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# **THE COURIER**



November 1980 No. 5

the monthly news publication of the  
Triumph Sports Six Club



**TSSC** The Club that's going places -----



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		DAVE BAYLISS 64, Wimbledon Pk. Rd. LONDON. SW1 8SH.	Bob Motley Address please.

COVER PHOTO.

Mr. W. Sunderland (senior) - 1962 Herald Coupé

**IMPORTANT NOTICE**

2.

APPOINTMENT OF CLUB OFFICERS (INCLUDING AREA ORGANISERS)

Due to the basic progression of the Club to a larger & more complex organisation, the appointment of Club Officers is now handled at Committee level. This is not a change of rules, it should have been done this way before, but because the Club was relatively small it was easier to deal with at the AGM. This situation is now reversed & it has now become more practical to deal with the appointment of the Club Officers at the first meeting of the newly elected Committee.

There is nomination form enclosed with this month's Courier (yes, there really is one this time!). The form should be completed by both the Nominator & Nominee (you get a better class of word with the TSSC) & returned to the General Secretary as soon as possible.

IN ANY EVENT THE FORM MUST BE RETURNED NO LATER THAN THE 1st. POST ON SATURDAY THE 22nd. OF NOVEMBER 1980.

Forms received after this date will be treated as null & void & the holder of the post will be considered to have resigned & the post will be advertised as vacant in the next available Courier. This procedure applies to AREA ORGANISERS so please make sure you get your nomination returned in time.

The posts held at the moment are listed below:-

COMMITTEE CHAIRMAN... TECHNICAL SECRETARY... MEMBERSHIP SECRETARY (this post was vacant but it was filled before the ad. appeared)... AREA ORGANISERS CO-ORDINATOR... OVERSEAS AFFILIATION SECRETARY... TURNING CIRCLE EDITOR... THE COURIER EDITOR... COMPETITION SECRETARY... SPARES SECRETARY INTERNATIONAL HERALD REGISTER SECRETARY... INTERNATIONAL VITESSE REGISTER SECRETARY... NATIONAL EVENTS ORGANISER... INTERNATIONAL BOND EQUIPE REGISTER SECRETARY... INTERNATIONAL SPITFIRE REGISTER SECRETARY... INTERNATIONAL GT6 REGISTER SECRETARY... AREA ORGANISER FOR ANGLIA... AVON... CHILTERN... CORNWALL... DEVON... ESSEX... GRANADA... HERTFORDSHIRE... KENT... MILTON KEYNES... NORTH LONDON... NORTH MIDLANDS... NOTTINGHAM... OXFORD... SOUTHERN... STOUR & AVON... THAMES... NORTH WALES... WEST MIDLANDS... YORKSHIRE SCOTLAND... LEICESTER...

The following Posts are known to be becoming vacant by the 22/11/'80.

1.) PUBLIC RELATIONS OFFICER\* 2.) EQUIPMENT SECRETARY

Even if a post is not known to be becoming vacant you are of course still entitled to apply for the post (the present holder might not re-apply or the Committee might consider that the present holder is not doing a very good job & a new post holder should be given a chance!)

To save any embarrassment or ill feeling, only the successful applicants name will be published, the other names will be held in strict confidence by the Committee.

\*PRO... The post of the Public Relations Officer ideally needs someone who likes writing letters. The main function is to liaise with the car magazines & notify them of changes of club officers, 'progress reports' etc. e.g. did you know we now have 'x' number of members etc. etc. There is a rather nice bonus to this post - (over & above the normal stationery & postage expenses) - the Club pays a subscription for all four of the 'old car' mags. to be sent to your address each month. Although you have to hand over the magazines to the Club Librarian at the end of each volume (the Club buys the Binders as well) you at least get a years free supply of Mag's. The most important function of the PRO is searching through the car magazine as soon as it's delivered & checking if there is anything relevant to the Club & sending a suitable reply for (hopefully) publication by them.

*In the interests of economy - INTRO & NEWS REVIEW are postponed for this month. PDS.*

### THE CLASSIC CAR SHOW ROUND UP

3.

Although it was reported that Nick Hurst of the Herts Area was organising our stand at the Classic Car Show, he was infact taking part in the Round Britain Rally of Club Triumph, so it therefore became the job of myself, Jeff Moore, Wally Brackley, Jeff Williams and Ian Witham.

Our little convoy of 1 Herald Estate, GT6 MKII and Sparten arrived at Earls Court Thursday afternoon after a traumatic journey, when a Bedford Truck decided to turn across infront of us without warning almost causing us to arrive with much more compact chassis than when we began.

The show was being held on the 1st floor, we took our car's up in the lifts and were able to drive to our stand area. We had an island site flanked by four gangways and the cars were placed in a fan shape, two at right angles and one diagonally. We had two tables on which were displayed T-shirts, sweatshirts etc for sale and Membership Forms. Also on display was a Vitesse chassis which had been involved in an accident to show how strong the backbone of the Triumph Sport's cars are.

During the three days the show was open the attendance was very steady and we had our fair share of visitors to the stand, inspite of the fact that other Exhibitors such as Jaguar, Marcos and Mercedes had very lavish stands and MGs had to supplement the bodywork on their stand by adding that of a bikini clad model. Inspite of all the other attrattiions, we were kept continually busy on the T S S C stand, so our bodywork was still able to draw the crowds and many people expressed interest in joining the club.

Large numbers of Membership forms were taken away and if only a few people have become interested then the time we put in would have been well spent. We even managed to sign up one fully paid member from Florida, U S A. During the show we also sold £168 of Club regalia. The pressure on the stand was very heavy throughout and we were lucky to snatch a lunch break by 4pm.

We were very pleased to have visit the stand members of the staff of Practical Classics Magazine, who are at present featuring the Herald 13/60 rebuild in the current edition. We had an interesting talk regarding the cars and the article in the Courier on Leylands destruction of spare parts.

We are grateful to the Classic Cars for stageing the show and would like to thank all club members who visited the stand, and hope that if we take part in another show we will meet even more of you.

From Stephen Willis - Herts Area Committee Member

### THE WOOD-JEFFREYS AUTOELECTRIC FAN

As I said last month, the fan order is complete. Since then the money has been streaming in. However, some of you have still not paid.

The Company can only hold their prices so long. Please do not spoil the order for those who have paid. If you have overlooked sending your cheque off to me get it in the post today. If for any reason you wish to withdraw from the offer ring or write as soon as possible.

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### SEALING THE LEAKS:- Herald and Vitesse Saloons.

4.

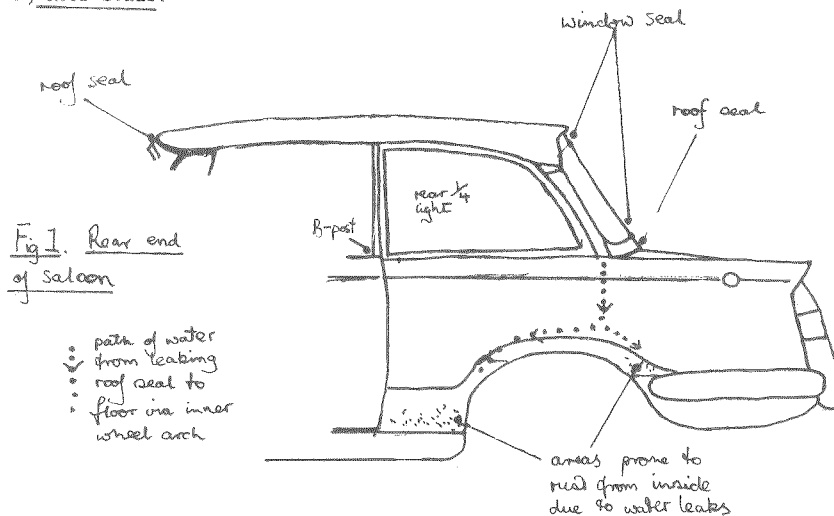
#### 1. Leaks into the boot and rear body compartment.

