 Recreation Avenue, Harold Wood, Essex RM3 0TJ. (sorry Patrick, I was unable to make out the area, and therefore the code for your telephone number).

For Herald Coupe: Occasional (rear) seat. Coupe name badge from boot-lid. Owners or drivers handbook (1200cc twin carb, Coupe) - will xerox this item and return with postage. Any other info. on 1200 cc twin carb. Contact Chris Longhurst, 30 Cornwall Road, Midanbury, Southampton (0703-553395).

Advert: Wanted for Mark 2 Vitesse. Boot trim panel assembly. Part No.814088. Nameplate TRIUMPH to fit on panel. Part No.623822. Nameplate OVERDRIVE to fit same panel - Part No.621076. Geoff Bell - Emsworth 4683.

## NOTE FROM THE EDITOR

This month there will be no copy of the Courier as all the material has been prepared and typed by Sonya and Josephine for incorporation in the quarterly issue of Turning Circle. This is due to the fact that many people are on holiday and it is not felt that it would be very economic to produce and print two magazines at the present time.

We have had a lot of material in this month and, as you will see when you read on, one or two quite distressing letters from our club members. We sincerely hope that you will be able to write in to us with some better news in our September issue.

We'll be back to normal next month so get writing.

NOTE FROM THE POOR PASTE UP ARTIST: The quarterly magazine was going to be a huge A4 sized format and, at the last minute, Paul asked if we could fit in the "Courier" and we thought we could in a "pull-out" of four pages. So it was typed in the A4 reduced by 10% format. Alas, when typed there were 18 pages of it. So we've put off the quarterly one for a month or so and have rehashed "The Courier" for you. It looks a bit odd because we've had to knock it about to fit the format of the "Courier" and provide the long suffering printer with a grip-edge. In the "Turning Circle" I hope to show how it should be done:- DRH

## CLUB DIRECTORY. '79/'80..Cont'd.....

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WATCH THIS  
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AREA ORGANISERS CONTINUED ON BACK COVER.....