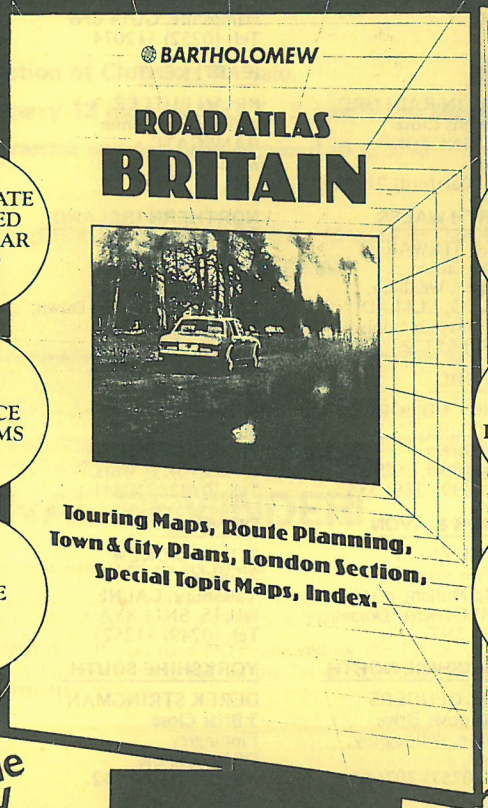


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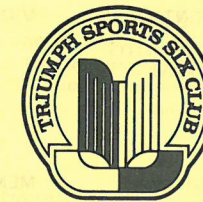
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# THE COURIER



SEPTEMBER 1981 No. 15

the monthly news publication of the **★ STOP ★**  
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Triumph Sports Six Club **★ OVER 20,000 ★**  
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TSSC The Club that's going places -----



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## INTRO

Did anybody read my quiz in the July issue? It was obviously too hard or the thought of having your name in the Courier was too much of a deterrent. The one and only person to reply was Michael Hancock, the Treasurer, who, whilst not knowing the answer to the first quote, got the 2nd one exactly right, including the writer. The correct answers are as follows:-

Quote 1: Motor Sport The BMW 316 May 1981 - writer

Quote 2: Motor Sport 1969 - writer William Boddy.

Not a great deal to report this month as I am off on holiday for a fortnight, other than to again thank Barry and team for the Barbeque (full report elsewhere in this magazine).

There is plenty going on at the present time and I hope many of you will have been to the Thoroughbred and Classic Car Classic Car Weekend at Donnington, the Yeovil Festival of Transport and the Town and Country Festival at Stoneleigh. If anybody is interested the Triumph Sporting Owners Club Hillclimb is being held on 30th August at Baitings Dam which is 5 miles SW of Sowerby Bridge, adjacent to A58. Let me remind you of Prescott Hillclimb nr Cheltenham on 5th/6th September (not an official club event but myself and possibly Paul Lucas will be competing) and also the final round of the club Hillclimb and Sprint Championship at Gurston Down, nr. Salisbury on 4th October. Then of course there is the AGM on 28<sup>th</sup> November at NORTHAMPTON.

CONGRATULATIONS TIME!  
\*\*\*\*\*

It is nice to be able to express congratulations nearly every month to club members either getting engaged, married or having babies. Whilst I do not get to know about all of them, many members will be interested to know that Dave Clemments and Liz will be getting married later this month in London. Our best wishes to you both and sorry the club could not run to the expense of providing you with an occasion like some weddings that take place in London!

### DUTTON FROSHAW, BLACKPOOL:

The above company still have some brand new Spitfires on offer to the club and I would remind you that these can be purchased at a discount of 11%. The further attraction of this offer is that the Company at the same time pays over a commission of 1½% to the club. I do hope that these last few Spitfires will go to club members and if you are interested in further details, please contact me direct, address as on the cover.

A reminder to all members that a new magazine called Sports Car Mechanics should be available on 27th August, and the first issue will contain articles relating to our cars. Please give it your support. Practical Classics will shortly be doing a buying feature on the Herald and Vitesse, and if there is anybody in the Beckenham, Kent area that has an immaculate model of either of these cars, could they give me a call on 0620 69879.

Full marks to the new Courier Cartoonists: I couldn't help but have a chuckle over my new cap spoiler.

### FINAL REMINDER OF SUBSCRIPTION RENEWALS

IF YOU HAVE NOT YET PAID NEXT YEARS SUBSCRIPTION PLEASE COMPLETE THE ENCLOSED RENEWAL FORM IN THE AUGUST COURIER AND SEND TO CHRIS AND TRUDI SQUIBBS.

THIS IS A FINAL REMINDER. IF YOU HAVE NOT RENEWED BY THE 1ST OF OCTOBER, 1981, (THAT'S 1 MONTHS LEEWAY - YOUR MEMBERSHIP EXPIRED ON THE 1ST, SEPTEMBER), YOU ARE NOW READING YOU LAST COURIER.



# NEWS REVIEW

ANGLIA AREA BARBEQUE, 18TH JULY 1981

\*\*\*\*\*

Having been absent from the first three barbeques, it was high time I went to experience myself the event which receives such high acclaim. A round trip of 530 miles did not detract from the enjoyment of the weekend.

The weekend can be summarised as follows:-

Barry Newitt, the Master of Ceremonies, had all the necessary tools available to him to create a memorable event: a well proportioned site, willing and experienced helpers from the Anglia and Essex areas, an enthusiastic pub landlord, not to mention the many vital backup resources provided by Fisons.

Pam and I counted approximately 110 cars, which included 4 from the Triumph Enthusiasts club from Belgium, the Practical Classics GT6, a 2.5 petrol injection Vitesse and many other interesting cars, some known and some unknown. Seven people came from Belgium, including the President of their club, Albert Puers. Other distinguished members included Paul Sanderson of Practical Classics and Wally Brackley, previously the BL Chauffeur to Lord Stokes and Sir Michael Edwards.

It was fascinating to wander around the many trade stands which provided a large and varied collection of club spares, including our own spares secretary, Roland Drew. Brian Lees was responsible for the organisation of the trade stands and was also selling some attractive bargains from the Anglia Section. Tony Brandon was responsible for the side stands, some of which were organised in a large marquee, ranging from club regalia, slot track Grand Prix and 'name the parts'. Besides this there were 2 mid Anglia Policemen with BMW motorcycles, a brand new Spitfire by courtesy of Marshalls of Cambridge, the club's oldest Herald and the Cambridge Branch of the Institute of Advanced Motorists who invited members to have a dummy test drive. Matt Maudsley and the Essex area organised one of their highly polished autotests, which provided many members with the opportunity to test their driving skills.

The Barbeque, which I guess must have catered for in excess of 100 people, was again very efficiently organised, the meal consisting of a chop, chicken portion, sausage, salad and roll, followed by fresh fruit and icecream. Following this, Barry thanked all the members involved and the prizes were presented by Paul Sanderson and the raffle drawn.

Overseas Distance Award - Ludwig Verbelen

UK Distance Award - Mr Lambert from Tyne and Wear

Name the Parts - Tim Woodthorpe

Weight of the new Spitfire - Chris Squibbs

Number of Balloons inside the Spitfire - John Pollard

Slot track Grand Prix - Matthew Squibbs

Autotest - Overall Winner - Mrs Judith Mace 340 points in a Vitesse Convertible. She also took the Ladies Prize.

Ian Butterworth took the Men's Prize with 420 points in a Herald Convertible.

I understand that Kennings kindly donated a gallon of oil and Practical Classics a socket set towards the prizes.

The evening continued, some say into the following morning, with folk music provided by 2 club members and a disco, with real ale on tap.