Old Herald and Vitesse saloons are often leaky at the rear resulting in bootfulls of water and rot at the bottom ends of the rear wheel-arches.

These leaks can result from :-

- a) defective roof to body seals; b) leaking rear windscreen and rear- $\frac{1}{4}$  light seals; c) non-functional gaskets on the boot hinges; d) leaking boot seal; e) small amounts of water entering through trim and letter clips and f) missing boot-floor grommets.

#### a) Roof seals.



If the roof seals have decayed the best policy is to take off the roof (3 bolts at rear in boot, 1 bolt each side in B-post and 2 bolts + mirror assembly at front). With the roof off any rust between body panel seams (eg top of rear wing and tonneau panel) can be cleaned up and after re-painting the seams packed with 'Dum-Dum' putty (Unipart No. GWS 122). New rear roof seals (611750) are available if required, but a liberal application of Sealastick, after scrapping out any old sealer, should be o.k. The sealastick should also be applied to the front roof seal (? not available new) and the rear  $\frac{1}{4}$  light seals.

After putting the roof back on plug the rear corners with 'Dum-dum putty'. Any excess sealastik leaking from the roof seals can be cleaned off with paraffin.



b) Window leaks.

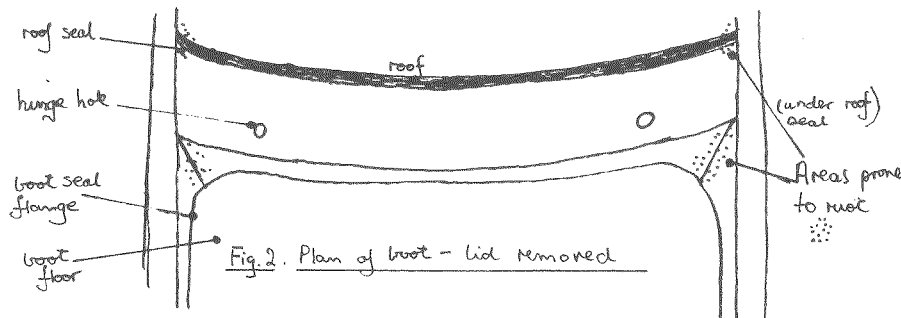
Leaks from the rear windscreen and  $\frac{1}{4}$  lights can usually be stopped with clear window sealer (obtainable at most accessory shops). Alternatively sealastik can be squeezed into the gap between rubber and glass - first lever away the seal with a screwdriver and apply sealer using a fine flat nozzle on the sealing gun.

c) Boot hinges.

There should be gaskets between the boot lid hinges and the body metal. If they have disintegrated replacements must be fitted. They do not seem to be available new ( 603212 / 3 ) but can be cut from a sheet of gasket paper (obtainable from a friendly garage or Leyland dealer very cheaply). Both sides of the gasket should be coated with a thin film of sealastik before putting in position.

d). Boot seals.

If the boot seal is not available new (Pt.No 705742 ) decent ones can be obtained at scrap yards for 50p - £1. Before replacing the seal check that there is no rot at the corner seams of the boot (Fig.2). Any rust here should be cleaned back to good metal and a plate rivetted or welded in or a fibreglass mat used to cover the hole. Either should be sealed in with sealastik before painting



A bead of sealastik should be placed all round the boot seal flange before putting the seal into position. The seal should be pop-rivetted into place (remember to use load-spreading washers) at the lower flange (parallel with rear valence).

e) Trim.

All the letters and trim clips should have been factory sealed. Any which have lost their sealer can be resealed with lumps of Dum-dum putty.

f) Boot grommets.

Because of leaks in the past the boot-floor grommets may have been removed to drain any water away. After resealing the car (a-e) new grommets (Unipart 'oddpaks') should be placed in the boot floor otherwise water may enter from underneath as road spray.

Chris.Longhurst

VITESSE \*\*\* GT6 \*\*\* SPITFIRE OWNERS

\*\*\*\*\*

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## WHAT'S ON NEXT

TRIUMPH SPORTS SIX CLUB FOURTH CHRISTMAS WEEKEND FOSSE MANOR HOTEL, STOW ON THE WOLD, GLOUCESTERSHIRE

FRIDAY 9TH SATURDAY 10TH SUNDAY 11TH - JANUARY 1981

The response to this exciting Club event has been wonderful. There are still however a few vacancies especially for those of you who are single and for those of you who need a family room. Don't forget there is nothing to stop you bringing the kids if you want. Give me a ring first and I will try and sort out a special price especially if they are very young.

Full details of the weekend appeared last month in the Courier but just to remind you, the all inclusive price is £36.50 per person. If you want to come and meet members new and old, please send in the booking slip with your money as soon as possible. Don't hesitate to give me a ring if you have any queries.

Post booking forms to me at:

55 THE CHURCHILLS  
HIGHWEEK  
NEWTON ABBOT  
SOUTH DEVON  
TQ12 1QN

Telephone Newton Abbot 69879

JOHN M GRIFFITHS  
VICE PRESIDENT/COMPETITION SECRETARY

### SPECIAL NOTE

*only a few places left -  
Singles needed to share large  
family rooms with other members!*

Haynes Guide to Postwar Collector's Cars & Their Values 1980 - 1981

First published 1980 by Haynes Publishing Group, Editor, Road Grainger.

Whilst not receiving a very good write up in *Thoroughbred and Classic Cars*, I found this new book informative and interesting. Perhaps rather twee and simple in its approach, it none the less provides an easy guide to Classic and Collector car prices.

The book is divided into five chapters as follows:

1. Classic Sports Cars - GT6 and Spitfire covered.
2. Classic Saloon Cars - Vitesse covered.
3. Classic Exotic cars.
4. Collectors cars.
5. Specialist Cars Club - no mention of the Triumph Sports Six Club. Written to them to ensure we are in the 2nd edition. (A new edition will come out each year.

At the end of each chapter is the price guide dividing the cars into 'Basket-case' (i.e. 'really sad cars in need of total restoration that however still have all the essential parts in place'.) "Average" and "Concours". This price guide also gives performance details and as T & C C put it, they are then treated to the 'Sort of glib FOR, AGAINST AND SUMMING-UP process.

Still, let me tell you a bit about what they say of 'our cars'.

Vitesse: 'One car that has been under-rated for years .... and is just starting to creep into the highly-desirable category is the Triumph Vitesse especially in 2 litre form. etc etc.

GT6: 'A car that is just starting to catch on is the miniature version of the fixed-head E type, the Triumph GT6. These rapid little machines..... are becoming more expensive ---- you have to pay up to £1500 for a good, late one --- now that people realise they are fast and economical.

