



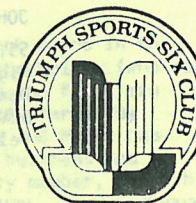
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# THE COURIER



JUNE 1981 No. 12

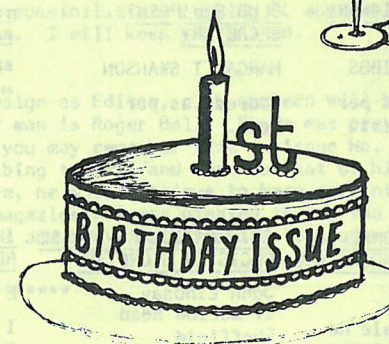
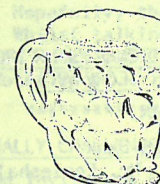
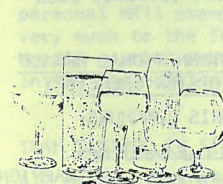
the monthly news publication of the  
Triumph Sports Six Club

**NATIONAL EVENT**  
Concourse and Auto Test  
Trade Stands

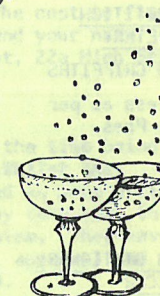
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## INTRO

Many of you will have noticed from the Courier that there is a blank space in the top left hand corner of the first page. This is not an error by the Editor (who does not make mistakes). No, this regretfully marks the end of perhaps the first era of the TSSC. Paul Swanson, the President, who initially got us all started by putting an advert in Thoroughbred and Classic Car and the Exchange and Mart, has resigned his post and left the membership of the club, because of business and family commitments. Paul could not see himself even as an ordinary member, as in his words, the temptation to get involved would be too great.

Following Paul's advertisements, 13 people replied in week one. Some seven of those attended the first formation meeting and amongst others, Michael Hancock, Eddie Evans, Lesley Shooter and myself attended. I am sure that those named above will agree with me that Paul became a good friend and colleague during the early years of the club. With the growth of the membership, Paul went on to make many friends and was respected by all for his initiative and enthusiasm shown in overseeing the running of the club. On behalf of us all we are very sorry to see you go and wish you every happiness for the future.

Committee & Members of the TSSC

## NEWS REVIEW

### GOODWOOD, Chichester, Sussex:

A report will appear elsewhere in this issue of the excellent day we had at the Practical Classics Test Day on 25th April. Members may be interested to know that a further similar test day will be held on Saturday 26th September. The cost to first timers will be £10 per driver. If you wish to go along you should send your name and address, car details and telephone number to Motor Club Management, 22a High Street, Watton, Norfolk.

### BL FILM LIBRARY:

Area Organisers in particular will be disappointed to learn that for the time being Triumph Films are no longer available for loan from the film library. Whilst the photographic department still exists, the film library has been closed as part of the economic cutbacks. I have approached BL Heritage suggesting that they take over this invaluable part of Triumph history and continue to operate a loan system. They have replied stating that they are exploring the possibilities, seeking BL approval and will be in touch with me again in due course. I will keep you posted.

### THOROUGHbred & CLASSIC CARS:

Whilst I was sorry to see Michael Bowler resign as Editor, club members will be interested to know that the newly appointed man is Roger Bell. Roger was previously Consultant Editor of Old Motor and some of you may remember that in issue No. 1, an article appeared on Cars to Keep, describing the GT6 and made comment of his own personal MK11 example. Hopefully, therefore, he will continue to keep our interests very much to the fore. Whilst talking of magazines, I was pleased to see the detailed Herald gearbox rebuild in Practical Classics and the first official TSSC advertisement in the May edition of Motor Sport.

\*\*\*\*\*

### TEAM CASTROL TV TIMES RALLY CHALLENGE 1981:

All motor clubs has been invited to nominate one young driver under the age of 25 who they believe may have the talent to become a top rally driver. Unfortunately, nominations are supposed to be in by 31st May and I doubt if you have received this Courier by that time. However, if anyone is interested in further details of this scheme, and feels they have the potential, then please telephone me. It is likely that a similar scheme will be run again next year and that will give us more time to make a proper assessment and nomination if somebody wishes to take advantage of this sponsorship.

\*\*\*\*\*



## CLUB EVENTS - RAC REQUIREMENTS:

### Area Organisers

With the club event season upon us, I would like to take the opportunity of reminding all those club persons, particularly area organisers involved with the organisation of events held under the banner of the TSSC Ltd of the following:

As an RAC recognised club we are permitted to organise events of the type specified below, provided a 'waiver of permit' is applied for and granted by the RAC. Such applications must be made 4 weeks prior to the event.

1. Events organised by the club solely for its own members with a maximum of 12 competitors.
2. Navigational scatter events.
3. Veteran rally or run.

### Events exempt from these regulations

We are permitted to organise events as specified below provided a certificate of exemption is applied for and granted from the RAC. Application is to be made at least 2 weeks prior to the announcement of the event.

1. Events using the public highway in England, Scotland or Wales.
2. Touring Rally or assembly in which there is no individual timing except for the purpose of preventing competitors driving too fast.
3. A gymkhana held entirely on private ground.
4. A treasure hunt.
5. A procession for charitable or historic purposes.
6. A concours de legance or de Confort.
7. A contest to determine the best maintained car or entailing judgement of the condition of competing cars.
8. A road safety event.

Finally, I would remind organisers that any other type of event e.g. autotests, trials, 12 car rallies or any event with speed, timing needs an official RAC Motor Sports Association permit. To date the club has not held such an event and it would probably be necessary to form a competition committee to ensure that all organisation and safety requirements are met.

Fuller details of all the above are obtainable from the RAC British Motor Sports Year Book and if any event organiser needs further clarifications he should contact either myself, Dave Bayliss or the RAC direct. Failure to comply with these regulations invalidates any insurance cover organised by the RAC and also leaves the club open to court action which would be brought by the RAC.

JOHN GRIFFITHS - VICE PRESIDENT

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## GOODWOOD 25TH APRIL - PRACTICAL CLASSICS TESTING

..... 6000 r.p.m., wrong gear, wrong part of the track, fumble for the next gear, watch that car on my tail, can't see for spray, where does the road go next, oh dear I'll never get the hang of this .....

8 am Saturday 25th April found Glyn, Audrey and myself searching for a way to gain access to Goodwood circuit for 'Practical Classics' test day.

Anyone, in any car, on payment of a small fee was allowed to drive around the circuit as often as they chose (for 4 laps at a time). Needless to say there were a few people about at 8 am, a racing MGB, whose owner put the fear of God into us 'watch the adverse camber at Lavant .... don't go off whatever you do ... hidden lumps of concrete in the grass .... Terrible track surfaces and so on', and a Droopsnoop sportshatch whose gearbox had fallen apart on the way down from Durham!

As the day progressed, cars trickled in and it was worth being there for the cars alone. The Sunbeam Rapier Club was there, there were some old Healey Silvertones, one with an unusual hard top. There were Tigers, Borwards, Be-ems, some interesting late 50's early 60's single seater Lotus', a Chevron and Clan. An old 1910 Humber with artillery wheels made a good showing, as did a very pretty little MG engined Elva Courier (which wiped the floor with me when I tried to follow).

More Droopsnoops turned up, (no they can't keep up!) some Firenza Coupes and some Sportshatches. There were several (non club) Spitfires who we attempted to recruit and a few MGB's.

The classic saloon car Club had some interesting late 60's cars present including a very quick Morris Minor and a Concours A35 with wire wheels.

Anyway, the main purpose of the day was to drive round the circuit, so with my crash hat on, and in the company of Glyn and John Griffiths, both wearing GT6 MKIII's, off we set. Well, it was wet, there are no landmarks at Goodwood to tell where the road goes; I couldn't hear the engine because of the crash helmet and so my first session was a shambles. John was on a 195 - 60 tarmac rally tyres and with his experience he was probably the quickest car on the circuit. An Alfa Sud that thought it knew what it was doing, tried to keep up with John and only succeeded in being one of the few cars to spin off. But with practice you soon get the hang of things and though competitive motoring was forbidden, I found myself reeling in the other cars. I never did find out how fast you have to corner to lose the MKII GT6, maybe next time. I did find that the GT6 is equally as quick as a TR6 on the straight (but I took a corner too wide and he got past on the inside).

I was unable to keep John Griffiths in sight even though he was making written pace notes as he shot up the straight, in preparation for the TR register Goodwood sprint on 10th May.

Glyn and Audrey circulated briskly, Glyns car sounding superb as it passed the specator area.

All too soon the day ended and we said our goodbyes to Don and Nikki Sherwood (very nice Herald), Clive Hammond (GT6), John Majury (GT6), Mark Formaggin (Vitesse MKII) and Mick Osborne (Equipe 2 litre convertible) and quietly (!) drove home to restore our now filthy cars to their former glory.

I hope that we will see more of you at the next session, which is on September 26th. You will find it a superb and exciting day out.

MATT MAUDSLEY

# WHAT'S ON NEXT?

CONCOURS 1981

\*\*\*\*\*

As usual there are a few last minute changes to be made for the '81 Concours.

Camping is now only available for Saturday evening - cost to remain at £2.00 per tent.

The open air disco is no more, the MG Owners Club have booked the Melbourne Loop for Sunday 14th June, they have invited the club to attend the Buffet/Dance/Disco on Saturday evening at £1.50 entry with a choice of meals i.e. Barbequed Chicken at £3.50 or Barbequed Steak at £4.00. Entertainment will be a band called White Satin with a great disco playing in the intervals.

We have also been invited to attend thier event to be held on the Sunday, to which we have to pay on entry to the grounds a fee of £2.00 per car. At this event there will be all sorts of trade stands and we will be organising the Auto-Test. There will be a team event against the MGs and individuals may also enter.

Those people already having booked camping, this has been noted, but anyone else requiring camping, please telephone 021 353 9961.

Also anyone requireing a meal on the Saturday evening, please phone immediately. We must know figures of meals required prior to the event to enable the meals to be ordered.

Payment for meals will be collected on your arrival at Donington.

We have been having so many people phoning to ask if they can enter the Concours and saying that they forgot to send off entry forms, that we have decided that entries will be accepted by phone on the above number until Thursday, 11th June, so anyone else wishing to enter just pick up the phone and tell us.

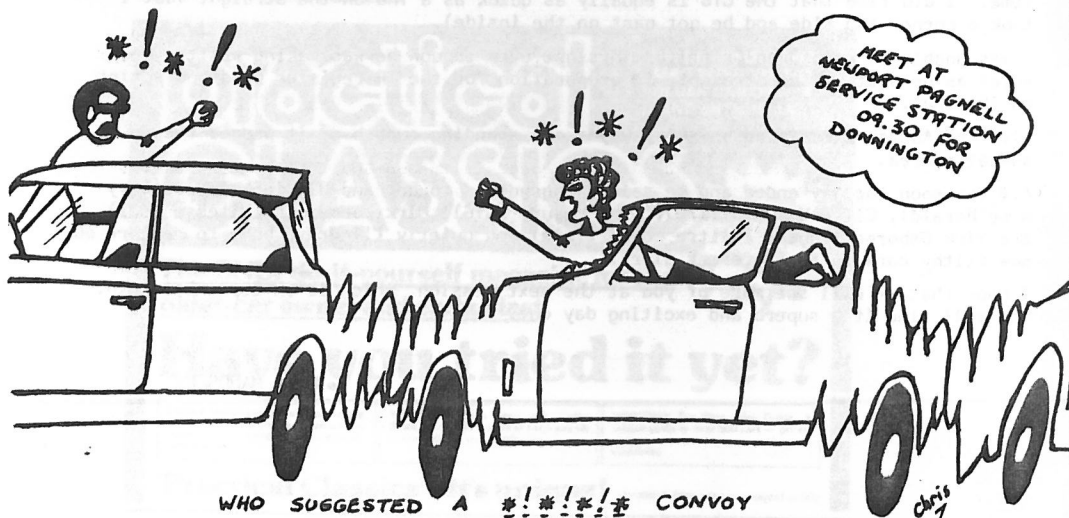
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The Convoy for Donnington Park Club Concours will be meeting on the North Bound Lorry Park at Newport Pagnell Motorway Service Area, on the morning of June 13th. We shall be setting off at about 9.30am. Last year we had over 100 club cars, lets see if we can get more this year!

I shall be taking a vast quantity of New Spare Parts to Donington.

Roland Drew

\*\*\*\*\*



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## CLUB NATIONAL EVENT ORGANISED BY THE ANGLIA SECTION:

AUTOTEST/BARBEQUE 18th July, 1981 2.30 - 11.30pm  
This event is one of the highlights of the club year. A great weekend in Cambridge held at our meeting place, The Old English Gentleman public house Harston Nr. Cambridge A10 road Cambridge to Royston.

### WHAT WILL BE THERE?

Autotest organised by the Essex Section, chef prepared barbeque served 6pm approx. A marquee full of club regalia, spare parts - club spares Anglia spares and trade stands. Side stalls - name the parts, slot track racing and many others. Lots of prizes to be won - lucky tickets, distance awards etc. Disco dancing in the evening for all ages, good beer - bar open 2.30pm until 11.30pm.

Tickets, adults £3.50, children, £1.50 - send for tickets now to: Barry Newitt, Area Organiser, 89 Shelford Road, Trumpington, Cambridge CB2 2NB.