Two items which perhaps sum up the weekend for me were 1) the enthusiasm shown by a club member from Yorkshire who, because he had lost his driving licence, took a bus all the way to Cambridge and 2) the willingness of all those who helped Barry with the manual task of tidying up on the Sunday morning.

The final word of thanks must go to Barry for an excellent event, who had obviously put in a lot of hard work to arrange this unique TSSC meeting. Long may he continue to organise them.

P.S. I know the beer was strong, but I could have sworn I saw a groilla driving off in a GT6!

P.P.S. It is reported that Eddie Evans was still practising his autotest manoeuvres at midnight, whilst trying to find his tent and was regretfully still bumping into bales of hay and becoming entangled in the low lying tree branches.

# WHAT'S ON NEXT?

TSSC 1981 A.G.M.

\*\*\*\*\*

The AGM will be held in the Club House of the Northampton Sailing Club on Saturday, 28th November at 2 pm.

This is situated on the A508, 5 miles North of Northampton and 1/2 mile South of Brixworth village. The entrance will be signposted. The clubhouse bar will be manned from 1pm for refreshments and snacks.

From the North, leave the M1 at junction 16 and from the South, junction 15. All welcome to air your views on how the club should be run and to meet your Marque Secretaries.

PETE JARVIS

\*\*\*\*\*

BORED ON SUNDAY AFTERNOONS?

Come along and take part in the Leicester Area TREASURE HUNT/RALEIGH on SUNDAY 20TH SEPTEMBER. We will take you round the countryside, tax your brain a little, lead you to a country pub and feed you. AND THERE IS A THROPHY FOR THE WINNER!!!!

Entrance fee £1 per person - buffet included and as many as you like per car. Please apply before 6th September to Ian and Val McKeggie:

12 POCHIN DRIVE  
BURNMILL PARK  
MARKET HARBOROUGH  
LEICS  
TEL: 63934

P. (very) S. THIS IS NOT A RACE

\*\*\*\*\*

ARE YOU A DEVIL OR A DEMON??

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Or on subscription from: PPG Publishing Ltd.,  
5 Rectory Road, Beckenham, Kent, at £10 UK,  
£11 overseas surface mail. Back Nos. £1.10.

## SPECIAL OFFER - Electronic Ignition - Jonty Wild

\*\*\*\*\*

For some time I have been convinced of the advantages of fitting an electronic ignition system to my car. So after talking to numerous people regarding various systems, I decided to approach some of the leading manufacturers with a view to obtaining special off rates for the TSSC.

The manufacturers I approached were Sparkrite, Lumenition and Moblec. To cut a long story short, Sparkrite were prepared to offer us the best terms and in my own mind, were offering the best value for money. They also showed the most enthusiasm for a club deal.

It was decided to offer two of their four car systems, these are the SX2000, top of their contact assisted range and the TX2002, top of their contactless range.

Whilst I am not an expert on this subject I will try and outline the disadvantages of conventional systems and the advantages of the electronic systems.

Most of the possible faults of the conventional system give the end result of a weak and/or irregular spark and I have listed some of the faults, causes and results below.

- Slow points opening - At low revs or when starting the car the contact points open slowly, causing a prolonged spark which weakens the spark at the plugs. This gives poor starting.
- Fast points opening - At high revs or high speed the points can open so fast that the coil may not have time to charge fully. This situation gives a weakened spark and results in poor fuel burning efficiency, i.e. increasing petrol consumption and reducing power.
- Points bounce - Also, at high revs/speed, the points open and close at such a high velocities that they can bounce apart. This gives a weak spark causing loss of power and efficiency and engine misfiring.
- Points arcing - At low revs, arcing of power across the gap between the points can be caused by the electrical characteristics of the air between the two contacts. This gives a weak spark and spark scatter and results in poor starting, timing change and therefore, misfiring and rough running of the engine.
- Points heel wear - This is the result of friction between the heel and the distributor cam and causes the retardation of the engine, timing, increase of the dwell angle, weak spark and misfiring.
- Points wear and pitting - This is caused by the oxidisation of the points and gives loss of efficiency, poor mpg, misfiring and increasing of arcing.
- Increasing of plug cap and plug fouling - This is caused by temperature, chemical corrosion and inefficient fuel burning because of a weak spark or incorrect spark duration or spark firing. This results in a loss of efficiency, power and mpg.

Most of the above faults are reduced or are not present when contacts are first fitted if done correctly. However, if they are not regularly replaced and maintained all of the above faults will occur and get worse with time. The result is that from the moment a conventional contact system is fitted, there will be a deterioration and therefore an increase in petrol consumption and loss of power with use.

The promise of the electronic ignition systems is to eliminate or significantly reduce the above faults and maintenance. Anybody who has seen apparently new plugs appearing from engines after 12,000 miles plus or who are frequently adjusting the points gap will appreciate this.

## Electronic Ignition cont'd .../

I have been told by several people that after fitting an electronic ignition system, there has been no increase in mpg when compared with a new set of points and the engine correctly tuned. Several more people have said that the reverse is true and the RAC and Motor magazine have both done tests which indicate that an increase in mpg is immediately achieved - see 3 letters in Jan/Feb Turning Circle 1980 issue 23, for those who have been members that long. As I have no direct experience as yet, I can only assume that this varies from model to model. However, remember that comparisons are made between electronic ignition and newly serviced points etc. The story would certainly be different after the points have done 3 or 4,000 miles when deterioration has started and the electronic ignition is still in perfect tune.

### The Systems on Offer:

\*\*\*\*\*

#### SX 2000 contact assisted

This system contains a static timing light, can be switched back to the conventional contact system at the flick of a switch and also contains a security switch position, i.e. turns off the ignition circuit and, therefore, immobilising the car.

This system has often been chosen by people who fear for the reliability of an electronic system (mostly groundless in my opinion). However, although better than the conventional system because it retains the points, it is not as good as the TX2002 and requires occasional maintenance.

#### TX2002 contactless

To the purists, this type of system is the 'true' electronic ignition as it does away with contacts completely. This too features a static timing light and a security switch. It also has a back up electronic ignition system which can be switched to. This is not found on other contactless systems and should satisfy those who worry about this type of systems' reliability. The TX2002 should require no maintenance and for what it's worth, is the system that I prefer.

Both systems are very simple to fit, carry a two year guarantee, are inter-changable between cars (both makes and number of cylinders) unlike other makes. It is also fairly easy to revert back to the conventional system if you sell the car, i.e. this is as straight forward as fitting a new set of points.

The costs of these two systems are shown below though a minimum number must be ordered to obtain this reduction.

	Approx. norm. cost inc. VAT	Our Price inc. VAT	P + P (insured)	TOTAL
SX2000	£29.95	£26.45	£1.22	£27.67
TX2002	£49.98	£36.23	£1.60	£37.83

I have to know the numbers interested as soon as possible. So whether you wish to book a system or ask for more details or ask questions, write now. The address is below - DON'T FORGET TO ENCLOSE A STAMPED ADDRESSED ENVELOPE, no SAE, no reply.  
DO NOT SEND MONEY YET.

J C Wild  
TSSC Offer  
12 Mackerel Hall  
ROYSTON  
Herts SG8 5BS



## RECRUITMENT COMPETITION

\*\*\*\*\*

\*\*\* Jonty Wild \*\*\*

I am pleased to report that the competition is progressing very well and keeping me busy, I am informed by the local postman that I now have my own box at the sorting office

It is obvious that a large number of members are going to a great deal of trouble to distribute the windscreen leaflets and I would like to thank them on behalf of the club. However, no one has an unassailable lead, so it is not too late distributing if you have not done so already. Because of the large response and the delay between peoples initial enquiry and them actually joining (usually several weeks), I anticipate the finish of the competition to be the end of October. Leaflets are available from me or from your Area Organiser.