SPITFIRE: 'The similar four-cylinder Triumph Spitfire will follow as its good looks charm the hide off another generation',

#### Price Guide Quotes:

<u>Triumph Spitfire MK 1V</u>	FOR: Good back suspension at last. AGAINST: Not much SUMMING UP: Best bargain among the Spitfires.
BASKET: £250 AVERAGE: £700	to £1400 CONCOURS: £1500
<u>TRIUMPH GT6 MKIII</u>	FOR: Performance, appearance AGAINST: Nothing if you don't mind being cramped. SUMMING UP: Appreciating.
BASKET: £600 AVERAGE: £1400	CONCOURS: £2000
<u>TRIUMPH VITESSE 2 LITRE</u>	FOR: Performance, incredible traffic manoeuvrability, easy maintenance, durability, opening top AGAINST: Quirky handling SUMMING UP: Coming classic, very practical in the meantime. Under-valued.
BASKET: £175 AVERAGE: £400	CONCOURS: £750

At £4.95 I think it is quite a 'nice' book to add to your library which I am sure most people will find useful at times as a point of reference.

## Triumph Spitfire made by hand . . .

By JOHN STOLLS

WHEN the replacement doors for his Triumph Spitfire were too small, Mr Geoffrey Sheldon was delighted. It helped to confirm his belief that he owns probably the oldest Spitfire in existence. It only cost him £30. Experts believe the car may be one of three assembled by hand before production started in 1962.

Now Mr Sheldon, a sheet-metal worker, of 90, Nuffield Road, Courthouse Green, Coventry, is meticulously restoring the car.

He bought it as "just an old Spitfire" two years ago from a friend who was hard up and needed the money. He stored it in his brother-in-law's garage in Henley Mill Lane, Henley Green, where he did some work on it ready for resale.

But when he cleaned off the date plate it disclosed the number FC3.

"Then I realised we might have something rather special," said 29-year-old Mr Sheldon.

BL experts have told him: "There cannot be much doubt that you have the third Spitfire made and possibly the oldest one in existence."

They confirmed that the first production Spitfire was FC5.

Originally Mr Sheldon's car bore engine number FC1, perhaps the grand-daddy of all Spitfire engines, but it has been replaced.

Mr Sheldon and his wife, Patricia, have now re-upholstered one authentic replacement seat for the car and will soon start the other.

"It will be a long job to restore the car," said Mr Sheldon. "But I am thrilled at the prospect."



Mr Sheldon with his 1962 Triumph Spitfire.

*Bill & I went to Geoffrey Sheldon's House. We left a set of application forms etc. & an offer of free life membership. He hasn't so far taken us up on this offer - perhaps the Club should buy this very rare car?*

## PEN TO PAPER

LETTER FROM PAUL ASTLEY:

With reference to the letters from A J Bierschenk and Nick Lodge, (Courier August and September), I too am building a Spartan, mine is based on a MK1 Spitfire chassis of 1962/63 vintage. I purchased the actual kit secondhand, complete with the Spitfire rolling chassis and a whole load of bits and pieces needed for the job.

On stripping all the bits off the chassis to give it a good clean off, modify as necessary and rustproof it, I found it to be in a very good condition with still some of the original paint and only a little surface rust, not bad for the year, presuming it to be original, the engine and gearbox are also original and in good condition, which says a lot for the strength they were made with.

So far it has taken about 7 months to build and will possibly be on the road later on in the year. I enjoyed reading *The Courier* which has some useful articles, tips and letters. I also have a MK1 Spitfire radiator and header tank for sale, price £7, if you are interested. Lad Reme, 14/20 Kings Hussars, BFPO 30.

LETTER TO KEN FORM PAUL RIMINGTON - WEST MIDLANDS:

9.

Can Ken or anyone help? I own a 1973 Gt6 MKIII, it has always had noisy tappets. In trying to cure this I've discovered that the rocker arms and shaft are very badly worn (heavy grooves in shaft, rocker arms; lots of play on shaft).

Before I lash out and replace the lot, I've noticed that a lot of oil is reaching the rockers and shaft. I believe that the oil gets up there via the rear shaft pillar from a 'scroll' on the camshaft.\* Have you any ideas to my problem? I have recently changed the head gasket; could I have fitted one that has blocked the oilway from the block? Any suggestions would be very gratefully received.

LETTER FROM CHRIS BRISTON:

Firstly, as a new member, I would like to congratulate you on the club and on the excellent magazine, of which I have received the last two copies. I eagerly await the next issue.

I would like to extend my appreciation to the efforts of Steve and the lads at the Classic Car Show. I hope their hard work is rewarded by increased membership. They, at least, showed a lot more enthusiasm than the majority of the other exhibitors.

For those who missed the show, there was a lesson to be learnt from Dave - Concours Champ - Horton's ever immaculate Jensen CV8. Even though the car is in exceptional condition he choses to use it regularly and not hide it away in the garage until the next show, like a great number of classic car owners fellow members not included.

My only disappointment at the show was the omission of a Vitesse but then, I am biased!

Following up on my day at the show I ventured into Kent for the Historic Car Races at Brands Hatch. For those who have never attended - you don't know what you are missing! It is an exhilarating sight watching cars of our 'era' challenge competitively for every inch of the track (and grass verge!). There were plenty of spectators cars to look at as well including a considerable number of the Kent chapter of the TR Register. What a sight it was!

Perhaps we can arrange something similar in the future - what better place to meet?

Highlight of the day for me (loathe as I am to say it), was the MG car club BCVS Championship race. I was truly envious of the drivers of the standard roadgoing and modified MGs alike snaking through Paddock Bend with their hideous handling (not that ours is any better) and all looking as if they thoroughly enjoyed it. How I would have loved to have seen our marques battling it out at Druids and the like! Do we have anything similar to this event? If not, why not?

Lastly, and I am sure some of you will be glad to see an end to my idle scribbling, how about some of the more technically minded amongst us contributing some articles about jobs that most of us face at some time i.e. I for one would like to hear from John Griffiths on modifications to his racing Vitesse and how to increase performance on our own machines.

**TRIUMPH  
SPITFIRE**

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excess reduced to £40.  
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APPOINTMENT OF CLUB OFFICERS

COMMITTEE MEETING No.1 (club year  
1980/'81.)



NOMINATION FORM

I (block letters).....

Memb.No. \_\_\_\_/\_\_\_\_

WISH TO NOMINATE(block letters).....

FOR THE POST OF.....  
(Posts are listed in this month's(Nov.) Courier-  
page 2)

SIGNED.....

I (block letters)... ..

ACCEPT THE ABOVE NOMINATION & AGREE TO STAND FOR  
THE POST OF.....

SIGNED.....Memb.No. \_\_\_\_/\_\_\_\_

THIS FORM MUST BE SENT TO THE GENERAL SECRETARY  
IN TIME TO ARRIVE BY THE 1st.POST ON SATURDAY THE  
22nd. OF NOVEMBER 1980. FORMS RECEIVED AFTER THIS  
DATE WILL BE TREATED AS NULL & VOID.

GENERAL SECRETARY-RICHARD GOLDSCHMIDT,FLAT ONE,  
3,CHISWICK LODGE,PARKSIDE ROAD,HOUNSLOW,MIDDLESEX.