Enclose SAE - cheques payable to TSSC. Ticket sales close 6th July 1981. Save postage, get your tickets at the Club's Concours 14th June Donington Park. Bed and Breakfast and camp sites close by, ask for details when ordering tickets.  
\*\*\*\*\*

### STOP PRESS

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We have been invited to a Summer Gala at Nottingham City Hospital on the 11th July. This includes concours and a great deal of other entertainment. Lots of Trophies to be won. Any enquiries to:

Tony Spicer  
Laburnam Cottage  
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## RECRUITMENT COMPETITION - JONTY WILD:

I am sure most of you realise that the TSSC will soon be four years old and in that time the membership has grown at an incredible rate to well over 1600 members. I believe that this has been a great achievement and one which has only been possible because of the popularity of 'our' cars and the almost fanatical enthusiasm which they bring out in otherwise normal sane people.

Whilst we do have a large membership, there are still many enthusiasts who are not members and perhaps haven't even heard of us.

The TSSC's aim has always been to preserve and promote vehicles based on the Herald chassis, it therefore, is in the interest of the Club and of course us the members to encourage as many other drivers to join as possible. By doing this we maintain the influx of new ideas and new enthusiasm, we also secure the future of our Club and our cars and enable the TSSC to have as big a say as possible in all matters affecting 'our' cars. In these times of increasing costs and prices, there are other real benefits to be obtained by increasing membership. Printing more Couriers means less cost per copy, and the larger market means that it is easier to obtain advertising. Also greater numbers make larger discounts and better special offers easier to obtain.

It was with these thoughts in mind that I suggested to the Committee that a recruitment competition should be organised. After volunteering (?) I am now organising that competition.

By now you will have realised from the windscreen leaflets enclosed with your Courier the form that this competition will take. Many of us have in the past enthusiastically plastered all the possible club cars within range with the existing leaflets. This is a successful method of recruitment and after the competition is over I hope that with the existing leaflets, it will continue to bring new members. But this competition is an opportunity to all of us (well, everybody except me), to have a chance of our enthusiasm rewarded.

The rules of the competition are simple, but first the prizes:

- 1st £50 given to the member who's efforts bring the most new members.
- 2nd Is the book, Triumph Cars: The complete 75 year History, by Langford & Robson value is about £15. This prize has been donated by Lyndsay Porter on behalf of the firm CLASSIC VALUATIONS, who undertake the valuation of any classic cars and will be attending the Club concours at Donington. This will be given to the member who encourages the next largest number of new members to join.

A further prize of £10 will be paid to the Area which brings in most new members. The intention is that drinks or similar should be provided at that Areas' next meeting or function after the competition's end.

## RULES

Any TSSC member is eligible to take part, (except me).

For the windscreen leaflet to be eligible the members OWN membership number (see front of membership card i.e. 79/00852), must be written on the box provided. The section for the local area should be filled in with the name of the Area that the member attends.

The competition begins June 1981 and the intended finishing date is the end of September 1981, however the exact finishing date will be set by the Committee after taking into account the number of replies being received during September. Any replies arriving after the finishing date will be gratefully received but will not count for the competition. In the case of any dispute, the Committee's decision will be final.

Further copies of the windscreen leaflets can be obtained by photocopying the enclosed leaflets, from your Area Organiser, or direct from me at the following address: J C Wild, 12 Mackerel Hall, ROYSTON, Herts SG8 5BS. Please enclose a stamped addressed envelope, I will then send you 20-25 copies at a time unless otherwise requested.

Good luck in scouring the local carparks, please try and keep me busy over the next few months and don't forget the sooner you start distributing the more chance you have. So why not tacky the car parks on the next fine day?

## INTERNATIONAL MARQUE SECRETARY

### HERALD REGISTER SECRETARY

#### Passing the MOT.

From my own experience, and that of friends, it appears that there are a number of common MOT failure areas on Heralds. It is worth checking them before the car is submitted for test. Lighting, windscreen wipe/wash, horns, exhaust, tyres, wheels and seat belts are all 'common sense items' which are easily checked. This leaves the braking system, steering, suspension and vehicle structure; detailed descriptions of the jobs mentioned below will be found in workshop manuals, Haynes manual, Autobooks etc.

Brakes. The most common failure points here are inefficient/out of balance rear foot brakes and handbrake. To remedy remove the rear brake drums, take out the brake shoes, disconnect the handbrake mechanism and remove the spring plates holding the wheel cylinder to the backplate. Clean up the backplate and wheel cylinder (don't inhale the dust) and apply white brake grease (eg Castrol PH) to the back of the wheel cylinder where it slides in the backplate. Replace the spring plates, reconnect the handbrake cable (use new split pins and handbrake return springs) and replace the brake shoes. Roughen the shoes with glass-paper to remove any glaze. Replace the drum and adjust so that the wheel just spins freely.

To give the front (disc) brakes more bite the glaze can be removed from the pads with glass-paper. If you have front drum brakes clean them up as for the rear.

Steering. Excessive play in the top steering column bush is a common failure point; I will cover the replacement of this in a later article. Another failure point is movement of the rack in its rubber bushes (often due to contamination with oil) - new bushes should be fitted after cleaning up the outside of the steering rack tube with paraffin. On older cars a worn bush in the end (NS) of the rack can cause MOT 'problems. To check this grasp the inner ball joint arm through the rubber gaiter and check for excessive movement. Replacement entails removal of the rack.

Front Suspension. The most common failure points here are play in the lower (nylon) trunnion bushes and excess free play in the hubs. To check, jack up the front wheels, hold them in the 6 o'clock/12 o'clock position and rock the wheel. If there is movement look at the lower trunnions - if the movement is here replace the nylon bushes. If there is hub play, remove the split pin, tighten up the castellated nut to remove the free-movement (the wheel should spin without binding - if in doubt remove the disc pads to stop them rubbing), then insert a new split pin through the nut/stub axle.



Vehicle Structure. Different garages will have differing standards; at one extreme rusty front, centre and side outriggers will pass, at the other they will need to be in perfect condition. The garage I use allows some rust on centre and side outriggers, but fails rusty front, rear and boot outriggers. I personally think that all outriggers should be sound, a) to prevent the body sagging and stressing and b) to give extra protection from side-on crashes.

It is often better (and cheaper) to get new outriggers fitted at a welding yard rather than at a 'service' garage'. In the Southampton area outriggers are fitted from £15 - £17. If you have a new rear outrigger fitted (this carries the radius arm) make sure that it is welded to the side outrigger (perimeter rail) - otherwise the rear outrigger will flex and snap off where it attaches to the main chassis rail. If the end of the perimeter rail is rusty a section of metal will have to be welded to it to take the rear outrigger.

#### International Vehicle Register.

To date (11.5.1981) 136 forms have been received; 13/60's still dominate the register: Convertibles accounting for 31.6% of entries and saloons 14.7%; 1200 Saloons have 13.4% of the register. Considering that 13/60's account for only 13.1% of Herald production they are making a very good showing! I now have one 943cc Convertible, but am still waiting for a Courier van!

#### Other News.

I have recently received an interesting letter from Mr. A. Chalker of Australia who is rebuilding a Herald of 1962 - 3 vintage. His comments on the chassis are revealing - "... I had the chassis taken away and all the welds inspected for cracks and flaws, and had three cracks that were discovered re-welded ..." Notice that he does not mention pulling off rusty outriggers and cutting out sections of rusty metal. Obviously they do not put salt on the roads down-under.

His main problems with the rebuild have been obtaining small items like rubber seals and nylon bushes - in fact he hand built sets of nylon trunnion bushes at home.

Chris. Longhurst.

## PEN TO PAPER

#### LETTER FROM IAN EASTWOOD - NORWICH:

I thought that I would offer some advice to anyone who is considering putting a roll bar in their Spitfire:

Mine is a MKIV and I decided in the interests of safety to put in an Alek bar roll bar. (I'm sure this must offend the purists but I care about my health in the event of a roll). The roll bar (Aerodynamic) duly arrived along with mild steel backing plates and eight bolts. The holes were drilled in the wheel arches and bar was fitted, eventually! So far so good. The problem comes when the hardtop is fitted. The top of the bar rubs with the interior roof which results in an almost perpetual raining sound. One soon gets used to this however, so that's not too bad. What is annoying is when the soft top is up because it is so tight, it's not possible to zip or unzip the rear window. Bearing all these things in mind, I still think that it is a worthwhile addition to the car. One way of getting the problem sorted out would be to cut about 1/4" from the bottom of the front leg. As to the rear window discolouring, the one on the Spitfire has not done so (1971 original) - what has happened is that it is scratched. Has anyone got any ideas? (Norwich 663855).

#### LETTER FROM STAN WALTERS - PLYMOUTH: \*\*\*\*\*

I thought that other members would like to know that the Devon Area are this year attending the Yeovil Festival of Transport on August 8th and 9th. We are in the throws of organising a stand but having only just received the paperwork, there is a lot to do. We would like to invite other members to attend and possibly enter the Concours if they wish. Vehicle Applications can be obtained from the Festival Administrator, Mick Staggs, West Coker 3136. Those Northerners amongst you who are wondering where Yeovil is, well it's Somerset.

The cost of entering a vehicle is £3.00 and entrants in all classes will receive a souvenir brass plaque. There is a camp site set aside for exhibitors and I think a good time should be had by all. So why not come and boost our morale, especially the areas within the vicinity of Somerset. It would be very nice if we could attract someone down to sell some club regalia. The whole show promises to be quite an event, so I have been informed, this being the first time the club has attended, it could become a regular annual outing.

P.S. Closing for vehicle entries is July 1st.

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#### LETTER FROM CHARLES HENDERSON - SOUTHWELL:

Having just read yet another interesting edition of the Courier, I would like to thank Chris Longhurst for answering my question regarding information on leaf springs. However, I have just about bought (if I can arrange transport), a MKI Vitesse convertible (1966) which is complete except for the fact that you can see daylight through the chassis. I also have a MKII Vitesse which has a not immaculate, but repairable chassis and I was intending to put the MKI convertible body on the MKII (saloon) chassis. I would be grateful if anybody (Chris Longhurst perhaps?) could tell me which would be the best spring to use, since the convertible body is quite a bit lighter than the saloon, I would imagine.

Would it be: Vitesse 6 convertible 305945 ) Both 11 leaf  
Vitesse MKII Saloon 308485 )

Chris Wren's idea about questions and answers is a good one - he goes on to spoil it though by whining about the club subs, I bet these other clubs' glossy mags. haven't as many pages as the courier. One thing I agree with him on is Tim Sherrys' Marlin - please could we at least have a description of the building of it, or some photos if at all possible.

I must sympathise with John Bell when he says he had difficulty selling his 'scrap' parts. I've had great trouble finding anybody to take bits off my MKII. scrapper, let alone taking the complete thing. I've concluded that it's mainly the recession that is to blame, though having to travel a long way to collect parts must have something to do with it. So, if anybody out there wants any MKII Vitesse bits and is in or around either Nottingham/Newark (weekdays) or Halifax/Bradford (weekends) give me a ring (see back cover for numbers), I might deliver some smaller parts. around these two areas.



LETTER FROM MR D RETTIE - ROMFORD:

With reference to Courier No. 9 and the letter from Chris Stasler. The misfiring and loss of power he mentions reminded me of a friend's Triumph Dolomite that had the same symptoms. After checking the same things as Chris did, it was finally found to be a loose or frayed wire inside the distributor causing occasional shorting. It might be worth checking Chris.

Could anyone answer a query for me? I have a problem of too much heat coming from the engine compartment into the car on my Vitesse MKII. The temperature gauge indicates water temperature to be about normal so I assume that it is not overheating. Somebody suggested that it is the enclosed nature of the bonnet design that restrains air flow over the engine. I was wondering whether others have experienced this problem. It is nice in winter but on long runs in the summer, I might just as well have the heater full on! I have renewed all hoses, heater valve, radiator but to no avail. Any suggestions?

HELP WANTED

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LETTER FROM V A PUTTICK - DOVER:

Has any member fitted one of the Wood Jeffreys electric cooling fans to an elderly Herald with POSITIVE earth? My Herald is a 1965 12/50, I have bought one of the fans and the fitting instructions show cable connections as for a Negative earth vehicle. They also say 'Be extremely careful to observe polarity instructions ...', at the same time, implying that the connections can be altered to suit Positive earth, without giving details.

Can anyone help please, before I make a 'hash' of the job? I need advice on which wires go to which battery terminal and which should be earthed to the body of the car. Contact: Vernon Puttick at 112 Lewisham Road, River, Dover, Kent CT17 OPB.

LETTER FROM BRIAN LEES - ROYSTON:

I read with interest Mr Mullineux's letter in the April Courier, with regard to rust damage around the windscreen of his GT6 MKIII. I have the same problem on my GT6 MKIII which I am in the process of repairing. Unfortunately it is not a problem, easily or cheaply solved. I am replacing the complete windscreen frame which involves the removal of the dashboard and all instruments and wiring. Also the bulk head had to be completely cleaned to enable better access for welding and cutting. The rust had eaten into the front section of the roof and so I am having to replace this with a section cut from another car.

When I have finished the repairs, I shall be sending a fully documented report for publication in the Courier. In the meanwhile, if Mr Mullineux or any interested parties wish to contact me for advice, ring Royston (0763) 46128.

LETTER FROM TERRY PEARCE - READING:

Are there any members that know and can publish a list of interchangeable parts for our cars? i.e. Spitfire MKIII windscreen fits GT6 MKI & II, Spitfire MKIII doors fits GT6 MKI & II, the list must be endless like sills, windows, racks, engines, gearboxes, diffs., brake drums, discs, steering column, body panels, etc.