If you haven't entered the competition yet have a go you will be suprised how easy it is to find 'our' cars. I live in a small market town and thought I knew all the local cars of our type. But on the spur of the moment, an evening trip around part of the town, I found 8 cars, funnily enough they were all Spitfires, so I intend to go round the rest of the town to see what other cars I've missed.

Do keep up the good work and for the information of those who have asked, I do intend to publish a league of those members getting the largest response as well as the overall winners.

P.S Don't forget the electronic ignition offer.  
HELP PLEASE!

Due to epilepsy, I have to take my much loved Spitfire off the road for 3 years. Does anyone know of premises where I could store it under cover in the Cambridge/Newmarket or East Surrey Area? If so please contact J Boyd (0223) 314778 (evenings).

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## SUSPENSION MODS

\*\*\*\*\*

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MkI VITESSE

Telescopic shocker conversion kits for MkII VITESSE

## INTERNATIONAL MARQUE SECRETARY'S

\*\*\*\*\*

INTERNATIONAL SPECIALS SECRETARY, ROGER POWELL:

\*\*\*\*\*

In this and following editions of The Courier, I will be giving a brief run down on some of the Triumph based Specials either already in the club, or that are certainly eligible for TSSC membership.

## SPARTAN

Manufacturer: Spartan Car Company Limited

Kirkby Lane Works

Pinxton

Nottinghamshire NG16 6JA

Tel: Ripley 860606

Models available: 2 seater

Plus 2

The kits were first offered for sale in 1973 and were designed to accept engine and chassis from the TR range, Herald, Vitesse, Spitfire or Vitesse and a long wheelbase kit, the Plus 2, was then introduced which required Spartan's own chassis. This model gave more legroom for front seat passengers, better rear seat accommodation and increased overall headroom together with wider front track which enhanced the already good roadholding/cornering ability of the 2 seater. A Plus 2 kit is also available to accept Ford Cortina mechanicals and a factory built car (Ford based only) can be supplied to order.

It is believed that more than 1000 kits have been sold to date, with relatively few changes to the design over the years. The bodyunit consists of a welded steel space frame, cast aluminium rear passenger quarter sections and replaceable wooden floor panels. All body panels on the car are made of aluminium, the only fibreglass parts being the bolt on wings. The electrical system complete with loom can be transferred directly from the donor vehicle. The 2 Seater Kit requires a modified propshaft and exhaust system but the Plus 2 accepts these items unaltered.

A thriving owners club caters of 200? members, with meetings, events, bi-monthly news sheet and a quarterly magazine.

Spartan Owners Club: Pete Scrutton (Secretary)

33 Colls Road,  
Norwich, Norfolk.

Tel: Norwich 37496

\*\*\*

Southern Kit Car Meet, Hindhead Surrey. I hope to make this event on Sunday (6th) so look forward to seeing a good turnout of TSSC members there!

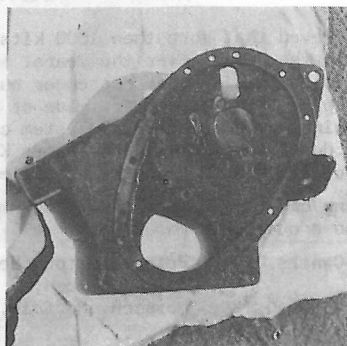




# Herald 1200 MkI & MkII - Interchanging the Engines

In the August Courier I detailed differences between the chassis and bodies of Herald 1200 MkI (to Commision GA 8Q000) and MkII (from GA 80,001). There are a number of mechanical parts which are also different; eg steering rack, front suspension subframes, differential and engine. If these are to be transferred to a different chassis they will need slight modification.

The engine on the MkI (like that of the 948 cc) has its front mounting points on the steering cross member of the chassis, whereas the MkII Herald engine mounts attach to extensions of the front suspension subframes. The only major difference between these two engine types are the front engine plates (Fig. 1a & 1b) which are fully interchangeable.



Front Engine Plates from Herald 1200

Fig 1a MkI

a mounting attachment

Fig 1b MkII

a mounting attachment

To remove the engine plate:

1. Remove the dynamo and dynamo pedestal nut (top right hand corner)
2. Remove the water pump (makes access easier)
3. Undo the 1 3/4" nut at the front of the crankshaft. An extension bar may be needed to do this.
4. Remove the timing chain cover - keep the bolts and setscrews in the correct order for replacement.
5. Undo the tab (lock) washer and two bolts holding the camshaft sprocket; remove this with the timing chain.

6. Undo the two bolts holding the camshaft keeper plate in place and remove the plate
7. Undo the securing bolt above the crankshaft aperture and remove the engine mounting plate.

Replacement onto the other engine is the reverse of the above procedure; use new gaskets between the block and front plate and the front plate and timing cover. While you have the timing cover off it is worthwhile replacing the timing cover oil seal, chain tensioner spring and, if worn, the timing chain.

## Part Numbers

Gasket (Timing Cover)	201312 or 211126
Gasket (Block to front engine plate)	205457
Engine Plate (MkI)	205456
Engine Mounting Foot L.H. (for use with 205456)	124002
R.H.	124004
Engine Plate + Mounting feet (MkII)	212769 or 215372

Chris Longhurst

INTERNATIONAL VITESSE SECRETARY, JOHN LINDSAY:  
\*\*\*\*\*

The year 1983 marks the 21st anniversary of the launch of the Vitesse and Spitfire models by Triumph Cars Limited.

The Triumph Sports Six Club are very keen to mark this 'double 21st birthday' with a suitable program/s of events to mark the occasion.

The 21st anniversary of the launch of the Herald was celebrated by the 'Round Britain' tour and various other enthusiasts clubs have undertaken similar 'jaunts' to celebrate the birthdays of their own particular make of car.

I personally have one or two other ideas to offer, but I would be very pleased to receive any suggestions that Club Members may have in order that we may mark these two very important events in a manner that will bring the utmost credit to the individual cars and the the TSS Club. Eddy Foreman is in agreement with this request and we hope to present some firm proposals to the TSS Club Committee when the next meet in October 1981.

Something quite different - the high standard of Club cars evident at Donington was very encouraging and should Club Members be in agreement, I would like to offer a trophy for the Vitesse marque as presented at our annual Concours, most likely to be awarded to the most original Vitesse entered. Members comments would be most welcome. For Club cars with 'spring' problems, I have contact with two companies who repair/supply leaf and coil springs. Details will be supplied on request. The TVR forms returned to me comes an estimated 60% of the Vitesse cars calculated to belong to Club Members. Perhaps the renewal exercise in September will reveal the missing cars!

Finally, I apologise for the delay in answering Members letters, housemoving and business interests have taken priority but I will shortly be up-to-date in my correspondence. Please do not forget - no SAE, no reply!



# PEN TO PAPER

## LETTER FROM GARETH THOMAS, LONDON SE5:

Attention all GT6 MK111 owners:

From experiences with GT6 MK111 transmissions, you're at least 5 times more likely to have an O/D failure in the first 60,000 miles of your car's life. The symptom is that when the gearbox gets hot, the O/D slips and the engine revs miss. This particularly noticeable in 3rd gear below 40mph. The condition becomes progressively worse until the O/D ceases to function at all. What happens then is, when you switch the unit in, the revs do not drop until you take your foot off the accelerator. They drop to idling, when you switch the unit out again, the revs shoot right up with a jarring jerk and usually a screech from the back tyres. This causes severe wear and/or damage to the rear unidirectional (? typist!) clutch which as well as the sliding clutch are at present unobtainable. The reason for this is that in their infinite wisdom GKN have ceased to manufacture clutches for some months and when they took over laycocks in 1970, they produced a different strength clutch material, which as luck would have it is weaker - fancy that!