DATE POSTED \_\_\_\_/\_\_\_\_ 1980. BY (initials) \_\_\_\_\_

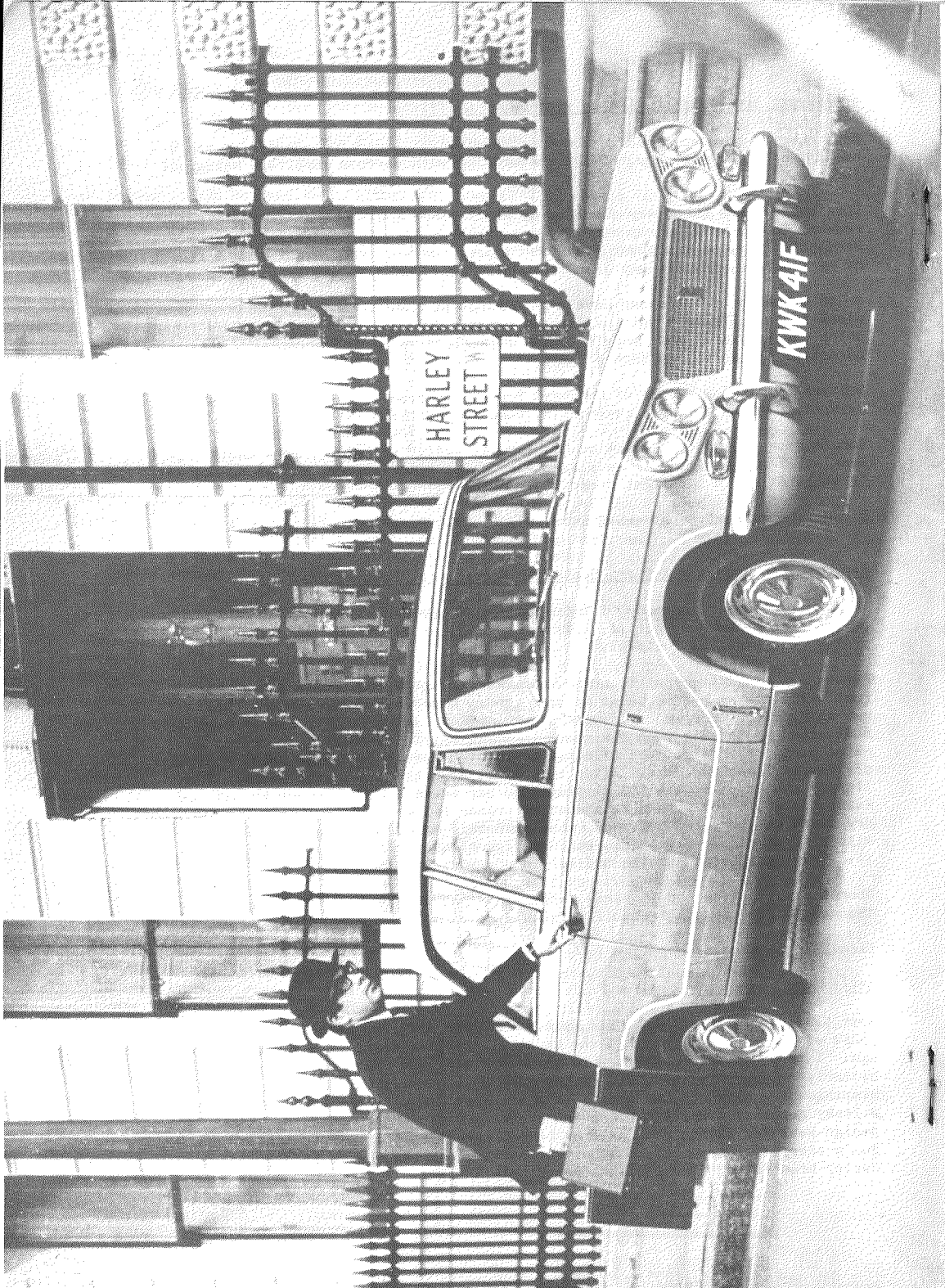
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code) c) TELEPHONE NUMBER(including STD code)

d) WORKS 'PHONE NUMBER(including extn.No./dept.etc.)  
(This is not for publication-to be kept on record  
for Emergency use only)

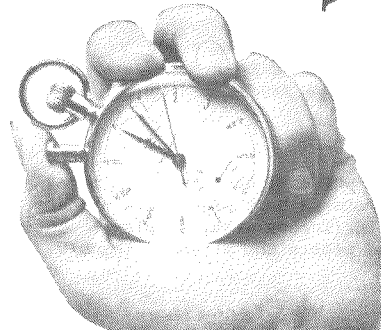
Incorporating The Amphicar Owners Register

HERALD • VITESSE • BOND EQUIPE • SPITFIRE • GT6 • SPECIALS



## The Triumph 2-litre Vitesse...

If we told you it out-accelerates  
and out-manoevres eleven sports cars\*  
would you believe us?



The Triumph Vitesse may be a four-seater, but it certainly doesn't act like one. In fact, 'Motor' calls it the sportsman's saloon.

With its 2-litre, 95 b.h.p. engine she takes a mere 8.3 seconds to go from 0 to 50. But while surge is always there, noise never is. That's the beauty of six-cylinder motoring—you overtake so *quietly*.

Mind you, the Vitesse is far from being

just a straight-stretch performer. On fast corners, for instance, independent suspension keeps the wheels tight down on the road. All four of them.

You get this same security when you touch the disc brakes. Or handle the light, positive steering which gives you that fantastic 25-foot turning circle. So when you park, you can

slot the Vitesse in almost anywhere.

The price is equally impressive. For all this liveliness we ask just £872.5.0 for the saloon, £918.5.0 for the convertible, purchase tax included. And a test drive, remember, costs nothing. How soon are you going to become a Vitesse man? \*Check the figures for yourself in 'Motor' Road Test Summaries.

Standard-Triumph Sales Ltd, London Showrooms: Berkeley Sq, London W1, 01-499 6050

**Triumph puts you safely ahead**



# NATIONWIDE

13.

## NOTTINGHAM AREA NEWS - Charles Henderson Reports:

Apologies to members in the area who were avidly watching this space last month for news of meetings etc. Unfortunately there seems to have been some sort of error which led to the report being left out.

Anyway, we had a well attended (by previous standards), meeting on September 10th at the Bramley Apple in Southwell with five of us there, from places as far apart as Waddington, Ripley and Harby, North Leics. This shows that there must be potential for an area based at Notts and Lincs, so lets see more people from places around Lincoln and Nottingham there.

The October meeting was attended by fewer people than before ie three. Nevertheless, we had an interesting discussion, mainly about Vitesess.

Next meeting; November 12th, (meetings are second Wednesday of each month), Bramley Apple, Southwell. From Nottingham, take A612 to Southwell, turn right at T-Junction into town centre, then right again. Follow road past Minster towards Newark. Bramley Apple is about ¼ mile from town centre on the left, set back from the road. From Lincoln, take A46 to Newark, through 2 sets of traffic lights and right at roundabout then over river bridge and levelcrossing. Just after level crossing, turn left onto A612. Follow this to Southwell, Bramley Apple is about half a mile from the town sign, on the right.

### NEW AREA

SWINDON AREA: Some of us met for the first time at the White Hart in Wroughton - just south of Swindon on the A361. We shall be there again on the 18th November at 8pm. So if you live in the area, (30 miles radius), come and meet us. Area organiser, Roland Drew.