Thank you to Mr Arthur Stock for your very entertaining letter in the March Courier re; 'Whats' a fellow of 59 doing with a Herald 13/60 Convertible?'. Good luck with the car Arthur and let's have some more information about it.

Finally, it was interesting to note that the cowboy driver referred to by Steve Cooper in the April Courier turns out to be our new International Spitfire Register Secretary, WND 804L, The Phoenix.

LETTER FROM JIM RICKARDS - CANTERBURY:

In reply to David Botte's letter I hope I may be able to help him over his Vitesse carpets. I had a complete set of Herald carpets recovered by 'the Carmat Co. Ltd.' Colville Mews, Lonsdale Road, London W11 2DA Tel: 01 229 9747/8. They just stuck another layer of the correct type of textured carpet on top of my old faded ones. The whole lot only cost £35 and they were very helpful, ringing me up to let me know of the progress they had made.

I also require an overdrive nameplate for the boot on a MKII Vitesse. I have got a brand new overdrive nameplate for a MKI car as this was the only type BL could supply

cont'd letter from Jim Rickards:

even though the parts book showed one for a MKII.

I have just tried fitting an O/D from a Vitesse in a scrapyard but I had a few problems: 1) I had to put a different flange on the diff. end of the propshaft which is out of balance - does anyone know where I could get it balanced? 2) The gearbox is noisy - I fitted new main bearings but there is a lot of movement in the cogs. Anyway I should like to get it seen to professionally. Does anybody know somewhere in my area who is good and not too expensive. 3) At first the O/D wouldn't engage but when it did it was rather slow. This may get better with use but does anybody know what is the cause of this? Finally, had anybody got the plate that bolts onto the chassis that the O/D rests on?

LETTER FROM A GENT - STOURBRIDGE:

It may be of interest to members of the problems I encountered in ordering parts for my Triumph GT6 through a Leyland dealer.

The parts in question, a wishbone and vertical link assembly were ordered through their VOR system, price £60.00 approx!! This system is a 'fast and efficient service', whereby you pay the full amount on parts ordered and wait approx 3 days. OK, great however, imagine the delight when I discover my original parts could be re-used, saving me £60.00 - wonderful. So, bubbling with joy, I telephoned my friendly Leyland dealer to cancel my original order the following morning. My joy turned to a thumping headache when I discovered that parts once ordered through the VOR system could not be returned! Apparently Leyland have adopted the system of once ordered and paid for NO RETURNS. My friendly Leyland dealer explained that this policy had caused many problems to both customers and himself, in that customers were having to pay very dearly for their unfortunate mistakes. So the moral of this story is; only order parts you definitely need, otherwise you could find yourself in my present position, new and totally useless parts with a large hole in my pocket.

P.S. Anyone interested in a O/S wishbone and vertical link assembly, suitable for a Triumph GT6 or Vitesse, contact me at the address below:  
37 Spring Street, Lye, Stourbridge. Tel: 021 593 7240

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LETTER FROM A J BURNETT - NORFOLK:

In the March Courier, Tim Skerry writes of a MKII suspension conversion - he mentioned Spax adjustables - can he give details of the type or reference numbers? In the December issue, Iolo Davidson described a solid state stabiliser (p.17) - the sketch as reproduced in my copy appears incomplete - there are only two connections to the transistor, which is a three-terminal device and the polarity of the diode is not shown. What is the recommended voltage value for the Capacitor and wattage value for the resistor and diode?

Getting back to cars, is there a 'simple' way to change the driveshaft UJ's on the Bond 2 litre MKII? What car do the doors come from - I need to renew the rubber window sealing strips? Has anyone experience of fitting the GT6 exhaust system with the transverse silencer to the Bond to give a bit more clearance under the chassis than the standard Vitesse system, the silencer box is very low at its front edge and I live in an Un-metalled land!

This is my second 2 litre Bond, on both I had overheating troubles and in both cases was due to steam lock in the thermostat housing (the 'Highest Point' in the system). I have eliminated the lock by fitting a remote header bottle, fitting an additional outlet  $\frac{1}{4}$  way down the bottle and connecting this to a  $\frac{1}{4}$  BSP elbow tapped into the thermostat housing. Fit a non-vented radiator cap to the radiator and connect the overflow pipe to the bottom spigot on the header bottle - use terylene - or nylon-reinforced PVC tubing for these connections and mount the bottle higher than the thermostat top - on the bulkhead is ideal. The original radiator pressure cap is used on the bottle and the overflow is fed into the normal overflow container. This eliminated coolant loss in both cases but as an additional precaution I have built a duct into the bonnet to prevent the airstream from flowing around the sides of the radiator as it can normally do. Last summer I did King's Lynn to Southampton in four hours with no sign of overheating - previously I was lucky to get to London without topping up!

LETTER FROM PETER MADGE - READING:

Herald Differential Mounting Plate (Front):

A loud banging on the floor underneath the rear seat of my Herald was soon found to be caused by the propshaft strap drive hitting the floor. This was confirmed by slackening the nuts that hold up the differential front mounting plate, the banging stopped. I assume that the top spigoted rubber bushes in the mounting plate must be worn or perished. Unfortunately, the upper bushes cannot be renewed without removing the entire differential. This is still in good condition (108,000 since new). The car passed it's MOT last week. A further problem is that the o/s stud that holds the front mounting plate ( $\frac{1}{2}$  way along it's threaded length) has stripped thread, meaning that new nuts fitted get stripped when reaching their correct torque of 38 ft lb. When I get round to renewing the upper bushes and removing the differential, I will have to renew the mounting plate stud which is welded to the chassis. I am rather worried about the prospect of trying to weld a new stud onto the chassis (I would only be able to weld one side only), and cutting out the old one. I have cleaned up the thread with the appropriate UNF die but this has not allowed new nuts to be torqued up correctly. I have managed to obtain new upper bushes and I am therefore ready to start the overhaul. I would be grateful to hear of anyone who has carried out similar work.

LETTER FROM CLIVE READ - CONSETT:

I have a Spitfire 1500 (1979) and I require a good 2nd hand or cheap new road wheel. I wondered if you could put me in touch with someone who could supply me with one. I wish to change the silver plastic wheel centres/hubcaps for the chrome types found on GT6 MKIII's but my local distributor has quoted me a price of £7 each. I wondered if the spares dept had any in stock or alternatively, inform me of where I could purchase 4 cheaply.

I would like to describe my car for you and possibly other members would be interested in some of the alterations I have made. Firstly, in the winter it sports a fastback style hardtop. The side and rear stripes come from Removatop Sunroofs and come in four combinations of colours. The headlights are Cibie Z180 units. No spotlights were used because of difficulty in mounting them without changing the lines of the car. The exhaust system is SAH with four chromed tailpipes. Periodically I paint the wheels with Hermetite Aluminium paint. The name was changed from Spitfire to Spirit 22X. Inside the dashtop and surround, the transmission cover and the padded leg rests, the doors, the steering column switch surround, the rear bulkhead panel and the fastback's

cont'd letter from Clive Read:

rear parcel shelf are all covered in black velvet. There is also a National Panasonic stereo radio/cassette with four speakers. Tyres are white-lettered Goodyear Grand Prix S 165SR13 which have improved the handling considerably. The next project will be to improve the performance of the car. Has anyone heard of a Trans-am spoiler that would fit on the front of my car?

Thanks for the photos Clive, sorry but we can't print colour. Go out and get yourself a black and white film as I know members would be interested in taking a look at the Spirit.

LETTER FROM TIM SKERRY - HERTS:

In reply to Chris Wrens' enquiry, I am writing about the Marlin kit which I have built. I am not sure whether to recommend it or not: having done 400 miles now, it does seem worthwhile, but I remember a number of moments during construction, when I would not have been so sure.

The kit consists of a steel chassis with integral solid steel windscreen frame/roll bar. Various body panels in aluminium and fibreglass are supplied along with marine ply floor sections, laminated windscreen and other oddments. Exchange parts include the shortened propshaft and pedals and lengthened lower steering column. The kit will accept parts from all the club cars and may be fitted with the 2.5 litre engine. A Ford radiator is also used, and unless a Spitfire tank is available a Hillman Imp one is necessary. I built my Marlin using the engine, diff and front suspension from my 2 litre Herald, old gearbox and MKII rear suspension from various other sources. There is a problem with clearance at the front of the engine bay for dynamos or alternators and also on the other side for non-standard carbs. I squeezed in three 40 Dell Ortos with about  $\frac{1}{4}$ " clearance when air cleaners were fitted. I was given an old SAH 6 branch exhaust which I chopped about and rebraced to fit, feeding into an SAH MKII GT silencer (fitted upsidedown). I would add that my engine is a MKI, and I don't think a MKII with SAH manifolds for 40 DHLA or DCOE carbs would fit, as there wouldn't be room at the front of the engine compartment. Building the inlet manifolds wasn't hard but it was very time consuming. The gearbox mountings were obviously not designed for O/D boxes and had to be modified a lot to fit. It is possible to use the gearchange extension as standard but I extended mine back y about 4" and shortened the lever to place the gearbox at the same level as the steering wheel. My most serious problem occurred when I fitted my diff. as the mountings were not put on in the right place, off setting the whole rear axle. I understand from Paul Moorhouse (the person who makes the kits), that this was due to loose bolts on their jig! My car was No.25, so anyone before this or soon after may have the same problems. This was fixed by thinning the rear lugs of the diff and shimming it across about  $\frac{1}{4}$ ".

The other problems with the rear suspension are that the handbrake cables 'twanged' on the rotoreflex couplings and that it is difficult to get the spring rate and ride height right. The front suspension was fairly straightforward but the steering rack had to be raised  $\frac{1}{2}$ " so that the tracking didn't change with suspension movement. Spraying the car highlighted imperfections in the fibreglass panels but in view of the inexperience at spraying cellulose, I was fairly pleased with the results. I used xinc chromate primer, a filler primer and BL British Racing Green. The space available for seats excluded use of nearly every one I could try. It is possible to buy fibreglass seat shells with the kit but I ended up using a pair of Corbean GT4's, with the sides squeezed a little to reduce their width. Having recently completed the car, I have found the ride firm, the economy poor (hardly surprising I suppose), and the lack of weather protection a little irksome. On the other hand, the Marlin is attractive to look at, fun to drive, having very rapid acceleration and excellent handling and roadholding. I am using spax adjustables all round- on their softest settings - and 5 $\frac{1}{2}$ J wheels with 175170 Grand Prix Tyres. In all I am pleased with the car but found building it involved a number of hassles, only a few of which are mentioned here. I hope to be coming along to meetings fairly soon but should anyone want to see it, they would be welcome to drop by, phone first as I am out a lot: Bishops Stortford 722645. Similarly, should anyone be contemplating buying a Marlin, or having trouble building it, I would be pleased to offer advice.



LETTER FROM RICHARD CUNNINGHAM - TRURO:

This is a story to illustrate to people like myself who run the six cylinder cars and tend to turn-up our noses at Heralds and the like.

In October of last year I decided to take my Vitesse 6 saloon off the road for the winter after nearly ten years of mis-use in my hands, but mainly to cure the problem of the 'pond' in the boot (caused incidentally by leaking seals between the roof and the boot area). To cart myself and the wife around we decided that due to non-existent public transport in Cornwall we should buy a cheap club-type car as a run-around. We decided upon a Herald and purchased a 1965 Herald 1200 in fair condition for £150. For the first 6 months - until the M.O.T. the car was used for short local journeys never returning more than 34 m.p.g. At the M.O.T. the inspector deemed that steering bushes needed replacing - though in my opinion and my garage's opinion there was hardly any wear - but the M.O.T. says new ones are perfect so they must be better - therefore they needed to be fitted. Anyway back to the story - in March I had to travel from Cornwall to Bristol for exams (I had hoped to have bolted my Vitesse back together by then - but the inevitable delays had occurred). Therefore I had to use the Herald - though I had never driven it further than 50 miles in one go before. To cut a long and boring story short - the car took me from Truro to Bristol and then on to see friends in Essex, Kent and Sussex including two journeys through London, notching up a total of 940 miles before returning to Truro - registering an overall m.p.g. of 39.74. Now I suspect all the Herald enthusiasts will say "What's new?" but my wife and I were very impressed by this car - granted it does not have the acceleration and top speed of the Vitesse but is still nippy in traffic and once it gets up to 65 m.p.h. on a motorway it feels as though it could go all day at this speed. Heralds have now won two new converts.

P.S. I wonder how many of the current Dagenham Dustbins and the like will be as economical when they are 16 years old?

LETTER FROM ANDREW MOORE - CHINGFORD:

Having read in the March issue of the Courier about wire wheels, I feel I should put forward my own case. My 1970 GT6 MKII has bolt on wire wheels and these, to my mind, may not look quite as tidy, but are far more efficient than ones with splined hubs. Unfortunately problems with my own wheels are numerous. The person who owned them before me, decided he didn't like the chrome spokes and so sprayed them with some plastic coating. Although I hate the finish I can say he was very thorough and I am finding it very difficult to remove. Has anyone had similar problems or does anyone know if I can get exchange bolt on wheels?

Also living in Chingford, which borders Essex and East London proves a problem when it comes to meetings. I have owned the car for 12 months and haven't yet been to a meeting, either because I get the Courier too late to find out what's happening or as I don't seem to have an Area. Chingford itself would seem to be a very important area as I myself know 7 or 8 people personally who own GT6's and I have seen many more around. These people must be having the same problem regarding the area.