Now, while most of us just go and bang our heads against the nearest wall and muse about how nice it would have been to buy a TR8 convertible, I can inform you that I have now begun to produce the J type conversion gearbox in small quantities and have considerable stock of unobtainable parts. So, if you have a GT6 MK111 with a blown O/D or a Vitesse, Spitfire or Bond in trouble, even a special, or a spaceship for that matter, give me a ring and I'd be happy to suss out your problem. I will also be happy to add your name to the tuning register if you have not got a standard car. You can then keep in touch with the rest of us who like a touch more performance! Tel: 01 579 3649.

## LETTER FROM KAY FOWLER, CORNWALL:

I thought it was about time you had a letter from a female! I have recently become a member of the club and look forward to reading the Courier each month. I moved down to this part of the world from the North of Scotland a few months ago and I have never seen so many Spitfires and GT6's etc. in Cornwall and wherever I go it is stimulating to get a flash of lights or a wave!

I own a MK11 Spitfire and it has given me a lot of fun in the 3 years I have had it. My feelings for it are like for an old friend. She is ten years old and looks half her age! Except for a bit of rust on the front valance and a slight dent on the bonnet, it would be immaculate. Is this a record only the car went through 4 MOT's in a row. So I'm not letting go of it! What I wanted to know was, is there anyone in my area who would be interested in doing some work in their spare time. Only I would rather have someone who knows Spitfires inside out. If there is, please contact me on Tresillian 508 - naturally I would pay them. The door handle on the inside is broken, does anyone have one in their possession?

## LETTER FROM MIKE COLLINGWOOD, HARLOW:

Last month Geoffrey Burcher mentioned the problem of intermittent rapid clicking noises from the O/D when engaged. Well, I've had the same fault on two O/Ds and it is due to the wire breaking in the solenoid holding coil. What happens is that initially when the O/D is selected, the main coil moves the solenoid plunger, as normal. However, the main coil is switched out when the plunger reaches its correct operating position. Obviously if the holding coil is open circuit the solenoid will try to drop out only to be pulled back in again by the main coil; the whole thing just oscillates. Oddly enough the solenoid movement is still enough to allow the O/D to operate normally. The fault is intermittent because sometimes the two broken ends of the wire manage to touch together again.

On both O/Ds I have been able to dismantle the solenoid and re-solder the broken wire. If you remove the prop. from the O/D flange and remove the O/D mounting rubber bolts, then the O/D can be jacked up a few inches to allow you to reach the lower solenoid mounting screw.

On a slightly different subject, I am worried about the diff. in my MK11 Vitesse - it has done 120,000 miles and doesn't whine or clonk! In fact the only sign of any wear is a slight rumble on the overrun at 90! I did put Moly slip in the diff. at 40,000 miles, shortly after I bought the car so maybe that stuff really does work.

Finally, I must echo Bill Sunderland's comments about economy. I also went on the Luxembourg trip, very enjoyable it was too. I had two passengers in my car (1971 saloon)

Letter from Mike Collingwood cont'd .../

a complete boot full of camping gear (including gas bottle, folding chairs and part of the tent), a boot rack carrying a folding table and the other part of the tent (a large frame tent) and the remaining half of the rear seat full up also. The overall fuel consumption for the whole 850 mile trip was 34 mpg despite travelling at a good 80 for most of the time. I did use nearly a pint of oil on the trip, much higher than normal, but I hardly think that warrants a re-bore yet! I wonder how many modern cars will be able to match that sort of economy and performance when they are ten years old with the clock well on it's second time round!

## LETTER FROM CHRIS PLAYER, HUNTINGDON:

For starters, thanks to Jonty for welcoming me on my first meeting, and the country run with that other 'club' in Hitchin. I believe I completed the course with a better mileage? Thanks also to Ralph Clark of Chelmsford. I eventually got home without any problems, save for gawking motorists.

A quick note for all members in the Anglia area who have not or do not make any meetings, come along, if there is anything like this past weekend you are missing a lot. There must be a lot of you out there.

Finally, after reading a few letters and speaking to a few folk about gearboxes, you might try Al Gearboxes, just 1/4 mile north of the Bedford A1 roundabout turn in Wyboston. I paid £25 for a recon unit for my Herald. Has anyone fairly local got a pair of Vitesse convertible doors complete, and in good nick (inc. windows) for sale. I need them before I can respray. Address: 37 Somerset Road, Wyton, Huntingdon, Cambs.

## LETTER FROM CAROLYN WILLSON, ORPINGTON:

Can anyone reading this from the Essex Area club help me please! I am a member of the Kent Area club and on Sunday, 9th August I went to the Witham Historic Vehicle gathering, I entered my car in class TS and entered into the Grand Parade. Unfortunately I forgot to bring my camera along to take a picture of my car lined up with the others. I would like to know if anyone taking pictures of their own car, has got a photograph with my car included in it. I own a Spitfire MK111, colour - Saffron. It has a soft top and two half bumpers at the front. Reg. no. LNU 17J. I will pay £1 for any descent photographs. Sent please to: Miss Carolyn Willson, 23 Gillmans Road, Orpington, Kent BR5 7LA.

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#### LETTER FROM BEN CASWELL, KENT:

I would like to inform members of a pit fall with buying 'cheap' spares by post. Sometime ago I sent for a clutch assembly from Shaw Autos and it was delivered quite promptly. In it went and behold the car suffered from severe clutch drag.

I spent a considerable amount of money and time trying to cure this, including new hydraulics etc. The box came back out and a new spigot bush fitted after removing the flywheel. In all I would say the gearbox did five in and outs including all the cover etc. A friend assured me the pressure cover was to blame.

After a lengthy phone call at my expense, Shaws sent a new cover. This was fitted and all was well. After some delay I admit I returned the defective cover back by post, with a letter suggesting that, as they advertise cost cutting spares, they reimburse some of my overheads i.e. postage. To date I have never even had a reply and on my experience, I would recommend buying locally.

May I take this chance to reply to Geoff Bell in the June issue: I enjoy being a National member as I own a Vitesse. I went to a few local meetings but on the whole I am the type who just does not want to run anything as well as being fully employed in other things which require my attention, this may be selfish, if so I'm sorry. I enjoy reading the mag and the odd National event, but surely the subscription from non active members can only be of benefit to the club and such members who want and have the time to take part in what they want to.

#### LETTER FROM JOHN GRIFFITHS, PRESIDENT:

In reply to a letter from The Yorkshire Area which appeared in the August Courier:

Thank you for the letter from the Yorkshire Area members. As we are not due to have a committee meeting in the near future, I have decided to answer your letter as an individual, but I can promise you that the matter will be discussed at Committee in due course.

We are always pleased to receive comments from club members, whether the criticism is good or bad, and whilst I appreciate that you were concerned to make it clear that your letter was intended as constructive criticism, how much better would it have been if it had said that the Yorkshire Area would be pleased to organise a future club concours or would like to offer assistance. The underlying problems with any voluntary organisation is that you will always have 9 people willing to 'Offer constructive criticism' but only 1 person prepared to actually organise.

Having said that I will deal briefly with the points you have raised:-

1. and 2.

I am sure the organisers were concerned at the amount of time taken by the judges and this has been a problem with past concours as well. Judging format is worked out carefully to be as fair as possible to all the entrants and the responsibility then lies with the judges themselves. Having invited them, the organisers are not really in a position to interfere with their progress. However, it still is an area which requires further thought for the future years and must be improved.

3. and 4.