## ANGLIA AREA NEWS - Barry Newitt Reports:

As you will have read in last months newsletter, we had a slight change in our meeting, in that we met on the first Sunday of the month at my house, where we had a good turnout of members with a few new faces popping in, and one member all the way from Scotland - who just happened to be in the area. My thanks must go to Tim Cant for preparing and looking after the B/Q, I hope you all enjoyed the change of meeting. We will be back at the Old English Gentleman, 1st Thursday of the month for our November meeting. In the meantime, we will be pushing on with the club's Vitesse/Courier as well as attending the Club's AGM on 26th October.

### NEW AREA

Calling all EAST KENT members. I am trying to get together all present and potential new members to meet at a suitable venue in East Kent. The purpose, to form our own area group. If you care to contact me as soon as possible, perhaps we can be established before the new year. Contact Brian Butler, tel Thanet 28266 (office hrs).

## ESSEX AREA NEWS - Maggie Maudsley Reports:

Please note in your diaries, our Xmas dinner will be on Friday 12th December. More details to follow or ring Maggie on Stanford-Le-Hope 74945.

## DEVON AREA NEWS - Dave Pearson Reports:

Sorry I have not submitted a News Report for a while, I have recently moved and it took all my spare time, excuses!! New address on back page. New members, we may have changed our venue towards the Exeter/Torbay area, so please contact me for the name of the pub. Thanks to all the people who attended the B/Q, next time I will buy the rolls myself.

### NEW AREA

14.

## NORTH LONDON AREA NEWS - Nick Halford Reports:

Our first meeting went very well, in spite of terrible weather - some ten people made the effort to come. Steve Wills, from the Herts Area, attended and helpfully pointed out some pros and cons of starting an 'Area'. Members cars covered all conventional chassis types, which made for easy non-technical conversation, which probably pleased the ladies. We decided to keep the venue - 'The Rising Sun' at Arkley - and to assemble there on the first Monday of each month at 8 ish. Next meeting 3rd November.

We have had a number of projects. a) a catalogue of Triumph based garages in the area - these will be awarded a score between 18 and 10 for obvious reasons. b) A calander of events. c) A list of breakers yards. d) An index of common breakdown faults with solutions. This will take time to compile as each active member will be asked to document his or garage, repairs; but should build into a comprehensive fault finding chart. e) An index of area cars with photo and description. If any members have ideas they would like to get off the ground do come to the next meeting or ring me.

Finally, let me thank those present for coming, my wife and I enjoyed meeting you.

## THAMES AREA NEWS - Dave Bayliss Reports:

At the new meeting place, it was decided to hold two Thames area meetings per month. The first Thursday of the month will be the Cranford Community School, (details in the last Courier), the second gathering will be at 'The Shears', (our normal venue), on the third Thursday. Both meetings to commence at 8.30pm.

The purpose of the two meetings per month is to enable members to take part in quizzes, watch films and maybe listen to guest speakers on the first Thursday and have a Hoggins and Natter on the third. Also, members felt that a monthly meeting wasn't enough, and we should gather more often.

The dates for the next few months are:-

November 6th - Cranford - Quiz and film  
November 20th - The Shears - Hoggins and Natter  
December 4th - Cranford - Film  
December 18th - The Shears - Hoggins and Natter  
January 1st - New Year Dinner - venue to be announced  
January 15th - The Shears - Hoggins and Natter

The plans for an evening visit to BL Heritage at Lyon Park and also a visit to British Airways Engineering at Heathrow are progressing and dates will be announced soon. Unfortunately the visit to the Air Traffic Control Tower at Heathrow is not on because of Security restrictions. A pity really, as it is fascinating.

### NEW AREA

The EAST BERKS AREA meeting place - The Bull at Bisham, Marlow, Bucks - every first Thursday of the month at 7.30pm, first meeting 6th November. Area organiser, John Reed, 3 Marlborough Road, Maidenhead, Berks. Tel: 0628 33365.



Plenty of gripping developments in Essex over the last month or two. Our picnic outing to Long Melford in September went quite well with a respectable turn-out and decent weather for our massed presence on the village green. The picnic part of the proceedings followed a lengthy stay in a convenient hostelry, necessitating one or two clandestine expeditions into the local bushes to obey the call of nature. In one case, this was captured on film for posterity through the agency of a 210mm telephoto lens! Unintentional humour was also provided by a Morris Minor full of grannies which parked itself amongst us despite hearty cries of abuse from merry picnic-ers.

A couple of weeks later, the usual band of car wreckers assembled in a grassy field near Horndon, (redolent of the smells of the country, or sewer, depending on your point of view), to assault a MKI GT6 with hammer and chisel. This, our fourth wreck, was reduced to useful pieces in quick time and carted off to our stores, from the ceiling of which the excellent chassis hangs down like an iron-age chandelier. If anyone is interested, the chassis may be had for £50 and the reasonable MKII bonnet for £20. There is also in the stores a profusion of engines, suspension and trim parts, steering gubbins, etc. from not only the GT6 but also a 1200 Herald convertible, 1600 Vitesse saloon and 2 litre Vitesse MKI convertible. Please contact Ian Thornton on Southend-on-Sea 218308 for an appointment to view the goodies.

We've just had our October meeting which fell a little below our usual carpark -bursting efforts but was still well attended. Come out of hiding Essex members - according to membership lists there are hundreds of you out there: where are you all? Our next goal is the 100 member monthly turn-out; it won't be too long now.

#### SOUTHERN AREA NEWS - Geoff Bell Reports:

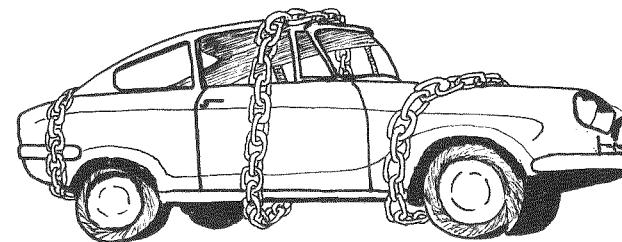
On September 21st the Southern Area held a treasure hunt, and there were ten entries, eight starters and eight finishers. Their results were as follows: 1st Simon Knowles and Chris Kalinski, 100 points; 2nd Roger Bryant and Ian French, 98 points; 3rd Jerry Blencoe and Simon Russell, 93 points; 4th Trevor Jones and Chris Jones, 97 points; 5th Mark Bishop and Caroline Taber, 82 points; 6th Chris Long, Karen Ward and Bob Thompson, 73 points; 7th Trudy Bell and Doreen Bell, 72 points; 8th Paul Bruckner and Carol Baxter 34 points.

At the Brighton speed trials Mike Osborne was seen with his Bond Equipe flying the Club flag. He won his class and got a mention in Motoring News. Well done Mike. He was the only other Club member that I saw there although a couple of GT6 competitors showed an interest in the Club.

The following day I saw a Belgian member at the Beaulie autojumble. He said that he had come over just for the autojumble, and was wearing the Club T shirt. A real enthusiast.

The treasure hunt finished up at the Good Intent at Horndean and members liked it so much that it has been decided to hold the monthly meetings there as from the December meeting. It is a Schooner Inn and is situated on the west side of the old A3, just south of the village of Horndean. We have been promised our own area of the bar by the management for these meetings. Its a large old world place inside and quite cosy.