\*Perhaps the Chingford Area could get their enthusiasts together for meetings on a regular basis. How's about it Andrew? ED

LETTER FROM KEN PRESTON - NR RUGBY:

I am the owner and have been for some years, of a GT6 MKI and had been led to believe from friends that last year's issue of Thoroughbred & Classic Cars that all GT6 engines run HOT but my engine was getting a little too HOT, so I purchased a tin of Holts Heavy Duty Radflush which is followed by a backflush of the whole system and the results are truly amazing. I have never had my engine run so cool. So, if it would help any of the lads, I would be pleased if you would pass it on.

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ADVERTISING IN THE 'COURIER'

All advertising in the motoring sections of the Courier, is free of charge for club members. Non-members can advertise in the Courier for a donation, from £1.00 upwards. Advertisements must be written, not phoned, and to reach me by the 15th of each month to appear in the following months issue.

ALL magazine material must reach me by the 15th of the month to be included in the following months Courier.

BILL SUNDERLAND - EDITOR



# Nationwide

## CORNWALL AREA NEWS - DAVID BUXTON REPORTS:

(March)

In the absence of our Area Organiser and Chairman, Richard Cunningham, as Vice Chairman the task of reporting on our monthly meeting falls to me.

In that respect, the March meeting was attended by only five gentlemen and one lady. That glamour was provided by Frances Westaway who told us the time when her husband went off to work with the keys to her GT6 in his pocket. She searched all over the house, but eventually rang Mervyn, who suggested that she used his Vitesse, which was locked away in the garage. The point of the story is, that she had forgotten it was there!

Ann Cunningham was away with Richard, Laura was babysitting and apologies were accepted from Cheryl as she was at home looking after her four week old daughter and husband, Mike O'Neill, however was in attendance. The other Richard was there as was Jim, who showed us pictures of all the cars he has owned - TS6 type cars appeared most frequently.

Topics of discussion were:-

- Does the club need so many Committee Members and if it does, then maybe we in this area, ought to have one. (ONLY NINE OUT OF 1600 MEMBERS!) ED.
- Maybe Roldand Drew ought to take a leaf out of 'Cox and Buckles' book.
- We wondered if Dave Bayliss could read, as I had to write to him to tell him where and when our meetings are held - try reading your monthly magazine!
- How much is omitted from the magazine - I mean the Courier. What did happen to that quarterly magazine I was promised three years ago? (Very little omitted from the Courier. I hope you have now received your Turning Circle. ED).

Richard Cunningham will be back this month, but by the time you read this (time of writing 31st March) it will be May and he will have reappeared on the scene at the April meeting, which by the way, took place at the Hewas Inn, Sticker, St. Austell, as Always on the last Friday of the month.

Finally, the prize for losers and the title of 'Nowhere man of 1980' has been awarded by me to myself for making a suggestion, which appeared in October's Courier for a prize for the losers, an idea which created absolutely no interest at all! Be seeing you.

## DEVON AREA NEWS - STAN WALTERS REPORTS:

(March)

We met at our normal venue (Dartmouth Inn, Totnes), on Sunday 29th March and I'm very glad to say that the landlord is kindly giving us a room of our own for meetings and it saves cluttering up the lounge. Our meeting went well with our usual members plus four new members from Plymouth, one of them being a workmate of mine, with a very nice MKI 2 litre Vitesse.

Conversation centered mainly about what to do in the next few months. We planned a day out at Wiscombe to watch hillclimbing. Unfortunately John Griffiths will not be able to make it this time as his wife is near her time; the 3rd baby in our area in 2 months!

On 6th April we are planning a film show at the 'Dartmouth Inn', not just about cars, this time we are throwing in a film on first aid too. We are also in the throws of organising a club stand at the 'Yeovil Festival of Transport'. All areas will be welcome on 8th and 9th August, but more about that later when things are fixed. (May I suggest you liaise with James Sturgeon, Avon Area Organiser, over your proposed stand at the Yeovil Show - Dave).

## EAST BERKS AREA NEWS - JOHN REED REPORTS:

(March)

My sincere apologies to all who turned up at the 2nd April meeting at the 'Bull' at Bisham, due to business I was unable to make it myself, and found it impossible to notify anyone else in time. It was one of those very unfortunate clashes of duties which one dreads. I understand the meeting managed to muddle through in spite of the fact that our usual allocated space at the bar had not been reserved. For obvious reasons I am trying to get us re-located elsewhere. Hope to have some good news for our next meeting which is 8pm on 7th May at the 'Bull' at Bisham, Marlow, Bucks, on the first Thursday of the month.

## HERTS AREA NEWS - ANDY FFOULKES REPORTS:

(March)

I am pleased to report that the attendance at club nights is, and has been through the winter months, as good as ever. Now that the evenings are getting lighter, we'll be able to see how each others cars have resisted the temptation to rust!

We have been trying, unsuccessfully, for many months now to obtain a new venue for club nights which is more centrally placed in Hertfordshire. If any of my members (even the ones I haven't met yet), knows of a suitable pub, preferably with a separate room available, I would very much appreciate them letting me know. Until then, 'The Woodman' Wormley, West End (off White Stubbs Lane) remains the meeting place on the last Wednesday of the month, at 8.30pm.

## AREA SPARES:

We have recently broken a Herald 1200 and a Vitesse 6. Therefore if your Herald or Vitesse 6 has earned itself a treat, or even if it hasn't, give Jeff More a ring on Potters Bar 56373. We urgently need to get our spares moving as we can't buy anymore as we haven't the space.

## LEICESTER AREA NEWS - PETE JARVIS REPORTS:

Our meeting on 27th March produced a rush of GT6's. Even Bill and Jo Sunderland arrived in a splendid maroon MKIII GT6 with their own crest on the doors! The beer was good and most of the talking seemed to be about cars; strange! Rest is very vague.

Hopefully our next meeting at 'The White Lion' will be started in daylight so that we can have a look at the cars. Remember, last Thursday of the month, North Kilworth A427.

## NORTH LONDON AREA - ANDREW SLATFORD REPORTS:

(March)

Our 6th meeting took place at 'The Rising Sun' Arkley on 30th March. Once again, in monsoon conditions, which were enough to deter any driver, let alone those in less than watertight soft tops! Thanks to all those who did turn out, especially to the Herts Area members who lent their welcome support. Thanks are also due to Nick Halford who initiated this area last year and has now moved to Surrey; keep up the good work Nick. Forthcoming meetings at 'The Rising Sun' Arkley, (junction of Marsh Lane and Highwood Hill, near Apex Corner) at 8.00 pm Monday 27th April, Monday 18th May. (instead of last Monday in the month which is a Bank Holiday).

## NORTH WALES AREA NEWS - MIKE STEWART REPORTS:

(March)

The first meeting of North Wales Area was held at Bryn Howell Hotel, Llangollen, and I was pleased to see those who came. Special thanks to Steve Cropper and his wife for travelling into North Wales from Liverpool on such a night. I think we have the makings of a good area but YOU OWNERS, YOU KNOW WHO YOU ARE, COME ON SHOW YOURSELVES.

Next Venue: Wednesday 29th April, 'Cock' at Barton, 8.00 pm. Location: 1 mile from Broxton roundabout in Wrexham direction on A537 betwixt Broxton and Farndon. (Mike, as I sub-edit material for Bill Sunderland, I reserve the right to edit or change copy as I see fit. Bill agrees with this view, as generally, only minor changes are needed - Dave).

## NOTTINGHAM AREA NEWS - CHARLES HENDERSON REPORTS:

(April)

Our last meeting at 'The Bramley Apple' on April 8th, was something of a departure from previous meetings; firstly because there were more than the usual two of us there, and secondly, the usual Vitesse takeover didn't take place. In fact every club car was represented, including a special in the form of a Dutton, which we hope to see at the next meeting. Dave Broughton also gave us a guided tour of his MKIII GT6 which looked very good.

Over the last year or so that I have been holding these meetings, we've seen a lot of faces whom we then never see again! We've had people from the depths of Lincolnshire from Harby (Notts), Hinckley but very few from Nottingham! So if you are in the area, do come along; our meetings are at 'The Bramley Apple', in Southwell (on A612 between Nottingham and Newark) on the 2nd Wednesday of the month (next one May 13th). Give me a 'phone call for detailed instructions on how to get there.



ROGER COLLINS AND HIS MAGNIFICENT MK III SPITFIRE



SEE IT AT DONINGTON



cont'd Notts area news:

Finally, to the gent (or lady) in the Spitfire, which was outside the pub at 8.30pm on the night of the April meeting, I must say sorry on two counts. Firstly, I didn't get there until 9.00pm and you'd gone by then and secondly, you'd left the hood down and it was persisting down ...!

#### OXFORD AREA NEWS - JOHN CUDMORE REPORTS:

(March/April)

Monthly meetings continue to be well attended, especially the April turnout. Congratulations to Tony and Janet Newman on the arrival of Clive - you see it's not only the Devon Area members who know the secret! Some new faces present, Tim from Cheltenham with a nice MKI GT6 and Hillary (anyone got a Spit MKIV bootlid) from Gt Missenden. The March meeting was enlightened by an interesting talk from Norman Parker, who brought along a turbocharger (from a Ford diesel) and proceeded to strip it down before our very eyes. Thanks Norman - very revealing!

By the time you read this, a small group from Oxford will have been on our New Forest weekend trip and will have met our Stour and Avon Area at the 'Cat & Fiddle' outside Christchurch. Thanks Steve for your area's hospitality. It reflects the 'family' atmosphere of our club. Can I ask for support for our entrants in the TR Register Sprint at Goodwood on May 10th? A chance to see our Acting President, John Griffiths, in action a Paul Lucas from Wendover in a newly aquired Spitfire and maybe Andy Jones from Coventry (both Oxford Area members and worthy of our support).

Monthly meetings held on the 2nd Wednesday of the month at 'The Grapes', Yarnton, Oxford (on A34 Stratford road, just North of the City) from 7.30 pm.

#### STOUR & AVON AREA NEWS - STEVE ELLIS REPORTS:

Our March meeting produced a very good turnout of members for our first film show, presented by Gordon and Joyce Pearce of the 'Triumph Roadster Club'. Amongst some film of bodies beautiful (the mechanical kind!), at recent National Rallies, the high spot was some footage of Landrovers being persuaded to perform incredible feats which most of us wouldn't like to attempt in a tank! The whole show was ably held together by Joyce and Gordon's splendid impromptu commentary.

Now then, hands up all those with convertibles who've not had the hood down yet this year? Shame on you! With the lighter evenings and (hopefully), better weather on the way, now's the time to make sure the confounded mechanism is still working. Carefully oil all those joints and hinges and mend that stitching on the 'B' post - you know the bit that's been refrigerating your shoulder all winter. Bear in mind that if any of your stitching isn't secure, it'll soon start to run after you've lowered and raised the hood a few times. Make sure you waterproof all your stitching with e.g. Mesowax (from camping shops - used for waterproofing tents), and for any of you contemplating fitting a new hood; put it on yourself, it's not difficult.

Well that's it for this month. Noggin and natter as usual on the 2nd Tuesday of the month, 8.00 pm, at the 'Whincroft Hotel', Ferndown on the A31 about 1/2 mile West of Trickett's Cross.

\*Book now for the 3rd S & A treasure hunt, starting from The Whincroft Hotel, 10am, 28th June.

#### A LES AND TALES

Amongst other things, this column is for the dissemination of information to members, but in particular, to Area Organisers. A couple of points have been raised recently which obviously bothered AO's, and as a result, they have been discussed in Committee. I hope AO's will forgive this blanket reply but it saves on postage and consequently a new perch for Busby or some other hairbrained scheme to advertise a near monopoly.

The first item concerns postage costs to AO's. At the Committee Meeting on Sunday 22nd March, I put the proposal that AO's should have their postage costs refunded or at least up to £5.00. Alternatively, Organisers in large or remote areas should be re-imbursed. The motion was discussed and overwhelmingly defeated. At this point I should say I was against the proposal. The Committee and AO's in the past have never received a penny for their work or costs as the jobs are purely voluntary. Providing members receive their copy of the Courier each month, and therefore know who to contact, I see no reason why AO's need to write to local members.

The second item is about the election of Area Organisers. Following a letter printed in the March issue of the Courier from Steve Ellis and Peter Goldsbrough, this was

cont'd Ales & Tales

discussed at the meetine. A letter from Jim Westwell was read to the Committee, and whilst I agree with what he said, I'm afraid Jim, you were out of order. The rules were laid down form electing an Organiser and should be adhered to. However, bowing to opinion and argument, there is to be a change of procedure. The details will be in a later issue of the Courier, but briefly they are as follows:

- 1) Nomination forms distributed with September issue of the Courier.
- 2) Areas elect Organiser of their choosing at local level, and return forms to local AO.
- 3) Successful member to send to the Area Liason Officer 1 (one) nomination form only with his/her name, membership number, address, telephone number and signature, plus the proposers name, membership number and signature. This is to arrive at the AO's by October 31st.
- 4) Results to be announced at the AGM in November. AO's effective from AGM date.

Any AO resigning during his/her term of office, will involve the local area in another election (by-election?).

The Committee and me in particular, are concerned over something I wrote in a circular to AO's when I took over as Area Liason Officer. I said that AO's had a right to attend Committee Meetings in a non-voting capacity. Whilst this was true, we have had to ammend the rules to exclude all non-Committee members, except by invite. Should any member wish to attend at a Committee Meeting, they should in the first instance, approach their AO with their request. The AO should contact me by letter stating the idea to be debated. At the next Comm ittee Meeting the point will be discussed and I will notify the AO of the decision. Don't forget, no SAE, no answer!