I am sorry to hear that you are so anti MG: personally I am a car enthusiast and, therefore, members of similar clubs have much in common. I regret to hear that you were spoken to in such a manner by the MG official, but I do feel that this whole episode got rather out of hand. Matt Maudsley had been instructed during the previous evening that the MG driving test would take place at 10.30 am and was therefore not late when he arrived at 10.15am. Far from considering our club to be inefficient, I would make the comment that it is surprising that a club with 21,000 members has to ask the TSSC to organise their driving test. Matt received many favourable comments from MG owners who apparently thoroughly enjoyed themselves, for which we should be justifiably proud.

#### Letter from J. Griffiths Cont'd/...

##### SUGGESTIONS:

1. I agree that more preliminary work should have been put in hand and more participation from the whole area involved. I must say that from your letter, your area seems to be ideally suited to organise a concours as obviously, your members have very definite views on the subject. There is no reason why we should not have more than one National Concours, catering for members in the North of England.
2. I agree totally with this point and we have tried to purchase a caravan in the past at a realistic price but this has proved impossible for the time being with available funds.
3. This point has been covered, except that I feel your suggestion for more than one type of judge would only lead to further complications and more problems in collating the results.
4. Publicity is in the hands of the Publicity Officer and whilst he holds the post it is his responsibility to arrange whatever coverage he can. The Committee believes in allowing people to make their own perimeters and decisions and it is not for us to tell individual committee members or even Area Organisers what their responsibilities should be.
5. See previous points 3. and 4. (previous page).

I attended the event without being involved with the organisation at all and thoroughly enjoyed myself, chatting to members known and unknown. This is the essence of TSSC events that we all have one thing in common. I would not like to see events becoming too formal where the ordinary member loses his sense of involvement. The art of good organisation is professionalism with friendliness.

#### LETTER FROM GARETH THOMAS:

Answer to a letter from Les

Having seen your letter in the Courier, the best method is to calibrate back from final drive ratio. With your set up 175/70 tyres on 5 1/2 J's gives virtually identical drive to standard set up, therefore with 3.89 diff. you get 17 mph/1000  
3.27 21 mph/1000  
3.63 somewhere in the middle i.e. 19/1000

Overdrive increases all these by 20%

Hence:	3.89	21/1000
	3.27	26/1000
	3.63	23/1000

Alternatively you could use the Spit 1500 J type OD with your gearbox which will solve all your problems but this will involve some expense and modification of your box. Alternatively, try to get the correct speeds for a 3.63 diff. (Spit 1500 I think). You will be pleased to know the 3.63 diff. is the best and strongest of all the diffs. made. However, for best acceleration with it you need a low ratio first gear (which is what the Spitfires use).

Finally, I think you are very wise to use a decent car suspension but I think you will need to improve the weight distribution - lighter front and shim suspension and to 1° negative camber, heavier rear with spax. Also you can try moving the engine back 2" and shortening the gearbox remote and prop. I say this because of your conversion ends up as a right off - GT6's are bad enough!!

#### LETTER FROM MR G PICKERING, WOLVERHAMPTON:

I am in the process of tuning a 1971 MK1V Spitfire, which has a MK111 cam giving 25/65 valve timings, a stage 2 head giving a 10:1 compression ratio, a 4 branch exhaust manifold, a SAH Dual silencer system and twin 40 DCOE webbers.

The problem lies with the jetting spec for the carbs. I have been in touch with SAH and although they have given me a spec. the car has a terrible progression stage, so bad that if you floor the pedal at about 2500rpm it just slows down until you return the pedal.

If anyone has had any experience with this type of combination, I would be pleased to hear from them on Wolverhampton 762560 after 6.00pm.



Letter in response to the Yorkshire Area and Malcolm Hollingdale by Tony Spicer,  
Events Organiser:

I'm glad you enjoyed the sunshine and browsing around the cars. It is a pity that while browsing you did not take the time to look around to enable you to get your facts right. So first I will deal with the points of contention:

1. The event never pretended to be anything else but a Concourse, the Autotest and the eight trade stands (Spitfire UK, Linrod, Triumph Clearance, Classic Valuations, SC Spares, Dave McDougall, Nuttalls Overalls and our own Roland Drew), were intended to enhance the event thus making it a more enjoyable day. Did you know that Donington had a museum which was well worth a visit?
2. Yes, I do admit that this time you seem to have done your homework, the judging did start an amazing 20 minutes late and finished 2 hours late but the Concourse has been run four times and I think that you would agree that it's getting better every year, it takes time to get it right and next year it will be even better with a better marking system.
3. You might dislike the MGOC but you were definately not forced to go to their evening we found the food at Redgate Lodge excellent and the company very good. The Disco afterwards (which was free to most members) most enjoyable and the group, 'White Satin', finished the night very nicely. I think many of the members like myself are car enthusiasts and not narrow minded, one make enthusiasts, we should be grateful to the MGOC for inviting us. I hope that when we can afford such a grand event we can invite them to ours. By the way, how many times have you been overtaken by a MG V8 (Skateboard?)
4. Again, you have not got your facts right, although Roch Bentley of the MGOC might well have bee irate and there is no excuse for his behaviour towards you but if you had gone out of your way to see the MG program of events you would have seen the Autotest was scheduled to start at 10.00 and our arrival was well before that, so the rest of your comments I ignored. I must mention that the people who helped enjoyed the event and the MGOC gave us £50.00 towards club funds for our efforts.

#### Yor Suggestions:

The Concours is organised by Tony Jones, Janis and myself, in fact Donington 81 is our second and if you think that organising is started 3-4 months before and ends in frenzied activity you are once again very much mistaken. The venue was decided by the committee and booked early January although work was being done well before Xmas. As for being dumped in one area, did you realise that the Essex area organised the Autotest? Maybe a few extra marshalls could be used at the checking, hopefully next year we will have some volunteers.

In conclusion, may I ask if your thoughts are echoed by all of the Yorkshire members as your letter implies, I doubt it, we do expect criticism after all you can't please all the people all the time, in fact we welcome constructive criticism when people get their facts right. To receive your letter which has so many discrepancies makes me wonder whether all this hard work is worth it, for your information the '82 Concours organisation has already been started.

#### And to you Malcolm:

First I must apologise for the plaque being mis-spelt and we are endeavouring to get replacements. The event was timed the only way it could be, besides if an entrant in the Concours wanted to take part in the Autotest arrangements could have been made. The prices of spares we cannot be held responsible for.

Judging the cars, as you say, is a very difficult job, presumably when you quote the 'Best in the Club' you mean Mike Long's best GT6 trophy which in my opinion went to the right car on the day. It may have had a glass sunroof, lots of chrome and other goodies but extras like that, in many peoples eyes enhance the look of the car and make it a much more desirable and sellable car.

As people obviously want to add extras to their cars, there is a need for a modified class. The idea of the Concours is to stimulate owners to keep their cars in tip-top condition even though they have changed the specification to their individual preferences.

Once a year they can compete against other cars in the same class and also win prizes. As you have seen in previous years, we have not ended with a Custom Car Show.

cont'd letter from Tony Spicer

The trophy you won last year was donated by a company called Custom & Coachcraft, owner Mr Dave Marklew who likes to take an interest in the running of our club and on reading your comments was disgusted with your attitude. Many other people would have welcomed this trophy. If you could tell us where to get some trophies for a 'Few Pounds', then please do. The trophies we purchased for the last concours cost us about £50.

The reason you cannot enter two classes is to give people more encouragement to win. If a car was entered in the two classes, for example Original and Elite, as it has won it's class in previous years, it is more likely that it would be placed, if not win again in the original class thus preventing a new entrant to win. After the second year in the Elite without winning it is reverted to it's previous class to earn it's place again. This rule was put in like many other motor clubs (e.g. JDC) to let other people have a chance of winning a prize, so that one car does not win it's class year after year.