Finally, it was good to see members come from as far afield as Whinchester and Haywards Heath at our last meeting. We appear to be the nearest area for them. Never mind, all members are welcomed to attend our meetings.



bond-age

TRUDY

## CAR MART

CARS FOR SALE \*\*\* CARS FOR SALE \*\*\* CARS FOR SALE \*\*\* CARS FOR SALE \*\*\* CARS FOR SALE

MKII Vitesse convertible, 1970, 2 litre. Poor mechanical condition but chassis, bodywork and transmission parts in a fair condition considering age of car. The MOT ran out in August but an enthusiast might renovate or find it valuable for spare parts. Contact Mr P A Potter, tel: North Kelsey 525.

Triumph GT6, 1973, 40,000 miles on clock. £875. Contact Mr A Fielding, tel: Borth 420. A Fielding & Sons (Automobile Engineers).

Vitesse MKII 1600. Years MOT. Spare 2 litre MKII engine with car. Front and rear suspensions - both rebuilt recently. £250 or offers. PLUS Bond 2 litre MKI - needs tidying, sold chassis. Offers invited. Contact Roland Drew, 2 Jugglers Lane, Yatesbury, Colne, Wilts SN11 8YR.

HELP, MUST CLEAR! Spitfire MKII, 1966, sold for breaking or for rebuilding £85. Will break for spares if required. Phone Debbie, early mornings, tel: (0908) 611437.

Bond F reg., recon. engine, MOT, blue with black interior, cassette machine. Contact Mr Richardson, tel: (day) Coventry 450810 or (evenings) Marton 632464.

1968 Convertible, 10 months MOT, new carpets, hood and exhaust. £300 ono - ALSO - 1967 1200 Herald estate, MOT December '80, taxed until December. Basically sound but needs exhaust, £160 ono. Contact Sue, tel: Cirencester (Glos) 5337.

Vitesse MKI, 1967 saloon, white with blue interior. 53,000 miles only. Years MOT, new U/Js. Very original condition. Excellent carpets, paintwork etc. £385. Contact N Waight, tel: Epsom 21094.

Immaculate M registration GT6 III, offers £1,500 - £1,900. ALSO nice clean Vitesse MKII, white £585. Contact G Thomas, Crossways, Littleworth, Nr Faringdon, Oxon.

1965 Triumph Spitfire. Very good condition. 100,000 miles from new. Stage one tuned from new £350 ono. Contact E Goddard-Tame, tel: Malvern 66856.

GT6 MKI, KWS 148F, tax and MOT. Recent tyres, exhaust sustem, quartz headlamps, battery, coil, metal sills and rear wires, diff. Spares include: New carpets, oil filters, manuals, reports and club magazines, good brake, overdrive, MKII rear suspension, gearbox and diff parts, carbs, steering, wire wheels. Needs tidying £350 ono. Trailer with car also available. Contact S Seale )31 661 5101.

2 Vitesse MKII. One 'H' - good, one 'G' - for spares. Sales due to ill health. 17.  
£400 ono. Contact D Tetley, tel: (0274) 44714.

Vitesse 2 litre convertible, 1968, Genuine 20,000 miles. Excellent condition for it's year. Tel: 051 644 9643.

1970 Bond Equipe convertible MKII. This pretty 2 + 2 convertible gives shattering performance with the usual economy expected from 'our' cars. Bodywork sound but tatty (needs repaint). MOT August and car unused since. Good radial tyres and if required complete spare tail section - spare bonnet - spare windscreen (only 17 left). Interior good. Lots of extra instruments. £325 try offer, willing to handle. ALSO 1970 GT6 MKII - late model with reclining seats and white headlining, 5½ J wheels with nearly new 175 - 70's which make the handling fantastic. This car has overdrive, and looks fabulous in white. Not the best GT6 in the world but, for an 1970 car, very tidy. £800, but once again if you feel this may be for you, lets work out a deal. Contact Maggie Maudsley, tel: Stanford-Le-Hope 74945 after 6,15 pm or Grays Thurrock 72078 days.

GT6 MKII 1973, carmine red. Sundym, halogens, 165's. New crankshaft, propshaft, U/J's, clutch etc. 52,000 miles. Absolutely superb example of a very desirable machine. Regrettable sale due to pending house purchase. Only £1,700 ono. Contact Mr F G Brown, tel: 01 648 1273 (home) or 01 222 6414 (office).

Herald 13/60 estate, 1971 (K), 'Wedgewood' blue. MOT'd till September 1981. Has recently had 2 new chassis outriggers, a recon. gearbox (last December) and 2 new tyres. This car is one of the last batch of 13/60's with 'Toledo' style steering column (shock) and has done 76,000 miles. £525 ono. Contact Nick Gillman (0234) 740892.

GT6 MKIII, M reg., late 1973. Mimosa, 28,000 miles from new, O/D, Sundym, black cloth interior, headrests, service history from new. 4 new tyres and numerous small parts. Bodywork needs some attention eg touch-up in few places, otherwise very good condition. Unique opportunity to purchase little used car. £1,500 best sensible offer secures. Contact Harry or Suzy, tel: West Burwash (Sussex) 529 after 5pm.

1960, 948cc Herald saloon. 44,000 m. Undersealed from new, recent 12,000 service and front shocks/coils. Taxed and tested. Powder blue/grey. Making way for 13/60 drophead. Offers around £275. MUST SELL. Contact Andrew on (0642) 825272 after 5 pm.

Vitesse 1600 saloons. Choice of 2. Both recent MOTs, having all chassis welding dealt with. '62 model 'diehard' - reluctant sale. '64 model - recent new Stromberg carbs. Brakes like a heart attack! Both too good to brake £250 each. Contact D Nicolls, tel: Farnham 3696 (Surrey).

1967 herald saloon. Lady owner. 3 months MOT. Garaged. Bodywork needs attention. Best offer over £150 Contact Mrs R Goalen, tel: Burgess Hill (Sussex) 3056.

Bond Equipe MKII 2 litre, convertible, 1970. Blue, radio, new hood. Nice condition. 1 years MOT. £625. Contact Roland Drew, tel: 0249 812527.

1968 Vitesse Convertible, 19,500 miles only, MOT tested for 1 year, Valencia Blue, immaculate condition - £1,600. Contact R Fowler, tel: Hoddesdon (Herts) 63632.

Triumph Herald 1200, soft top coupe, blue. Mechanically sound and the engine has only done about 38,000 miles despite its age - 1967, F Reg. No MOT since it needs two chassis riggers under the sills and one under the boot needs replacing. The main chassis and the floor are sound. Offers around £50. Contact P Dixon, tel: (Durham) 67121, ext 43 (home), ext 27 (office).

## TRIUMPH WAREHOUSE

45, PROSPECT HILL, REDDITCH, WORCS.

Tel: Redditch (0527) 63555

### CLEARANCE:

GT6 Front Valances (Corners)  
Coil Spring-Damper Units  
Discs, Hubs and Brake Pads  
Suspension Spares  
Headrests And Exhausts

### SPITFIRE

Works style Hardtops  
Hoods, Tonneau Covers  
Repair Panels and Suspension Spares.

Please send Stamped Addressed Envelope for Lists — State Car-Model.