I must reply to Dave Buxton on some of his points; no doubt others of the Committee will answer a, b and d. However, I would like to reply to part of (a) and also (c). First of all (a); the club doesn't have the full number of Committee Members it could have laid down in the RAC model rules for car clubs. Bu all means Dave put a Cornish member up as a candidate at the AGM in November, but be warned (and this goes for all members), you must be prepared to attend most of the meetings which are held at three monthly intervals in Stowe-on-the-Wold, or near Oxford, generally on a Sunday and without any expenses, fees or backhanders. Luckily the Committee consists of a bunch of like minded enthusiasts/nuts whose only payment is to see a successful club.

The answer to (c) is 'Yes, I can and do'. The reason I worded the plea as I did was because some areas are changing their venues and others already have changed and it was easier to ask AO's to let me have the details along with Area News if they were sending any in.

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#### WEST MIDLAND AREA NEWS - TONY & JANIS SPICER REPORT:

(May)

Please note that the Coventry meetings of the W. Midlands area are now to be held at The Herald pub - as shown of the list below. If you require a map or directions, please do not hesitate to contact us. If in writing, please enclose an SAE.

Mon 8th June	The Bulls Head Inn, Shenston, Staffs
Tues 14th July	The Herald, Coventry
Mon 10th August	The Old Gate, Heathton, Nr. Dudley
Tues 14th September	The Bulls Head Inn, Shenstone, Staffs
Tues 13th October	The Herald, Coventry
Mon 9th November	The Old Gate, Heathton, Nr. Dudley
Mon 14th December	The Bulls Head Inn, Shenstone, Staffs

#### NEW AREA

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#### SALISBURY AREA - MARCUS BROWN REPORTS:

Hello, having just moved to Salisbury, I'm trying to start up a new are. Hopefully, I will have found a suitable pub by next month. In the meantime, my telephone number is Salisbury 710841, so please give me a ring if you live anywhere near Salisbury and want to help start a new area.



#### EAST BERKS AREA NEWS - JOHN REED REPORTS:

Our future meetings will be at the Bell and Bottle, which is on the Bath Road (A4), between Littlewick Green and Knowle Hill - just West of Maidenhead. It is hoped that the date will remain as at present - the first Thursday in every month but this must be confirmed with me, unless published in The Courier or given out at each meeting. Our first meeting will be on June 4th at 8.00 pm. We have a splendel sepearte room with access to the bar and there is plenty of car parking at the front and rear of the pub. As we have to pay for the room, a raffle will be held at the meeting, where members can win useful prizes. (I'll second that John - Sue and I still feel a bit guilty about attending your meeting and walking off with one of the prizes! - Dave).

#### ANGLIA AREA NEWS - BARRY NEWITT REPORTS:

The May meeting saw a good turnout of members from as far away as Ipswich, King's Lynn and Bury St Edmunds. By the time you read this the Club's Vitesse/Courier should, I hope, look more like a vehicle than a pile of metal lying around my garden; I hope that all who have helped, so far, will continue to see this project finished. Thanks to Jonty Wild we are now able to purchase at trade prices from Chloride Gaedor, 347G Cheryinton Road, Cambridge, Tel: 44715, batteries, Lucas/CAV parts, brake shoes, disc pads, filters, SU fuel pumps, Smith's instruments, paints, radios etc. on production of membership cards. Our meeting with the TR Club has now been fixed for Tuesday 16th June 7.30pm onwards at the Horse and Groom on the A505 Royston to Baldock Road, about 2 miles out of Royston on the dual carriageway. Please will all of you in the area make a big effort to give that car a wash and come along as this is our first venture with another Club, and we wish to put on a good show. If any other area such as Herts or Essex members would like to come along, please do.

Anlia Spares  
\*\*\*\*\*

We have a complete Vitesse MK11 saloon body shell for sale in super condition; this car should never have been broken for spares but is the remains of someone building a special. We also have a Herald Coupe engine and gearbox complete with SU carbs etc. in good order: Any offers of around £90 for either items please. Sorry, it will have to be the Scrapyard if not sold.



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#### SWINDON AREA NEWS - PETE BOYCE REPORTS:

(April/May)

How about seeing some more local members once a month? Numbers are still around 4 to 5 and in April one lonely Vitesse had the car part to itself. A member rang with the following question: Is there a good quality manufacturer of Spitfire soft tops in the Wiltshire/Avon area? Can anyone suggest one? Our meetings are at 8.30pm on the 3rd Tuesday of the month at the Colley Arms, Hodson, nr. Swindon. That's June 16th, July 21st etc. Ring me on Swindon 22768 for more details.

#### YORKSHIRE AREA NEWS - DEREK STRINGMAN REPORTS:

The April meeting saw slightly less turn out than usual but the quality was definately present in the car park. The recent bad weather may have deterred a few, so please return next month, we are guaranteeing the sunshine. The area is also going to meet for not just one but three times, externally to licenced premises, see list for details. Returning to the car park, there was the usual collection of roller skates, plus a few lovely Vitesse and Herald, (the Spitfires are going to take over, judging by the numbers here. I am of the opinion that they actually breed while we are sitting in the pub).

#### EVENTS:

1. Sunday 24th May - Day out to Bolton Abbey. Meet on the junction of the A51/A49 at 2pm in Harrogate.
2. Saturday, 6th June - meet at Harewood hillclimbe.
3. The Concours. Times to be arranged but a few of us will be travelling down on Friday night. Watch the next Courier for details or better still, come to the Fox at Thorpe Willoughby on the last Wednesday of the month.

I hope the usual scribe returns next month. Your local contacts are John Genders or myself.

#### HANTS & SURREY AREA NEWS - PAUL WATERKEYN REPORTS:

Meetings are building up quite nicely now, we seem to be seeing new faces every month. We have just been joined by Nick Halford, who used to run the North London area meetings. He has recently moved into our neighbourhood and is urgently seeking volunteers to help him re-decorate!! We were visited this month by Nick (sorry, have forgotten your surname!) from the Thames area, who was on his way home from a local college. He has saved a very early Bond from the local scrap-heap and is contemplating a 2 litre transplant. It has been suggested that we form a committee and we will be looking into this very soon. Anyway, many thanks to all of you who have turned up and we hope to see more of you in the future. Bye-the-way, where are all you GT6, Spitfire and Herald Owners?? We are rapidly being overrun by Vitesse (no complaints, mind!). It would seem that the lower steering column bush for MK11, GT6's are 'no longer available'. Has anyone else had this problem, or know where they can be obtained?

#### NORWICH AREA NEWS - IAN EASTWOOD REPORTS:

A few lines to tell you how we have begun to organise ourselves into an area around Norfolk. Two people rang in response to my letter in the April Courier (where are the rest of you?) and we managed to meet at a local pub on a Sunday lunchtime. The cars we have around here are, at the moment: 2 13/60 Heralds, 2 MK11 Spitfires, 1 MK1V Spitfire. Not much I know, but it is a start at least. By the time you read this we will probably have moved our venue a few miles out of Norwich, as well as having met some more of you all at Cawston on 30/31st May - by that time we should have a respectably convoy. If anybody wants to come to a meeting please ring me - Ian on Norwich 663855. At present we are meeting on Sunday lunchtimes but that of course, could change depending upon demand.

#### AVON AREA NEWS - JAMES STURGEON REPORTS:

Owing to a slight breakdown in communications, it seems both Devon and Avon have unknowingly been organising a stand for the 'Yeovil Festival of Transport' in August/ In the circumstances, we are making a joint effort and looking forward to meeting our friends from Devon.



#### HERTFORDSHIRE AREA NEWS - ANDY FFOULKES REPORTS:

Our April meeting was thankfully blessed with good weather and some daylight, to an extent that few people wanted to come inside from the carpark! We also had some new faces appearing which added to our usual good turnout. If anyone wishes to join our merry band, at social evenings, the venue is The Woodman, Wormley West End, and you will be most welcome. Could you please note that I have changed my address and now use a reliable answering service where messages and mail may be left. The new address is c/o 54 Torrington Drive, Potters Bar, Herts. Tel: Potters Bar (77) 57156. May I apologise to those who phoned me at St Albans after I had moved. The next apology is to those of you who turned up for our treasure hunt, only to find it had been cancelled. This was, unfortunately, a last minute decision we regretfully made due to being let down by the catering. The Treasure Hunt will now take place on October 25th. Details will follow nearer the date.

Here is the calendar for the rest of the year:

- June - Club Night 24th 8.00pm
- July - Club Night 22nd 8.00pm
- August - Bar-b-q (including dancing etc) details to follow
  - Club night 23rd 8.00pm
- Sept. - Shirehouse Centre 13th details to follow
  - North Herts Annual Rally 27th (we will be there with a stand).
  - Club Night 23rd 8.00pm
- Oct. - Treasure Hunt 25th details to follow
  - Club Night 28th 8.00pm
- Nov. - Club Night 25th 8.00pm
- Dec. - Christmas Party, details to follow

#### NORTH LONDON AREA NEWS - ANDREW SLATFORD REPORTS:

At our meeting on April 27th, we decided that in an effort to attract a better attendance, we would experiment with one or two different venues. To this effect the meeting for the last Monday in June (29th), will be at 8.00pm at The Royal Scot pub, on Apex Corner (junction of A1 and A41, near Mill Hill). To cater for members in North-East London, there will also be a get-together on Monday July 6th at The Cambridge pub on the junction of the A10 Cambridge Road and the A405 North Circular Road, also from 8.00 pm.

#### NORTH WALES AREA NEWS - MIKE STEWART REPORTS:

The 2nd meeting of the year was held at The Cock A Barton Inn near Broxton, Chester, Cheshire, on the 29th April and was well attended. However, North Wales members, I would still like to see the remainder of you at the next meeting. Special thanks to Dave Hughes and Steve Cropper for commitment they have shown so far. We hope to see other area members at Oulton on the 13.6.81. Next meeting will be held on Monday, 8th June, reception 7.30 - 8.30 at the Fox & Grapes Hotel, Hawarden, Nr Queensferry, N. Wales - Intersection of A550 & A55 (centre of Hawarden Village).

#### OXFORD AREA NEWS - JOHN CUDMORE REPORTS:

Monthly meetings held on 2nd Wednesday of the month at The Grapes, Yarnton, Oxford, (on A34 Stratford road, just North of the City), from 7.30pm.

#### STOUR & AVON AREA - STEVE ELLIS REPORTS:

First of all, I'd like to thank John Cudmore and his friends from the Oxford Area for making the joint meeting at The Cat & Fiddle at Hinton Admiral such a success. Many thanks especially to Gary French for arranging the meeting - pity you couldn't have stayed to see the final line-up, Gary. April's meeting produced a bumper turnout of cars; 10 Spitfires, 8 Vitesse's, 2 Bonds and 1 Herald - good to see you all - keep coming, but where are the Hants/Dorset GT6's hiding? It was a most entertaining evening and Neil Williamson's Triumph Car Quiz was thoroughly enjoyed by all who took part. There were several good entries and the prize, a rear foglamp kit, went to a lady visitor, whose name escapes me but very well done all the same. Gary French ('ere wher've I heard that name before?), won the raffle but modestly forbids disclosure of the name of the quiz runner-up. Seems to me that in every newsletter I find myself writing ".... by the time you read this ...." and this month is no exception. The National Concours will have come and gone before you read this so let's hope Stour & Avon makes a good turnout. In an attempt to keep ahead of events in our area, would all those with local information of shows etc., where a TSSC presence would be welcome, please let me know where possible at least eight weeks in advance.

#### Cont'd Stour & Avon News:

This way we can get a notice in the magazine. That's it for this month, our regular meeting is at the Whincroft Hotel, Ferndown, on the A31 about 1/4 mile West of Tricketts Cross and always on the 2nd Tuesday of the month.

SOUTH WALES AREA NEWS - A new Area in South Wales might be formed in the near future, so watch this space!

#### SCOTTISH AREA NEWS - ALAN NORRIS REPORTS:

Meetings:

8th July	Beech Tree Inn, Dumgoyne, Scotland	
12th August	Beech Tree Inn, Dumgoyne, Scotland	
9th September	Beech Tree Inn, Dumgoyne, Scotland	
14th October	Sherbrooke Hotel, Glasgow	At 7.30pm
11th November	Sherbrooke Hotel, Glasgow	
9th December	Sherbrooke Hotel, Glasgow	

Directions:

Sherbrooke Hotel, Sherbrooke Ave., Glasgow - Located on the corner of Nithsdale Road and Sherbrooke Avenue on the South side of the city. Quite easy to find - large, red sandstone building in clear view from the main road (Nithsdale Road). We meet in the large lounge bar off the entrance lobby.

Beech Tree Inn, Dumgoyne, Nr. Strathblaine - located on the left about 300 yards after the junction. Easy to find - about the only building in sight! There's only one bar, serves good beer - not camera approved but quite acceptable! A lovely setting, especially on a sunny June evening.

Sorry about the lack of news recently but I've been very busy at work recently. I've also had a bit of trouble with my car - not, I hasten to add, the Vitesse but the back-up car which is a Dolomite Sprint (shame, shame). I am sure that there are a number of members who live away from Glasgow and find it hard or impossible to attend our meetings there. If you can get together and organise meetings in say, Edinburgh, or anywhere where there appears to be a reasonable number of members, please let me know and I'll try to get the location published in the Courier. See you all sometime soon (I hope).