The change of ownership rule has now been shelved.

I too congratulate the winners of the Concours and hope next year we will see them again. Every year more people enter the Concours and the standard of cars is gradually getting better.

I would like to take this opportunity to apologise for the bar not turning up although it was booked. I would like to thank the Essex area and helpers for organising the Autotest, all the trade stands and for giving us support and the three judges for doing a very good job.

#### LETTER FROM DAWN STORTON, BIRMINGHAM:

In reply to the letter from the Yorkshire area, all I can say is that you are a pretty narrow minded and conceited lot. I cannot comment on the Concours as I was unable to attend but I will say that Janis and Tony Spicer must have had a lot of guts, time and energy and run up a huge phone bill to do it. Well done!

But my feeling though, are in reference to the other car clubs. We all love our Triumphs (I certainly love mine and wouldn't part with her for the world). But at the same time, I still like other classic cars - TR's, Austin Healey 3000's etc - and would love to own one in addition to my Vitesse had I space and money.

Like the person who wrote the Yorkshire letter, I too, wouldn't be passed by an MG but I see this as friendly rivalry, not downright hate as you imply. There have been times (like earlier this year re: car tax) when the combined weight of all the car clubs have been needed for classic car enthusiasts to be heard. There will, no doubt, be times in the future when we will all have to support each other again. Insults (like 'skateboard owners club') are totally unnecessary and do nothing but produce cold relations with other clubs, thus making us appear a totally unfriendly lot - the absolute opposite to what we really are.

#### LETTER FROM BRIAN LEES, ROYSTON:

I am in the process of rebuilding a MK111 GT6 and have managed to obtain all the replacement panels I require except one, this being the capping/finishing strip which corners the flange at the top of the windscreen. Whilst discussing my project with Bill Sunderland at the recent Anglia Area barbeque, he recalled that someone had told him that a small supply of these finishing strips were still available but he could not remember where or who told him. So, please if you have any information with regard to the whereabouts of a finishing strip, please phone me on Royston (0763) 46128 any evening or weekend.

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Whereas every care is takern to publish accurate information, the Editor and the Committee of the TSSC do not necessarily agree with all the views expressed within The Courier and cannot accept any liability from erroneous or misleading information found therein.

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#### LETTER FROM DAVE HARDING, WORCESTER:

I have owned my MK11 Vitesse since last September. Since then it has done over 12,000 miles (mainly motorway), including 2 months off the road for various jobs.

Here are some of my ideas on the car and ways to improve it:-

When first I bought the car it handled terribly. The rear suspension was stripped and all bushes and dampers etc were renewed. This made a vast improvement. The first shocks were replaced with Spax adjustables, set to minimum. The biggest improvement came with the fitting of a set of 165/70 XZX's on standard wheels. This has improved straight line running and cornering ability no end. One problem, due to improved tyre grip, the car can roll alarmingly.

The engine ran okay, but eventually started misfiring. A compression test gave a result of 210 psi - all cylinders. This was equal to a compression ratio of 12:1. One the subsequent strip downs the engine was found to have a 2500 crank, pistons, camshaft and timing plate. The engine had run okay but the engine has been rebuilt with a 2000 crank and pistons.

One improvement made was to machine out the rear main bearing cap to take an extra thrust washer. A set from a Ford Consol was found to fit. By the way, the head survived with no cracks between ports, it just needed a decoke.

One problem I've had is setting up the ignition timing on my Moblec Magnum system. It needs to be set with a strobe but I can't find a strobe setting anywhere. Can anyone help, please?

Other improvements made include the fitting of Cibie lights, controlled by relays, heated rear screen, 30 amp dynamo from Leyland FG and a brake servo.

Other comments, good heating but very poor ventilation. I'm glad I have got a sunroof. A nice comfortable car but needs a Silent Travel Kit.

#### LETTER FROM MR N. A. LEES, NORTHWOOD:

I recently enquired about new door seals for my GT6 at my local Unipart dealer and was quoted a price of £19.50 + VAT per side. My car requires 10 feet per side, the price thus approximates to about £2 per foot. I decided this was ridiculous and investigated an alternative source of supply.

Edware Motor Accessories  
94 High Street  
Edgware

Tel: 01 952 4789

The above firm can supply door seals and the circular section seal with tail that fits down the windscreen pillar (no longer available from Unipart) and they also operate a mail order service. The price? £20.12 for 20 feet of door seal and 6 feet of circular section pillar seal including VAT. There is no need to say who got my business. They also stock window seats for door, both interior and exterior, leathercloth and carpet plus many other items.

I was also asked by the club to take photographs of the concours at Donington. Black and white prints are available, size 6½ x 8½, at 40p each including postage and packing. If an SAE is sent to me I can supply contact prints to show the view taken of each particular car. The following cars are available.

Herald  
707 JYB (several views)  
GRO 209G

Bond  
NTA 734F  
OCC 989J

Vitesse  
MEA 819F

DGF 733H  
FMH 371J  
DVT 784J

Spartan  
SMO 796G

GT6

WBC 750J  
CYL 882H

Spitfire

PAE 565F (+ engine view)  
BML 622A

Send your request along with SAE to:

Mr N A Lees  
6 Grove Road  
Northwood  
Middlesex

#### LETTER FROM A J HURD, YORK:

After rebuilding my Vitesse over the last two years, I have encountered some difficulties in obtaining parts. I therefore, thought that I could be of help to others by getting some of the old stock back into circulation. I have started by collecting together a small stock of new BL parts for most of the Triumph range, some of these parts will be offered at less than half BL price. This includes some body panels, instruments, cyl. heads, gearbox parts etc.

For the North East member I will be attending the NECPWA Autojumble on the 27th of September 1981, at the North of England Equestrian Centre, Stannington, Nr Newcastle-upon-Tyne. For details of any parts, ring Alan Hurd on Stamford Bridge 72230 after the 15th September.

#### LETTER FROM EDDIE EVANS (TECHNICAL SECRETARY):

If industry can be likened to a compost heap, then the Japanese motor industry must be the biggest weed growing out of it. After all, they saw off our motorcycle industry and now we've had to axe all our convertible sports cars to compete with them (save for Reliant and TVR). So I feel a tingle of patriotism when I walk into a BL dealer for a new part for my Vitesse. But when I recently bought a new universal joint kit, I felt rather betrayed when I read on the 'Unipart' box the words 'Made in Japan'. What price Leyland's 'Drive the Flag' and buy British campaigns when they themselves are buying Japanese parts? Now, I've fitted many universal joints, all successfully, but I bodged this one and had to throw it away. Perhaps it was just the psychological effect of putting a Japanese part on my Vitesse but I like to think it was just another inferior Kamikazee product that was going to destroy itself anyway.

I went off determined to buy a British made joint and found a Quinton Hazel unit at 60p cheaper. It fitted perfectly first time! But the story doesn't have a happy ending, the only place I could find a British made joint was, and this choked me - a MAZDA garage.

## The Membership Secretary on the Morning after the Night Before! Vianden, Luxembourg 1981



"....."

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CLOSING DATE: 15th October 1981.