CARS WANTED \*\*\* CARS WANTED \*\*\* CARS WANTED \*\*\* CARS WANTED \*\*\* CARS WANTED \*\*\*

Triumph Vitesse MKII convertible, must be immaculate, low/average miles, preferably substantial cash for immaculate car. Contact A Kent, tel: 021 707 4300 (Birmingham).

PARTS FOR SALE ... PARTS FOR SALE ... PARTS FOR SALE ... PARTS FOR SALE ... PARTS

GT6 short engine, no knocks or rattles, excellent condition £60 ono. Set of brand new GT6III, 2000 pistons and rings 0020" oversize, £30 ono. Tel: Wallingford (Oxon) 38311.

Vitesse 2 litre bonnet. Very sound, only a small amount of surface rust. £70 ono. Contact Stephen Willis, tel: Potters Bar 51769, evenings.

Herald 1200 engine and ancillaries. Good condition but space needed, £15. 13/60 front seats, black, excellent condition £2.50 each plus many other bits too numerous to mention. Contact Tim Stead, tel: Huddersfield 22970.

New parts, as job lot for the price of £95: Spitfire III chassis, front susp. recon. kit, rear fulcrum kit, various brake rubbers, Vitesse M/cylinder, 2 litre oil pump, B/end and main bearing shells STD, plus other odds and ends. Buyer collects. Contact Mr P Eveson (Seighford) 078 575 244.

Publications for sale, all used but complete - driver's handbook for Herald 12/50 (1967), 50p. Haynes Workshop Manual for all Heralds models from 1959 (1971 publication) 50p. All plus postage. PLUS many spares from crashed Spitfire MKIII inc. good engine/gearbox/diff. and most mechanical parts. Contact Dave Turner, tel: Hull 634181.

Breaking Herald 13/60 convertible, most parts include new hood on frame, tonneau and well covers etc. ALSO Two brand new Stanpart 13/60 front wings and Herald 1200 bonnet, rescued from scrap yard. Offers please. Contact Anthony, tel: Wrexham (0978) 54664.

Four new 13" wire wheels, spinners and hubs, £100. Telephone Guilford 32705 between 6 and 7pm.

Fibreglass 'bubble' hard top for Spitfire MKI/II/IJI £10. Two fair condition doors off early MKII Spitfire £5 and fibreglass bonnet (GT6) with all wiring, lights etc. fits GT6 MKI and Spitfire I & II - £25. Contact Nick Gillman (0243) Bedford 740892.

Herald 1200 bonnet with lights, £5. Vitesse 2 litre bonnet with lights, £5. Vitesse 2 litre MKI short engine £2. Spitfire 1300 engine complete £5. Spitfire hardtop 1 works and 1 Bermuda, £25 each. Heads, lights, seats, carpets, hub caps, water pumps, bonnet catches etc, etc, etc. If you are local come and have a look. Contact Roland Drew, tel: (0249) 812527 - 2 Jugglers Lane, Yatesbury, Colne, Wilts.

13/60 engine, needs rebuild (runs). Telephone Cirencester (Glos) 5337.

Herald bodywork and trim parts, bonnet including valance and grill and two doors headlamp surrounds, chrome trim, headlamps, front and sidelight units, near light clusters - rear chrome not available) - All bonnet parts for old style Herald 1200, not the 13/60 type. Contact Mrs Newman, tel: Swansea 43400 (office hours only). Offers invited around £60. Triumph Herald (1200cc) engine £25. Contact Marc Fisher, tel: Ashford (Middx) 57675.

Vitesse/Herald black fibreglass hardtop (Smith & Deakin), coupe shape with side windows. Good condition, £60. Vitesse 2 litre MKII pair front seats, black £5 each. Herald 948 cc twin carb engine and gearbox complete with carbs and manifolds. Running prior to removal from car but ideally requires reconditioning £30. Vitesse/Herald hood frame complete with trim £5. Set of Herald estate/Vitesse standard 4½J wheels, (2 bald tyres, remainder legal), £15. Set of Dunlop 5½J wheels (4 with barely legal tyres), £25. Contact Ralph Brown, Tel: Tadley 6564.

Breaking Spitfire - most parts available. Contact Richard, tel: 01 854 9926.

PARTS WANTED ... PARTS WANTED ... PARTS WANTED ... PARTS WANTED ... PARTS WANTED

One left hand spinner to replace one stolen and a MKIII type Spitfire hood with frame and fittings. P S I have discovered a Courier van in good condition which is up for sale in the Clacton (Essex) area - anyone interested? Contact Nick Gillman, tel: (0234) Bedford 740892.

GT6 MKIII cylinder head complete with rockers, shaft etc. and a GT6 radiator. Contact Paul Rimington, tel: Birmingham 021 745 2313.

13/60 Herald standard Triumph parts manual. Contact Anthony Coates, tel: Wrexham (0978) 54664.

Vitesse bonnet, must be within reasonable distance of Stoke-on-Trent, (say less than 100 miles). I have Bond Equipe bonnet in very good condition which I will sell or swap for Vitesse bonnet. Also wanted - a set of occasional rear seats for GT6 MKIII. Contact Aidan Mills, tel: Ashley (063 087) 2335.

Vitesse MKII overdrive gearbox and the shorter propshaft for same in good condition. Contact E Rhodes, tel: Halifax 883847.

### \* STOP PRESS \*

BRAND NEW Herald/Vitesse chassis with wishbones £150. Contact Dave McDougall, tel: Southam (092681) 3886.

1968 Herald 1200, 53,000 genuine Yellow with black vinyl roof. SAH Exhaust. Stereo cass. and radio. 12 months M.O.T. and tax. Very good condition. £600 on.o. Contact Chris Lane on Hallaton 247 (Leics.).

...ORDER PAGE\*\*\*ORDER PAGE\*\*\*ORDER PAGE\*\*\*ORDER PAGE\*\*\*ORDER PAGE\*\*\*ORDER PAGE\*

METAL CAR BADGES (same shape & size as the A.A. badge). CLUB LOGO ON BLACK BACKGROUND... FOR GRILLE OR BADGE BAR MOUNTING... £3-00p. each. Post-Paid.....

NEW STYLE CRYSTAL PERSPEX KEY TOBS... 30p.+ SAE.

CIRCULAR VINYL SCREEN BADGE... 25p.+ SAE.

LARGER RECTANGULAR TSSC STICKERS.. (similar to stickers on new cars) 30p.+ SAE...

NEW LINE\*\*\*\*\*LICENCE HOLDERS WITH TSSC LOGO.. (slit back type) at 30p.+ SAE.

CHEQUES ETC.. to Triumph Sports Six Club.. Only one SAE reqd. if ordering More than one item.... Chris Evans, 24, Holland Park, Barton-under-Needwood, STAFFORDSHIRE.....

CLUB 'T' Shirts.. Large.. Medium.. Small.. Navy Blue.. Logo in white. £4-00p. + 25p. P&P.

CLUB Sweatshirts.. Levi sType.. long sleeve.. Navy Blue... Logo in white. £7-50p. + 35p. P&P.

Cheques etc. to Triumph Sports Six Club.. To.. Margaret Swanson, 128, Leicester Road, Narborough, LEICS.. LE9 5BE.. Old Stock of Club 'T' Shirts.. few left at £2-50p. + 25p. P&P.

New Line - Wafer thin brushed aluminium badges (same size as licence holder) - similar finish to MK 2 Vitesse Boot Plates.