#### ESSEX AREA NEWS DAVID COOK REPORTS:

Essex Area has now held two meetings at the Duke's Head, Little Burstead and the latest, (April) gathering was very well attended, due to the resumption of decent weather. Several new members turned up and for once there were more Spitfires in the carpark than GT6's. We have use of the pub restaurant as this isn't in use on Sundays, so we can drink and chat in peace without wretched outsiders barging in and out all the time. A brisk trade in spare parts took place in the carpark, whilst an Area raffle with car tools as the prizes took place inside. Many local cars are now sporting 'Essex Area' club stickers, ably produced for us by Paul Harris, one of our newer members/ Now Essex Area members can be recognised as they pass through foreign territories! So many new members have appeared at Essex meetings in recent months that I've quite lost track of who everyone is so at the next meeting we're hoping to start a local register to try to keep track of us all. Finally, I know a gravel-surfaced pub carpark is very tempting but, as we'd like to hold further meetings at our present venue, could local members please desist from pulling wheelspins all over the place: apart from annoying the landlord, the flying grit isn't too good for the paintwork. Many thanks - see you at the next meeting.

#### DEVON AREA NEWS - STAN WALTERS REPORTS:

We met at our usual venue, the Dartmouth Inn, Totnes on Sunday, 26th April for a film show - it was nothing to do with cars! We had a couple of first aid films, after all we never know when we are going to come across an accident and we may be the first on the scene and have to deal with injuries. Anyway, I think all went well and a fair amount of interest was shown. We had a very good turnout - I counted 17 people and 9 cars which were a mixture of Spits., GT6's, Vitesse's and Heralds. I'm looking forward to seeing a turnout of over 20. Things are really picking up in our area now with a good hard core of members in Plymouth and Newton Abbot and I feel if we had support from our Exeter members, things would be much better - after all, that was the reason our meetings moved to Totnes as it was obviously too far for members from Exeter to travel to Plymouth. So come on, let's have your support, I know you're out there somewhere. The season of being able to get out and about is with us and we've got some good things organised:

# Cont'd Devon Area News:

Firstly: May 10th Hillclimbing at Wiscombe

May 31st, monthly meeting

June 28th Treasure Hunt in Cornwall with Cornwall Area

Plus, in June, we are hoping to go and watch the Devonport field gun crew getting into full swing for earls court, a real eye opener for those who have never seen it before. Finally, congratulations to John and Pam Griffiths on the birth of their baby girl, maybe Derek and Sharon can break the spell!

## CORNWALL AREA NEWS - RICHARD CUNNINGHAM REPORTS:

The attendance at the March meeting dropped again to only 5 members (I was not able to be present - perhaps the other members only come to see me!), though April's meeting had a world record attendance of 14 persons (8 members). The May attendance is unknown as I have had to write this before the event due to the printing deadline - hopefully this increase in attendance will continue.

### Forthcoming Events:

1. The June meeting will be a treasure hunt on Sunday, 28th June, starting at 5pm at the RAC layby on the A39 between Perranarworthal and Penryn. If members definitely want to take part, please contact me beforehand on Truro 78549. Any members who do not want to participate but want to come to the pub afterwards, please contact me and I will tell you the final meeting place.

2. The July meeting will be back on the last Friday of the month (the 31st) at the Fox and Hounds, Comford - on the A393 Redruth/Falmouth road (in the Good Beer Guide) meeting starting at 8pm.

3. The August meeting will be back to our regular haunt - the Hewas Inn, Sticker on the last Friday of the month (28th).

## SOUTHERN AREA NEWS - TONY FARBY REPORTS:

There is not much good news to report from the Southern Area I'm afraid. On March 16th we held our fourth film evening at the Sunshine Inn, Farlington, jointly organised by Roger Collins and myself. I think we had an interesting selection of films including 3 in a series of BP films about the history of the motor car which were really excellent. As well as various Leyland films, I showed some slides which I took last summer at the Town & Country Festival at Stoneleigh and at Stir V at Charlecote House, Warwick. I am sure that all who attended thoroughly enjoyed the evening - it's a shame there weren't more of them! Despite the mention in March's Courier, only 13 people turned up. This meant that after paying expenses, we lost about £15. I don't know how other areas fund their events but we make a collection of 25p per member at each monthly meeting - perhaps this accounts for our dwindling attendances! Seriously though, we obviously cannot afford to lose so much on what used to be a profit-making event. So, I do hope Southern Area members will give more support to the club in the future.

## SPITFIRES (U.K.)

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## THAMES AREA NEWS - HILARY LOCK REPORTS:

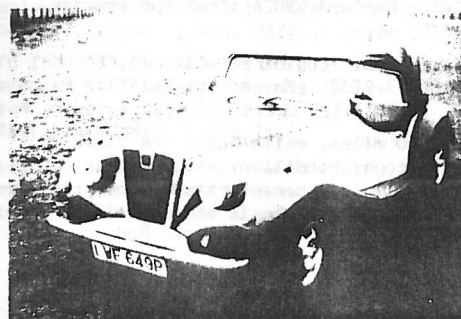
Despite the cold and rainy weather, 11 members turned out to visit the BL Heritage Collection at Syon Park on Sunday 3rd May. The absence of any club cars on display did not detract from an enjoyable afternoon spent looking over the main collection and the MG Story Exhibition. The visit was concluded by a ride in the one millionth Land Rover built, chauffeur - driven by Peter Mitchell, Managing Director of BL Heritage. Well done to all the members who braved the elements! Thanks to Julian Crinall for organising the visit. Our monthly meetings will no longer be at the Shears but will be at The Bell, nr junction with A311, approx. 1 mile from Hampton Court Place. We will be there 3rd Thurs of the month as from 18th June.

## Spartan's latest

SPARTAN CARS of Nottinghamshire has recently introduced a new model which uses mechanical running gear from the popular Ford Cortina Mk III and IV models.

The new car is available as a kit, minus running gear, for £1,301.67 including VAT and the present waiting list is five weeks. Alternatively, Spartan offer a factory-built car for between £7,000 and £8,000, depending on the type of engine the customer chooses.

Further information is available from Spartan Cars, Kirkby Lane Works, Pinxton, Nottinghamshire (0773 860606).



Well,  
with no more  
Triumphs in production,  
it's good to see Spartan  
getting a new  
Supplier.



## Car Mart

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

GT6 MKIII, first registered 1.11.73. MOT expires 15.2.81. Taxed until end of September 1981. A beautifully cared for example with O/D, Ziebart, brushed nylon seats with headrests, Sundym, twin speaker radio. I have just had a new propshaft and diff fitted and the car also has a factory gearbox, Spax shocks at the rear, complete SAH exhaust system (also have original manifold), fogs front and rear, 165 tyres, and a new headlining. Family commitments force a reluctant sale at £1,375 including various spares. Contact: Malcolm Lloyd-Smith, Tel: Haywards Heath (W Sussex) 414161 ext 296 (office hours).

Triumph Herald based gentry kit car. MGT looks with modern mechanics. All new or reconditioned running gear. Full weather equip. including heater. Wire wheels, negative camber rear spring. Twin carbs. Completed April 1981. Bank Manager requests sale. Pluck my heart strings for £2,250. Contact: Nick Lodge, Tel: Highcliffe (05902) 71511 ext 57, works hours only (Dorset).

GT6 MKIII, 1973, L reg. Black in colour, 60,000 miles, MOT until January 1982, Philips stereo radio cassette included, completely new set of carpets fitted, new inner and outer sills, new steering column and rack bushes, new timing chain, new Spax adjustable shock absorbers, new gearbox synchro hubs fitted, new brake pipes, 2 new tyres (rear). The car is in excellent condition, both bodily and mechanically and is well worth the journey north for anyone interested. The car is also fitted with o/d. The asking price is £1,500. Contact Colin Robertson, Tel: Alloway (0292) 41606 anytime.

1968 Bond Equipe two litre O/D. Mechanics are two litre MKI Vitesse. Just passed MOT. Good condition. Electronic ignition, wider sheel, adjustable spaxs and lower transverse spring at rear. Bargain at £550. Contact: Michael Harwood, Tel: Longfield 5686.

Triumph Herald 13/60 estate 1969 H reg. taxed and tested, reliable runner, fair condition for year - price £300, or reasonable offer, delivery possible 60 mile radius. Tel: King's Lynn (0553) 810609, evenings or weekends - A J Burnett.

13/60 Herald convertible, 71,000 miles, 12 month MOT, good runner. £300 as work needed on doors. Contact: Doug Maxwell, tel: Bledlow Ridge (High Wycombe 335).

Bond 2 litre convertible, front floor pan rotten, otherwise sound - £225. Contact: Dave McDougall, tel: Southam 3886.

1960 Herald 948cc Saloon with factory twin - su carburettor head. One owner, 38,914 miles only. This car has been completely restored as a hobby by a professional mechanic/vehicle restorer. All moving parts/systems have been completely and thoroughly overhauled with new components even though not strictly necessary. Underbody and chassis are immaculate. Interior is completely original and until last month, still had the factory plastic covers on seats/trim. The car was resprayed in the original Wedgwood blue last year. This quite exceptional vehicle can be seen in East Kent. The asking price is £995. For further details, etc., contact Steve Ellis, Stour & Avon Area Organiser. Tel: Broadstone (0202) 693 797.

GT6 MK1 1968, white/black vinyl sunroof. Reconditioned engine (bills available), radio/cassette player, 12 months MOT, 6 months tax, clean example, 53,000 miles believed genuine - offers invited over £400. Tel: Romford 49026 after 6pm weekday, anytime weekends. R C Norris.

SJ7 771L beautiful white GT6. Blue vinyl cosms wheels. Engine rebuilt. £1,365 o.n.o. Contact I Rose, tel: Ingatestone (Essex) 02775-2737. May accept Spitfire PX and cash.

Bond Equipe 2 litre GT convertible (WMK 76G), 63,000 miles, white body, new black hood/interior. New exhaust, brakes etc. Good all round condition, mechanically and bodily though better doors could be wished for. No tax because student has not used it for several months. MOT May, but there is no reason why it should fail to pass again. Offers in the region of £450 would be appreciated. Contact: Rod, Tel: (0732) 822397 Kent.

White 2,000 Vitesse convertible. F reg., recently overhauled. £500 to clear. Contact A Yeomans, tel: Chesterfield 68244.

## STOP PRESS!

HAVE YOU SEEN THE WRANGLER ADVERT ON T.V. ??????????

GT6 MK1, F reg., new MK11 bonet fitted, resprayed jet black, speedo reads 50,000 - believed genuine, radio/cassette, taxed MOT'd, currently not owned by a club member but would like to see it go to a good home, the price £650 but I think he'll haggle. Give the guy a buzz on Wadston 561 (nr Aylesbury, Bucks).

Triumph Vitesse MK11 convertible. Immaculate having done only 46,000 miles. Only £800. For further details, please contact M P Strutt, 2 Corbar Close, Hadley Wood, Herts.

GT6 MKIII 1973. Mimosa Yellow, 6 months tax and MOT. Sundyn. RHW. Rully documented history. Clean condition. Radio/cassette. £1,400 o.n.o. Contact: S Jones, tel: Basingstoke (0256) 55011 ext 35 days.

1968 2 litre Vitesse convertible. Resprayed black. Wide wheel and extras. Good condition £350 o.n.o. Contact: Tony, tel: 021 643 1263 (Sutton Coldfield).

GT6 MK11, 1970 (J Reg), MOT and taxed. Valencia blue. Very good condition throughout. In the last 2 years has had 2 new sills, new clutch, gearbox rebuild, new rack. £950 o.n.o. Contact Richard Smith, Tel: Warwick (0926) 862363.

1968 MK11 Spitfire (Reg. OGC 353E), red which is in very good condition. Has complete engine rebuild, new gearbox, new back axle, twin exhausts, interior rebuild with wooden facia, rally seats, new dynamo and electrics box, rear fog lamps, radio and cassette deck, wide wheels, new front grille, racing steering wheel and a new hood. The bodywork was completely rebuilt two years ago, so, is in good nick. Garaged. MOT'd until December 1981, but not taxed or insured. Offers, £650. Contact: Bryn Wolfe, Tel 01 950 7576.

Vitesse 2 litre, reg. HCD 626E. In fair condition. Runs but has recently developed a fault in the distributor cap and is not MOT'd. Available for rebuild or spares. Contact: R Sinclair, Tel: 01 580 5599 (Office), 0732 354479 (Home).

1965 White Bond Equipe sport GT45. Spitfire engine 1147cc, twin carbs, rev. counter, wood rim wheel. MOT'd until 8th September 1981. Further details, contact: P Tyson, tel: (Bootle) 051 933 0816.

Herald 1200 Convertible plus several hundred pounds worth of Stanpart New Spare Parts including mechanical, body and trim parts plus many new SAH tuning parts to suit and a new spercharger kit to suit and many secondhand spares including low mileage engine and gearbox, hardtop and good wheels/ etc. all for only £750. Contact: Roland Drew, via Calne 812527.

1967 Herald 1200 Convertible. Chassis and body sound, mechanics recently overhauled (receipts and reference available) MOT to October £595. Contact: Alan Middleton, tel: 01 578 0164.

GT6 MK111, 1974. Usual specification. Good order. Offers - details. Tel: Wellingborough (0933) 222061.

Offered due to collision with ditch in inverted position, my once immaculate Vitesse 2 litre convertible, 1968. Guaranteed 28,000 miles. Superb engine with o/d gearbox. Plus ancilliaries and running gear, tonneau, wire wheels, complete set of trim, dash, F/tank, rust free chassis. Ideal car for new body - Sparton or Dutton car. All serious offers. Contact: Graham after 7pm, tel: Potters Bar 51976 - will not split chassis, engine, g/box, diff. - buyer takes body.