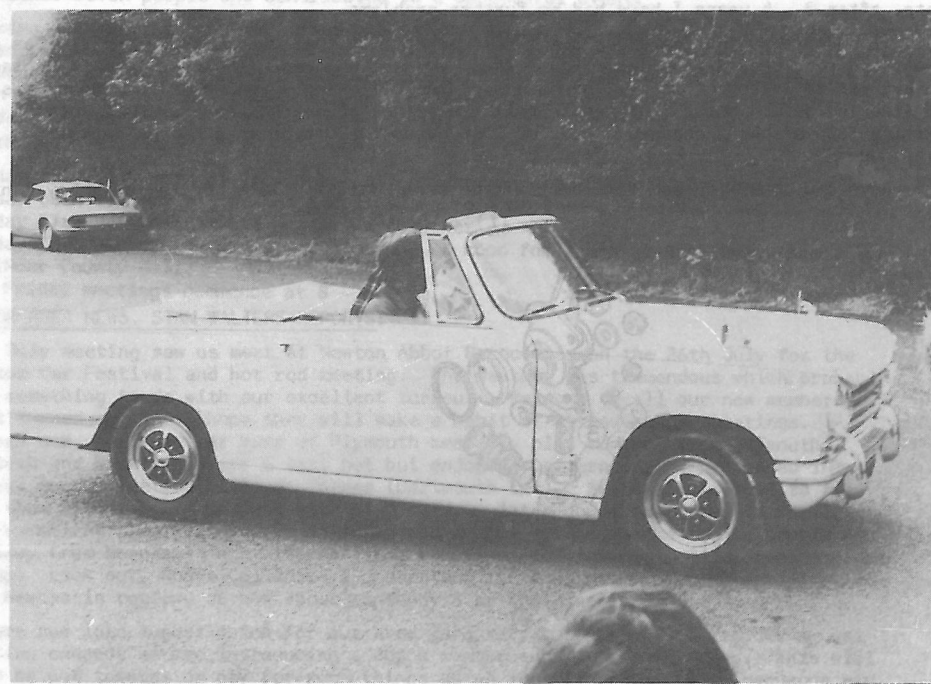




**BIRTHDAY BARBEQUE**



**CAMBRIDGE, JULY 1981**





## LETTER FROM IAN SPENSLEY, JARROW:

As promised in my letter in February 1981 Courier about a 'flapping' rear wheel on a GT6 MK11, I now relate the tale of a similar experience with a front wheel.

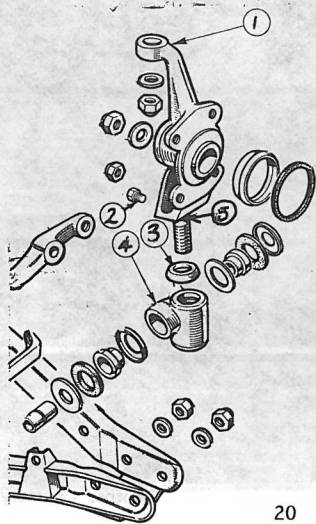
We must have all seen and sympathised with, owners of Morris 1000's, 1100's etc viewing a front wheel of their car which has parted company from its lower wishbone. Well, don't laugh because it can happen even to our 'wonderfully engineered' products of British workmanship.

With my car the problem encountered was probably due more to lack of maintenance than to true mechanical failure. Let us study the front suspension assembly (both sides being identical) but in particular the lower part of the vertical link (1), as can be seen, this part is threaded to enable it to be attached to the lower trunnion (4), note also a rubber seal (3). As per most service data, maintenance of the trunnions is by removing the plug (2), inserting a suitable grease nipple and lubricating with an oil gun and SAE 90 EP oil. However, if, like by my car's previous owner this had been neglected, then it may result in the upper section of the thread of the vertical link fracturing at (5). My 'accident' happened whilst (slowly I may add) taking a right hand corner, without any warning the nearside link snapped, the road wheel pivoted upwards on the ball joint and the wishbone dug into the tarmac. It was bound to happen on a bend/corner, of course as that is when the relevant side trunnion is under most load, i.e. the one on the outside of the bend. Anyway, the car was dragged home on its rear wheels, thanks to a local garage with a 'gentle' craned pick-up, and inspection/strip down began. Once the front suspension etc was in pieces the story began to unfold. It appeared that the particular rubber seal (3) had, over a period of time, deteriorated and a combined action of grit, road dirt and rian etc had acted as a form of grinding paste and 'waisted' the link at (5) thus weakening it to an unsafe degree until it snapped under load. Inspection of the lower wishbone on a surface table revealed it to be still in alignment although it took the brunt of the force when the car dropped, so it was rebushed and replaced.

A visit to the local (now closed unfortunately) Triumph main agents, a quick exchange of cash and I was now the proud owner of 2 vertical links, 2 trunnions, 2 upper ball joints etc., etc. oh.' and 2 rubber seals (3), as I decided to renew both sides on the well known theory of 'Sods Law', i.e. the one that you don't do will go next. On reassembly I fitted grease nipples in lieu of plugs (2) and now every month the front end of the car is raised and both trunnions get well oiled to quote the phrase, and to date, after 3 - 4 years I have had no further problems.

Well, I hope I have not spread gloom to GT6 owners but that concludes my two stories of front and rear grease nipples which I trust you all enjoyed. The next tale in my saga I have yet to write but it will be on one of the following - replacing rear doughnuts, or steering column bushes, or needle roller bearings on gearbox countershaft, or the exiting tale of how I changed a pair of CDSE carbs to CD type in a hut on darkest Tyneside.

P.S. Anyone know if you can fit inertia type seat belts to GT6's, Britax say they can't.



## Nationwide

### AVON AREA NEWS JAMES STURGEON REPORTS:

The main activity in August took the form of a stand at the Yeovil Festival of Transport on the weekend of August 8th/9th. We had on display a couple of cars belonging to Avon Members and a completely restored Vitesse chassis provided by a Devon member. We were pleased to meet some of our friends from that country whose cars were entered in the non-concours section. We had several enquiries by interested members of the public as to the clu's activities. As a result, about a dozen new members may be gained.

I would like to thank everybody who turned up, whether to help look after the stand or simply as 'visitors'. I hope you all enjoyed yourselves as much as I did, despite the disappointing, cool, cloudy weather.

We hope to make it a much bigger event for the club next year and perhaps we will see ourselves on local television (pictures of the show were shown but the stand was somehow missed .....). Meanwhile, I hope to make it to Stoneleigh - see you there.

### CORNWALL AREA NEWS, RICHARD CUNNINGHAM REPORTS:

The usual Cornish monthly meeting for June was replaced by a treasure hunt which received a good turnout of Cornish members and was further boosted by the arrival of six cars from Devon, having travelled 50+ miles before even starting the event, putting some Cornish members to shame. The clues and directions were deviously plotted by Anne and Richard who were accused of setting too many questions and inconsistent marking, (you can't please some people can you?). Overall winner was Ian Stacy, helped by his wife and daughter, and now has the dubious honour of organising the next event. Second place went to Dave and Sally Pearson who travelled all the way from Plymouth and were only beaten by the fact that they had more wrong answers than the Stacy family, (can't have non-Cornwall members winning can we?). Usual winners Dave Buxton and Laura Pride were third, claiming that they weren't really trying as they'd won too many previous events! Special mention must be made of Devon members Stan Walters and Bob Walls who both scored very high marks, plus the other Devon people who contributed to a successful event.

Talking of meetings, by the time this is published, the July meeting will have taken place at an experimental venue - The Fox & Hounds at Comford and if it has been a success, we hope to have a repeat there. Forthcoming Meetings:- Friday August 28th at the Hewas Inn, Sticker at 8pm. Friday Sept. 25th same time and place. Friday October 30th at a venue to be decided and note it is the last of the month. Forthcoming meetings:

Friday 25th September at the Hewas Inn, Sticker on the A390 near St Austell  
Friday 30th October at the Fox & Hounds, Comford on the A393 between Redruth and Falmouth  
Friday 27th November at the Hewas Inn, Sticker  
Sunday 20th December - Christmas meeting, 12 noon for lunch at the County Arms, Truro (Near County Hall)

All Friday meetings commence at 8 - 8.30pm.