Ideal 'repeater' badge for the rear of the car.

25p each + SAE - marked 'DO NOT BEND'.

A Leicester Area enterprise - for Leicester Area funds. - to Trudi Squibbs. 24 Prince Rupert Avenue, Desborough, Kettering, Northants. 0536 761430.

## SPITFIRES (U.K.)

\*\*\*\*\* NOTE OUR NEW ADDRESS \*\*\*\*\*

NOW AT OUR NEW FACILITY

COMPREHENSIVE PARTS AND ACCESSORIES DEPT.

\*\*\*\* BODYSHOP \*\*\*\*

REPAIRS \*\*\*\*\* SERVICING

90, EVINGTON ROAD, LEICESTER.

Tel: (0533) 543338



PARTS FOR SALE ... PARTS FOR SALE ... PARTS FOR SALE ... PARTS FOR SALE ... PARTS

New Parts For Sale From The Club Spares Secretary:

Door bottom £6.20 each, full sill £6.50 each, Rr centre valance £9.70 each, Rr $\frac{1}{2}$  valance £15.50 each, chassis side rail £4.80 each, chassis front rigger £5.60, chassis centre rigger £5.60 each, chassis rear rigger £6.20 each, chassis boot rigger, £6.20 each. Bonnet locks, £2.50 each. Door apperture weatherstrip seal (Furflex), £2.00 per metre - 7 metres for Herald Saloon, 5 metres for convertible, 3 metres for Spitfire (for both doors). Door window weatherseal, £2.00 each - 1 metre long. Stainless exhaust systems for Vitesse built to same dimentions as your mild steel item - only £95. We do have a few Bugle stainless steel exhaust systems left for Vitesse MKII and Spitfires MKI/II/III - £35. Misc. Herald 13/60 grill - £10, Herald 13/6 owners handbook, 2 hard tops - one bermuda, one works to suit Spitfires I/II. Price, £35 each.

MILD STEEL EXHAUSTS

All Heralds (state model and year)		£13.50
Vitesse 6 (1600)		14.00
Vitesse 2 litre MKI		22.50
Vitesse 2 litre MKII (up to 51583HC	50848 HCC)	19.00
Vitesse 2 litre MKIII (from 51584HC	50849 HCC)	19.50
Spitfire III		19.00
Spitfire IV (complete system)		26.00
(rear silencer only)		19.00
GT6 I (up to KC 50000)		20.00
GT6 III (complete system)		39.50
(rear silencer only)		27.00

ALL COMPONENT PARTS P.O.A.

SUNDRIES

Glass fibre transmission covers £12. Ladder type roof racks, top deck, £12.  
Paddy Hopchirk load carrier - car £19.95, same - van, £25.95.

In reply to J C Wright regarding the cost of original equipment/spare parts. Original equipment - suppliers such as Girling, Lucas, Automotive Products etc. sell to the major manufacturers at little more than cost price in order to gain contracts. These components manufacturers make their profit for supplying the after sales markets. In most cases the difference between a supplier's recommended retail price and his original equipment price is in the region of 50%.

\*IMPORTANT NOTE:

The 2 Courier vans I am holding for the Club must be removed very soon! One Courier is destined for Cambridge Area to complete the 2 litre MKII Courier - this car is a rotten wreck, but it has a coupe engine in it. We require a club member with a trailer to remove it - or the loan of a trailer. The other Courier was given to the club on the condition that it is put back on the road (solid chassis, fair body, needs about a weekends work for MOT). We need a club member who needs a FREE van.

With regard to any of the above, please contact Roldand Drew, tel: (0249) 812527.

Directory Continued.....Committee MembersJON WILD

ADDRESS  
REQUIRED

CHILTERNSTEVE CLARD

149, Chiltern Avenue,  
High Wycombe,  
BUCKINGHAMSHIRE.  
Tel. (0494) 41716.

GRANADAJIM WESTWELL

78, Nuttall Street,  
Blackburn, LANCs.  
Tel. (0254) 56835.

MILTON KEYNESDAVE & LYN WHEELER

11, Buckmans Close,  
Greenleys,  
MILTON KEYNES  
Tel. (0908) 316687.

OXFORDJOHN CUDMORE

'Up Country'  
High Street,  
Stonesfield,  
OXFORD.  
Tel. (099-389) 555.

NORTH WALESDAVID HUGHES

Tel. (0978) 841259.

NORTHERN IRELANDBERTIE HADDON

'KOULOMA'  
5 Croft Gardens,  
Hollywood,  
B. DOWN,  
Northern Ireland

CORNWALLRICHARD CUNNINGHAM

15, MERRICK AVE.,  
TREGURRA PARC  
TRURO, CORNWALL.  
Tel. (0872) 78549

HERTFORDSHIRENICK HURST

54, Torrington Drive,  
Potters Bar,  
HERTFORDSHIRE.  
Tel. (01-445) 0680.

NORTH LONDONNICK HALFORD

Can you send in  
your address again,  
please Nick

SOUTHERNGEOFF BELL

11, Smallcutts Ave.  
Southbourne,  
Emsworth,  
HAMPSHIRE. PO10 8PH.  
Tel. (024-34) 4683

WEST MIDLANDSCATHY, STEVE, JANIS

199, Rocky Lane,  
Great Barr,  
BIRMINGHAM.  
Tel. (021-356) 4431.

AREA ORGANISERSANGLIABARRY NEWITT

89, Shelford Road,  
Trumpington,  
CAMBRIDGESHIRE.  
Tel. (0223) 841407.

DEVONDAVID PEARSON

38 Under Lane  
Plymstock  
Plymouth  
DEVON  
Plymouth 491277

KENTMartin Rodford

41 Wallis Close  
Wilmington  
Dartford  
KENT DA2 7AR

NORTH MIDLANDSMICHAEL HANCOCK

Beechcroft Cottage 8, Oxton Road,  
School Lane,  
Baslow, Bakewell,  
DERBYSHIRE. DE4 1RZ  
Tel. (024-688) 3261

STOUR & AVONPETER GOLDSBROUGH

Room Four,  
20, Burrell House,  
Hambrook Street,  
Southsea OR 568,  
Blandford Rd. Upton,  
Poole, DORSET. BH16 5EG.

YORKSHIREPOST

VACANT

AVONBRIAN ADAMS

84, Kilmersdon Rd.  
Haydon,  
Radstock, Bath.  
AVON.  
Tel. (

ESSEXDAVID COOK

David, at sea, can  
we have the long  
and org. please.

LEICESTERPOST

VACANT

NOTTINGHAMCHARLES HENDERSON

8, Oxton Road,  
Southwell,  
NOTTINGHAMSHIRE.  
N62 ONH  
Tel. (0636) 812115

THAMESDAVE BAYLISS

64b, Wimbledon  
Park Road,  
LONDON. SW18 5SH.  
Tel. (01-874) 1941.

SCOTLANDALAN NORRIS

115, Baronald Dv.  
GLASGOW. G12 0JD.  
Tel. (041-357) 1147.

And Finally,

As you can see the typewriter has be  
repossessed, well until next month anyway.

So we have in the position of spot the  
handwriting, but as we've said before "Never mind  
the quality, look at the timing."

Bill Sunderland Editor.

P.S. Are you interested in the Spitfire Insurance Quote on  
page 9, tempting isn't it - by the way the magazine  
it appeared in was dated June 1968!