GT6 1968, 57,000 miles good alround condition, 11 months MOT, 4 months tax. Engine recently overhauled/bills available. Fitted radio/cassette player, sunroof. Must be seen to appreciate condition £475. Tel: 521 0840 daytime or 70 49026 nights/weekends (Romford, Essex), C Norris.

Bond Equipe 2 litre MK1 Sound fibreglass and reasonable chassis. Recon.g/box, needs MOT, May break if sufficient demand for bits. Also large number of Herald Spares - will throw away after a month! Contact: Guy Singleton, tel: Salisbury 21902 - evenings.

# Cars For Sale cont'd:

Herald 13/60, G reg. (1969). Only two owners, 12 months MOT, 58,000 miles on clock, well maintained and regularly serviced, £400 o.n.o. Contact: David Hutt, tel: Wheathampstead 058 283 3857.

1969 Spitfire 2000cc. MK11 engine with O/D gearbox. Uprated brakes and suspension. Factory hardtop, soft top and tonneau. All the fun of the GT6 with fresh air. Reluctant sale, very solid and reliable, years MOT, taxed until Dec. £700 o.n.o. Contact D Holman, tel Brentwood 219599.

1974 Triumph GT6 MK111, Ziebarted, Sundym, O/D etc. Breaking for spares. Majority of parts available in as new condition. For further details contact Mr N Dolovak on Culcheth (Cheshire) 4594.

Triumph GT6 1973 French Blue. Immaculate original low mileage example with full history. Long tax. Full MOT. Superb investment vehicle. Only selling due to increase in family. £1,750. Contact: Peter Cookson, tel: Aldridge 58625.

1971 Triumph Vitesse MK11 convertible. Excellent condition inside and out. Long MOT. Pace lemon with black roof. Contact: Mr A Pay, tel: Gravesend 68658. £800.

1969 Bond Equipe 4s. Ex Herald 1200cc engine with twin carbs, new 5 tyres, 8 months MOT. Contact: Ms L Baker, Tel: Cambridge 314995.

March 1980 Spitfire 1500 O/D, 10,000 miles only. Soft top with tonneau and hood cover. Ziebart rust proofed, stereo AM/FM radio/cassette. Reluctant sale due to mortgage induced hysteria of bank manager. New price (if available) £4,800, available now for £3,500 (p/x considered - earlier Spit/GT6 or anything). Tel: Ian on 01 385 2964 (home) or 01 245 3195 (office).

French blue GT6 MK111. Tax expires 31.9.81. MOT expires 20.6.81. Reg. BTJ 88L (1973). This classic car has Sundym glass, RHW, sunroof, headrests, airhorns, alarm and fog lights and many extras. The car is in mint condition throughout and has been admired by and cherished by myself. It was Ziebarted from new. Well below average mileage. The brakes and UJ's have been overhauled recently and a new SAH exhaust system fitted. Unfortunately, this is a forced sale. Value is £1,700. Interested? Tel: Uxbridge 51133 ext 3432 (9.00 - 6.30pm), or Penn 2228 (evening).

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

13/60 convertible. Must be above average condition and reliable. I need it to represent us at Luxembourg this year - June 20th Tel: Andy on Hatfield 69783.

\*\*\*\*\*  
\*\*\* CAR STOLEN \*\*\*  
\*\*\*\*\*

Following the theft of my car from Kemsington, London, could members please keep an eye out for it: Maroon GT6 MK11 reg. no. CL0 699H (1970) brand new and resprayed. Distinguishing features include lack of front lower valence and lack of front and rear badges and the interior of the car had been stripped in preparation for a retrim. The chassis no. is KC77366 and engine number KC77257HE. The car was shod with two Grand Prix S tyres on the rear and a Pirelli and a Goodyear on the front. Contact: Adam Esberger, tel: 0257 (Chorley) 480933.

\*\*\*\*\*

### FOR SALE

DOOR SIGNS: 1/16" Perspex 22" x 18" Black letters with white Fablon backing and magnetic tape. Your County area is printed in the right-hand bottom corner.

### ORDERS TO:

Bev Warren, Bury Cottage,  
Kings Walden, Hitchin,  
Herts. SG4 8JT

Price £16.42 per set of 2  
ROAD SIGNS: 5mm thick Perspex. White background, blue Club Crest and black TSSC with black direction arrow. Price £13.47 each. Please state direction of arrow required, right hand or left hand.  
CLUB CREST: 3mm thick Perspex. Blue Club Crest. Plate size 10" square with blue crest 8" dia. with white background. Price £12.00 each. All prices include postage and packing.

## PARTS FOR SALE \*\*\* PARTS FOR SALE \*\*\* PARTS FOR SALE \*\*\* PARTS FOR SALE \*\*\*

Original Vitesse bonnet. Stored past six or seven years. A little surface rust but definite concours potential. £170 o.n.o. Recon. diff. 3.89.1 Mk1 Vitesse, 5,000 miles old, £40. New dark blue carpet, Vitesse, never fitted, £10. Breaking MK1, 2000 Vitesse, blue interior most parts available. 5 tatty Exaction alloy wheels 5J x 13, £20. Contact Nick for further details, tel: Wolverhampton 750465 evenings.

Breaking for spares 1970 Herald 13/60 convertible. Black trim, repairable bonnet, good running engine. Contact: Steve, tel: 061 941 1487 (Cheshire).

Gearbox for MK1 Vitesse - good condition £30. Radiator £10. Propshaft £5. Complete set of seats and door trim (black - saloon) £20. ALSO 4 wire wheels, hubs and spinners offers. Contact: John Rigler, 6 Brynmill Crescent, Swansea or tel: 0792 25678 extn271 (work hours).

One winter towing bracket for Spitfire 1V/GT6 III, v.g.c., £15 o.n.o. For GT6 MKII: 2 wheel trims £1.00 each. One speedo lead, £1.00. One Haynes manual GT6/Vitesse £1.50. One Pitman handbook Spitfire/GT6/TR5 50p. One top ball joint (new), two various bushes, bolts, shims etc. (all new), £5.00. Contact R Jupp, tel: Chard (Somerset) 3816.

Green steel hardtop for MKIII Spitfire, £35 o.n.o. Contact: Matt Maudsley, tel: 0375 674945.

Herald 12/50 spares, including roof (sunroof tatty), rear body section, rear seats and trim, windscreen etc. Offers please to: Paul Jerome, 38 Longmead Gardens, Longstone, Howant, Hants PO9 1RR, tel: Portsmouth (0705) 484698.

### LEICESTER AREA ENTERPRISE:

Brand New Spares	Price Each
8 Air filters - Vitesse	£2.60
8 Clutch slave cylinders (Vitesse/GT6)	£7.00
4 Clutch master cylinders (all cars)	£9.00
1 Clutch pressure plate (Herald/Spit - spring type).	£7.50
1 Clutch pressure plate (Herald/Spit MK1 - 2 diafram type).	£7.50
1 Clutch pressure plate (Spit MKIV 1300cc)	£8.00
1 Clutch pressure plate (Spit MKIV 1500cc)	£8.00
1 Decoke set 2.5 PI	£6.00
2 Decoke set Herald 1200 - 12/50	£5.00
3 Decoke set MK1 Vitesse/GT6 MK1	£6.00
1 Pair matched SU 1 1/4 Spit carbs and linkages	£16.00 pair
1 Pair Spit 1500 black and white check reclining seats with detachable headrests	£60.00 pair
1 Spit 1500 O/D unit (J type)	£50.00
4 Top front ball joints (all cars)	£3.50
2 Spit MK1/11/111 O/D gearbox main shafts	£17.00
6 2 litre Vitesse/GT6 gearbox layshafts	£7.50 each
8 GT6 MK111 large type syncroes	£5.00 each
1 MK 111 Spit boot lid (2nd hand)	£8.00
1 Bond GT1V's door, offside (2nd hand)	£8.00

Contact Dave Mc Dougall, tel: Southam 3886.

### ESSEX AREA SALE OF THE CENTURY:

#### Engines:

GT6 MK1 E reg., complete with chrome plated rocker cover, and inlet manifold, less petrol pump, dynamo, carbs., distributor. Mileage on clock when broken: 49,000 (odometer seized).

1600 Vitesse, D reg., complete with manifolds, carbs, dynamo, distributor, fuel pump. Mileage on clock when broken: 61,000. Vitesse MK1, 2 litre, F reg., complete with distributor, fuel pump, inlet manifold and carbs (separated from engine) but less exhaust manifold. Mileage on clock: 55,000.

NB: All above have alloy fans which have been damaged during breaking operations.



cont'd Sale of the Century:

Gearboxes:

1600 Vitesse complete with bellhousing and gearchange extension.

Propshafts:

Herald 1200

GT6 MK1 (non-overdrive)

Vitesse (non-overdrive) MK1

Early Spitfire

1600 Vitesse

Gauges:

Vitesse 2 litre MK1 speedo

Herald 1200 speedo

Vitesse 1600 speedo

3 each of small fuel and temperature

Glass:

GT6 MK1 windscreen

3 Herald/Vitesse windscreens

Herald/Vitesse 1/2 lights, pair

Herald/Vitesse door glasses, pair

Herald/Vitesse rear side window

GT6 MK1 door glasses, pair

GT6 MK1 opening rear 1/2 lights, pair

GT6 MK1 front 1/2 lights, pair

Various Mechanical Items:

2 steering racks.

3 Vitesse (MK1) 1/2 shafts complete with drums, links, etc.

1 GT6 MK1 1/2 shaft complete with above plus damper

GT6 rear spring

2 GT6 coil springs plus newish Armstrong dampers

GT6 o.s. front disc, hub, etc.

1600 Vitesse disc, vertical link

2 Herald/Vitesse subframes complete with front suspension, small calipers/discs, upper wishbones, etc.

Body Panels:

3 bootlids: green, Wedgewood blue, royal blue, to suit Herald/Vitesse

GT6 MK1 tailgate complete with hinges, etc.

1600 Vitesse front valance

Interior/Exterior trim items:

GT6 MK1 interior light

Miscellaneous chrome trim including headlamp rims, bonnet strips, etc.

MK1 Vitesse dash

1600 Vitesse rear seat squab/back plus front seats: red

Herald/Vitesse convertible hood frame and hood remnants

2 GT6 front seats: black

GT6 MK1 front bumper and 1/2 bumpers

Various overrides, aluminium Vitesse and rubber Herald bumpers

3 Vitesse engine bay valances

GT6 MK1 heardboard rear deck

Herald 12/50 rad. grille assembly

Electrical, ect:

2 7" headlamps

Regulator box

3 Herald/Vitesse rear light lenses plus insides

Variety of switches, stalks, etc.

GT6 MK1 front sidelight and indicator lenses, etc.

Cont'd Sale of the Century:

2 Starter motors

2 Generators

1 'tin can' distributor, ex. GT6?

3 Herald/Vitesse starter motors

2 Herald/Vitesse heater fan motors

Various solenoids

Herald/Vitesse heater/fan unit complete

MISC:

Various choke, throttle, heater cables, etc.

GT6 MK1 petrol tank

Herald petrol tank (small capacity)

Variety of bolts, catches, etc.

GT6 MK1 exhaust system

Vitesse rear leaf spring (refugee from Mechanical section)

Front anti-roll bar

ALSO: Quantity of 12/50 Herald items, separately listed

Contact: Ian Thornton, tel: Southend-on-Sea 218308

Vitesse MK1 clutch, gearbox and radiator. All v.g.c. Offers please to Mark, tel: Hornchurch (Essex) 46221.

TAKE NOTE - lead from Chris Stabler

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Lucas Ltd have a number of distributors (15 I think) type 22D6, part number 41305 for Vitesse MK1 for sale, for £28 plus vat, which is well below list price of £70.13 plus vat. These are brand new and complete with cap and points, etc. I would also like to thank Mr Michael Brisby (Editor - Practical Classics), without whose direct help and assistance, I would not have this information or my new distributor!

New and used spares for 1963 Triumph Herald Saloon 12/50:

Rear axle and hubs and hub caps (used)

One new headling and sun visor

Rear spring (new) and two front chassis sections

Gasket set (new)

Numerous valves, rings, chrome bits and metal sundries

One new front bumper support bar

Oil filter, shoes, rear bearing, master cylinder, grille backplate, rubber doorseals etc.

These parts are to be sold as a single batch for £15. They can be delivered if the cost of petrol, oil etc is covered. Contact: R Grebby, 135 Benton Park Road, Benton, Newcastle-upon-Tyne, NE7 7NB.

For sale or exchange:

3.27 GT6 differential. 4.11 Vitessel600/Herald/Spitfire differentiel. GT6 chassis, good and oily! Breaking GT6 body (v. rusty). GT6 front and rear suspension.

Vitesse 2 litre gearbox - no O/D. Spartan 2 litre propshaft - no O/D 42"

GT6 O/D propshaft. 3 different car heaters. GT6 flip top petrol cap. ASLO

All worn parts of stromberg carburettors can be replaced except spindles guides.

I am considering buying a special tool to re-bush carburettor spindles, so if anyone is interested in having their carburettors done to perfect accuracy, please contact me. Contact: Chris Wren, tel: Loacksheath (04895) 84334.

Pair GT6 MKIII rear 1/2 light windowns in plain glass - £3.00 each. Contact: John, tel: Camberley (0276) 34868.

Vitesse/GT6 O/D unit with main shaft. good condition £40 o.n.o. Tel: 021 353 9961  
Contact: Tony.

## Cont'd Parts for Sale:

Heron Motor Group Limited - Tel: 061 480 7966 (Stockport)

Re: Redundant Triumph Spares

As British Leyland Corporate Wholesalers with historical Triumph Connections, we are carrying large stock of Triumph Parts at our depots.

We are willing to offer your organisation the opportunity to obtain these parts at considerably reduced prices. If you are in possession of the relevant Parts Catalogues to enable you to quote or identify part numbers, please ask to see our lists or ring any of the depots, listed on the attached information.

We will of course endeavour to supply any parts from our Scottish Depots by contacting the undersigned.

K W Downing - Regional Parts Manager

Heron Motor Group Ltd.,  
Town Hall Square  
STOCKPORT  
Cheshire SK1 3NQ

Heron Motor Group Ltd.  
66/72 Mill Lane  
LIVERPOOL  
Merseyside L13 4DS

Heron Motor Group Ltd  
Birmingham Road  
STRATFORD UPON AVON  
Warwicks CV37 0BG

Attn: A Knowles - Parts Manager Attn: B Aust - Parts Manager

## Hertfordshire's Spares Clearance:

One N/S door window winder (new) £10  
One Herald Prop. good U3's £5  
One chassis - needs outriggers £25  
One Herald rear spring £15.  
Two Herald front susp. assy. £15 each  
One Vitesse prop. non overdrive £15  
One excellent N/S door Herald/Vitesse red trim £30  
One N/S door Herald/Vitesse no trim £20  
One Herald diff. £30  
One steering rack Herald/Vitesse £15  
One Herald steering column complete £10  
One Herald/Vitesse 6 rear trims £5  
One pair Herald engine balances £10  
One pair red sills LH and RH £5 pair  
One Vitesse 6 bootlid no rust £20  
One 12/50 boot lid £20  
One Vitesse 6 sunroof, good cover, glass - Cactus green £30  
One Herald Fuel tank £10  
One Herald/Vitesse bulkhead assy. £25  
One Herald/Vitesse rear body shell £30  
One Herald/Vitesse windscreen £15  
Two Herald/Vitesse rear 1/2 glass £5 pair  
Two Herald/Vitesse B pillars LH and RH £5 pair  
One Herald front valance £5  
One 12/50 engine £30  
One Spitfire hood frame £15  
One Bellhousing 13/60/Spit £7.

Please contact Jeremy Hurst on Potters Bar 57156.

Tatty 1964 1600cc Vitesse which has seen better days but would need a lot of work to put it back on the road. Am loath to throw away a good engine which might be of use to one of you. Spare set of carbs and new set of brake shoes/pads are included, £65. Contact M Moody, tel: (Brampton Castle, Oxford (0993) 850605.

## Cont'd Parts for Sale:

1 pair 150 CD Strombergs in good condition £30 o.n.o. Assorted dials and switches - complete Vitesse dashboard (1600 MK1). Coil Dynamo all for 1600 Vitesse - offers 01 834 1507.

New bonnet top panel, suitable for a 13/60 Herald or Vitesse. Also a Wilmot Breedon locking petrol cap and various other odd bits and pieces, such as bushes, fuel gauges and assorted fittings for Triumphs. £15 the lot. Contact Roger Stamps, tel: Burntwood 6414 after 6pm.

Fully conditioned Spitfire 1146cc engine and gearbox for sale due to abandoned project. Engine fitted with a new starter motor and price of £200 includes all the spares the eventual buyer can salvage from my garage. ALSO a good chassis from 1964 Spitfire - offers. Contact Mike, Clamerkin House, Newtown, Newport, Isle of Wight tel: Calbourne 396.

Inlet manifold to fit Spitfire MK11 absolutely brand new and unused £10 or best offer. Contact: James Sturgeon, Bristol (0272) 568170 after 6pm.

Five Dolomite Sprint wheels brand new no tyres - fits all our cars £130 o.n.o. Tel: Dave on 0203 460299 Coventry.

One set of five 5 1/2" J x 13" steel wheels, to fit Vitesse, Herald etc. £10 the set. Contact: Dave Greatbatch after 5pm, tel Cradley Heath 633857.

4 x GT6 MK11 wheels and trims - £15. Contact: Ian Hendrick (Brentwood, Essex) tel: 01 377 0066 (work), 0277 210389 (home).

## PARTS WANTED\*PARTS WANTED\*PARTS WANTED\*PARTS WANTED\*PARTS WANTED\*PARTS WANTED\*PARTS

Spares for Vitesse or GT6, prefer MK11 : GT6 non O/D propshaft. 13" steering wheel. One bolt on wire wheel. One chrome wheelnut. Scrap wire wheel spinners. Handbrake gaiter. Battery condition voltmeter. Inertia reel seatbelts. Contact: Chris Wren, tel: Locksheath (04895) 84334.

Full tonneau cover wanted for Herald or Vitesse convertible. Also set of 5 1/2" J wheels - steel or alloy. Contact Steve, tel: (Cheshire) 061 941 1487.

Two complete seats for 1969 Spitfire MKIII - must be good condition. Tel: Marton (Warks) 632506.

Nearside door glass (Sundym) for GT6 MKIII. ALSO: if the gent from Hatfield enquiring about seat belt hangers last month would give me a call (0276 34868) I can give him a pair. Contact: John.

Pair of rubber overrides for front bumper GT6 MK11. Please write to Andy Eccles, 211, Smithdown Road, Liverpool 15.

Good 3.27 (non O/D) differential wanted. Could exchange good 3.89 (O/D) diff for MKIII GT6 (1971). Also tachometer for same. Contact: Derek, tel: Coventry (0203) 616202.

GT6 MK11 O/D, speedo to complete my dash please! Contact Ro d, tel: (0732) 822397 (Kent).

Vitesse bonnet, need not be perfect but no holes please! Contact Chris on Coventry (0203) 463363.

3.27 (non overdrive) differential to fit GT6 MK11. Will buy outright or swap/px with 3.89 differential already fitted. Contact Paul Sanderson, tel: Practical Classics 01 658 3533 - daytime or early evening.

Tonneau for Vitesse convertible - must be good condition. Contact Eddie on 01 834 1507.

Spitfire bodyshell, preferably MK1/11. Also limited slip differential if anybody knows of one still around. Contact Jon Low, Medway (0634) 62659, evenings.

One set of wire wheels and adaptors for a GT6 MK11. Good condition; cash waiting Contact: Ken Morpew, on Ipswich 0473 687382.

3.27 to 1 diff. good price paid or exchange for my 3.89 to 1 diff. to suit GT6 MK11 Contact: Hugh Davies, tel Amesbury 23517 after 6pm.



# LETTER FROM LINROD SPARES; (ROD BARBER )

Terry Hurrell, late of SAH in Luton, has formed his own company known as Triumph Tune (UK) Limited. Terry, as I am sure many members know, is one of the foremost authorities in the Triumph tuning field - not only engines and gearboxes, but all aspects of tuning including suspension and brakes, steering, etc., etc.

In recent discussions with Terry we agreed that for operating purposes it would be a good idea if I were to handle all enquiries - parts and information - from TSSC members. All enquiries will be speedily dealt with and parts dispatched as soon as possible. Correspondingly any enquiries should be addressed to myself at the address (below), either phone calls or letters.

Terry is able to offer many of the parts offered by SAH, and he is busy developing new lines as well as improving a number of others. Catalogues have not yet been produced, but will be so in the near future.

In addition to his own thoughts, Terry is prepared to listen to suggestions as to what parts club members would like to see produced. It is therefore in the Club's interest to let him know.

Let's see those enquiries rolling in - it will be of benefit to all those who own and drive a Triumph.

p.s. Steve Little's phone number is now Penn 4508

Widmere End, High Wycombe , Bucks HP15 6DB - Tel: (0494) 714455

## TRIUMPH CLEARANCE - SPARES NEWS FOR JUNE 1981:

25 brand new Spitfire chassis  
New Spitfire bonnets  
New 13/60 Bonnets  
Herald/Spitfire 8 part gasket sets  
6 new Vitesse bonnets  
New carpet sets (various)

Triumph Clearance will be at Donington with their fully kitted trailer, containing panels and parts they stock and manufacture - also restored GT6 bodyshell on new chassis. Spitfire UK + Linrod + many other suppliers will be there in force too ED.

## AND FINALLY:

Once again we come to the time of year when National events start i.e. 13th June - Donington, July - Birthday Barbeque and so on. These events take a lot of organising so please support them.

Regarding local areas, we now have over 30. Some are well supported, other not so. The Area Organisers take great care to start and run an area and, as you will have read in this edition, lots goes on - so again please support them.

You will also have read about the Recruitment Drive. Well, use the window stickers to the clubs' advantage, it's now we have to get members as the cars are no longer made and will from now on be a diminishing market.

Classic Car is going to feature the Spitfire in their August edition of Classic Choice (well done) - once again, good support from our classic friends. See you at Donington or beforehand at Newport Pagnall Service Area Northbound around 9.30 pm.

Jo and I went out for a slap up meal to celebrate our first anniversary last night, no I don't mean our wedding anniversary, I mean one year of publishing the Courier. Doesn't time fly? Neither of us knows what the meaning of 'spare time' is anymore! Keep the info rolling in.

BILL SUNDERLAND - EDITOR

22nd - 28th June INTERNATIONAL FUR WEEK

## COMMITTEE MEMBERS

EDDIE EVANS  
Address as for  
TECH SEC.

MATT MAUDSLEY  
Address as for  
COMM CHAIRMAN.

CHRIS SQUIBBS  
Address as for  
STAT OFFICER.

MIKE LONG  
Address as for  
GT6 SEC.

BILL SUNDERLAND  
Address as for  
'COURIER' EDITOR.

DAVID BAYLISS  
Address as for  
AREA LIAISON  
OFFICER.

BOB NOTLEY  
Address as for  
GENERAL SEC.

JONTY WILD  
12, Mackerel Hall,  
ROYSTON, HERTS.  
Tel: (0763) 42058.

JOHN CUDMORE  
Address as for  
OXFORD AREA ORGANISER

## AREA ORGANISERS

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

AVON  
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18 Fairlyn Drive, Kingswood,  
BRISTOL, Avon. BS15 4PU  
Tel: 0272 568170

CORNWALL  
RICHARD CUNNINGHAM  
15, Merrick Ave,  
Tregurra Parc,  
TRURO, CORNWALL.  
Tel: (0872) 78549

DEVON  
STAN WALTERS  
51 Bellamy Close  
Eggbuckland  
PLYMOUTH PL6 5LG  
Tel: 0752-700555

EAST BERKS  
JOHN REED  
3 Marlborough Rd,  
MAIDENHEAD, BERKS.  
Tel: 0628 33365

ESSEX  
DAVID COOK  
262 Wennington Rd,  
RAINHAM, ESSEX

HANTS & SURREY  
PAUL WATERKEYN  
51 Whites Road  
Farnborough  
HAMPSHIRE GU14 6PB  
Tel: 0252 512074

HERTFORDSHIRE  
ANDREW FFOLKES  
166 Sandridge Rd.  
St Albans  
HERTS.  
Tel: (0727) 64809.

LEICESTER  
PETE JARVIS  
26 Thurnveiw Rd,  
LEICESTER, LEICS.  
Tel: (0533) 2575.

KENT  
MARTIN RADFORD  
41, Wallis Close,  
WILMINGTON, KENT.  
Tel: DARTFORD 21056

EAST KENT  
BRIAN BUTLER  
109 Nixon Avenue  
Ramsgate  
KENT

NORTHERN IRELAND  
BERTIE HADDON  
'KOULOMA'  
5, Croft Gdns,  
HOLLYWOOD, Co. Down  
NORTHERN IRELAND.

NORTH LONDON  
NICK HALFORD  
26 Oakdene Park,  
FINCHLEY LONDON  
Tel: 01-346-2977

NORTH MIDLANDS  
POST VACANT

NORTH WALES  
MIKE STEWART  
5 Oak Close  
Bradley  
Wexham, CLWYD LL11 4DH  
Tel: 0270-65322  
(daytime only)

NOTTINGHAM  
CHARLES HENDERSON  
8, Oxtan Rd,  
SOUTHWELL, NOTTS.  
Tel: (0636) 812115

OXFORD  
JOHN CUDMORE  
'UP COUNTRY'  
High Street,  
Stonesfield, OXFORD.  
Tel: (099-389) 555.

SCOTLAND  
ALAN NORRIS  
115, Baronald Drv,  
GLASGOW. G12 0JD  
"WEEKENDS"  
Tel: 041-357-1147

SOUTHERN  
POST VACANT

STOUR & AVON  
Steve Ellis  
20 Primrose Way  
Corfe Mullen  
Wimbourne  
Dorset BY21 3NT

THAMES  
HIL ARY LOCK  
132 Harrowdene  
Teddington  
Middx TW11 0DL  
Tel: 01-977 8998

WEST MIDLANDS  
TONY & JANIS SPICER  
LABURNAM COTTAGE,  
336, Clarence Road,  
SUTTON COLDFIELD.  
Tel: 021-353-9961

YORKSHIRE NORTH  
JOHN GENDERS  
7 Meadows Drive  
Thorpe, Willoughby  
Tel: 0757-707666

YORKSHIRE SOUTH  
DEREK STRINGMAN  
3 Briar Close  
Finningley  
Doncaster  
Tel: 0302-770742

SALISBURY  
MARCUS BROWN

Address not known

SWINDON  
ROLAND DREW  
2 Jugglers Lane  
Yatesbury  
Calne, WILTS SN11 8YA  
Tel: 0249-812527