### DEVON AREA NEWS, STAN WALTERS REPORTS:

Our July meeting saw us meet at Newton Abbot Racecourse on the 26th July for the Custom Car Festival and hot rod meeting. The weather was tremendous which probably had something to do with our excellent turnout. Welcome to all our new members that turned out and I hope they will make a habit of attending our meetings. We had our now familiar band of Plymouth members, plus members from Sidmouth, Exmouth and Exeter. After a very hot but enjoyable afternoon, we proceeded in convoy to our meeting place at Totnes (Dartmouth Inn). We then proceeded to fill the then almost empty carpark with club cars, a later count confirmed 16 in all, and excellent show. 24 people attended and I must extend thanks to the couple on holiday from Newcastle who attended in a beautiful looking MK11 Spit, rebuilt from scrap. Look out, Roger Collins! I understand there is not much club activity in the Newcastle region, so how about somebody starting a new area?

We are now into August which for our area is a very busy month. From our August meeting onwards we are introducing a 20p a member subs at each meeting. This will then be put towards or pay for such things as an Xmas dinner, buffet, barbeque etc. Finally, congratulations to Ian on his recent marriage.



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

Our regular meetings are now at the Bell and Bottle, Littlewick Green (on A4 Bath Road) at about 8pm every first Thursday in the month. Next meeting (which will have taken place by the time you get this edition), is 3rd September. The following meeting will be on 8th October. I mention this because I will be on holiday for September's get-together.

As those of you who attended the 6th August meeting will know, charges for the use of the meeting room have been dropped. But, once again, we are faced with having to share the evening with the general public. Conditions are certainly better than at our previous pub but we'll have to keep an eye on the situation if we don't want to get squeezed out!

Due to lack of time and opportunity, I have not been able to get so much organised this year as I had hoped. The intention was to get us out-and-about with some road events etc. Such plans will have to be put off until next year. Further information on future Area activities will be given after I return from holiday.

#### ESSEX AREA NEWS, DAVID COOK REPORTS:

The long awaited treasure hunt got off to a good start on June 7th. but finished in confusion. The weather had held off and a good selection of club cars set off into the unknown from 'The Duke's Head'. Clues were made extra simple for those recovering from brain damage received whilst competing in similar events elsewhere. In fact, one car found the going so easy that it contrived to keep well ahead of the field and held off the umpire's car until it was overtaken  $\frac{1}{4}$  of the way round. All went well, until right at the end, several competitors slipped through the net and zoomed away to parts unknown. Numerous search and rescue missions failed to locate them, so with the heavens beginning to open, two equal first prizes were awarded. The best trophy went to the Red Rocket mentioned above. We were all making for home when the missing persons appeared, two drivers having inconveniently good scores. To cut a long story short, we ended up with four winners (must make it harder next time). One car was still unaccounted for and, as a search of local ditches failed to find it, it was presumed lost in action.

The next weekends regular meeting was a scorching hot affair attended by near naked drivers and a mad photographer. One of our best meetings so far, in fact, and again there were plenty of Spitfires in evidence. Where have all the GT6's disappeared to? All having their diffs glued together I suppose!

#### HANTS AND SURREY AREA NEWS, NICK HALFORD REPORTS:

Paul is on his hols this month so I was deputised to write this report:

Considering half the regulars were away, we had a good turnout. It must be due to the recruitment drive- though a few of the new members had a grumble about paying a fiver a few months ago and now have to cough up nine pounds for the coming year, not exactly good for public relations, is it?

In my search to buy a GT6 I've come to understand the selling jargon a little better; here are the new additions to my 'understanding English' phrasebook:-

Good for it's year .....	You don't expect a car this old to have an MOT do you?
Stunning appearance .....	Mind the pot-holes old boy, you'll crack the filler!
A collectors car .....	You gotta the money, you collecta the car.
Sound/Long MOT .....	The rust won't fall off. I'm selling it quick, heaven knows how it passed!
New sills .....	Over the old ones.

Next month we're meeting at our new venue, as usual the 2nd Wednesday in the month, the 9th at 8.0pm. The pub is the Royal Oak at Pirbright, which is near Romans Garage, (they've got an old formula Maserati in the window), phone Paul for precise directions if you are not sure. We must have a LARGE TURNOUT. The Landlord is letting us have a room to ourselves for no charge but we must get enough people to make it worth his while. The MG and Porche club meet in the pub if that is any recommendation.

#### HERTS AREA NEWS, ANDY FOLKES REPORTS:

We had a good turnout to our July clubnight, where we were given an unexpected show of the films taken at Donington and in Luxembourg. Two new members arrived as well (father and son), who had only sent their application form off ten days earlier, after one of our PR exercises. Welcome to the club, both of you.

Our clubnights are still at the Woodman Wormley West End, off White Stubbs Lane, the last Wednesday of the month from 8pm. Other forthcoming events are a trip to Slicehase (?) Centre on the 13th September; a show of cars at the North Herts Annual Rally on the 4th October and the Treasure Hunt on the 25th October.

#### LEICESTER AREA NEWS, PETE JARVIS REPORTS:

The first warm evening for our monthly meeting brought a good turnout at the White Lion, North Kilworth in July. Six GT6's, 5 Vitesse's, 3 Spits. and 2 Heralds made an impressive show in the car park and when we were gathered in the lounge, we found that most of 30 members agreed to come to a picnic at Blaston Hall on 9th August, organised by Chris Lane.

#### LEICESTER AREA PICNIC, PETE JARVIS REPORTS:

On Sunday 9th August Chris Lane organised a visit to Blaston Hall, home of Lady Lloyd. A dozen cars met at the Neville Arms, Medbourne and were filmed on video by John Thorpe. The convoy then set off for the 2 mile journey to Blaston Hall where the cars were lined up. The picnic was held in the 19th century games room because of the rain. Afterwards we enjoyed seeing our arrival and departure from the pub on John's video. Chris then showed us around the beautiful gardens, where the highlights were the unusual Japanese statues and a peep into the garage to see the family 1961 Hooper Rolls - immaculate in cream and black.

Our thanks to Lady Lloyd and to Chris for an enjoyable day out and a look into a lifestyle which is being threatened by death duties and capital gains tax.

#### NORFOLK AREA NEWS, IAN EASTWOOD REPORTS:

I guess that most people have been on holiday so not many people turned up. Anyway, we still had a good natter. Hi to Phil Basher of Leicester Area who was in Norwich on business and came to visit. There were a couple of new faces which was nice to see. Welcome to the area, hope to see you again next month. We all rekindled memories of Cambridge 'do' with all the photos which we took. One point which came up from the pictures was the Marlin. Somebody had mistaken it for a Spartan. As there were a couple of Spartan owners present, this was soon put right! Anyway, the discussion was about the acceptance of Marlins into the club. It was pointed out that Amphicars are (quite rightly) allowed and that Spartans are now supplied with a Spartan chassis and body. Will 'new' Spartans, therefore, not be allowed into the club? What do other areas think about this? One of the functions of the 'Courier' should be to air these views and controversies. Somebody has asked about the possibility of say a treasure hunt and/or autotest for the area. If any area members would be interested, please contact me. I'll be in contact with the Yorkshire and Essex areas to find out how it's done.

Thanks to all of you who now seem to be making a habit of turning up at the Kings Head, Hethersett on the 2nd Tuesday of the month. It's good to see so many people. Once again around 15 and 8 - 10 cars. Another MK111 Spit - apologies to anyone who may have the idea we are a 'Spit' club. Come on Heralds, GT6's and Vitesse's, (there are a few).

I can't let this month go by without a word of thanks to the Cambridge and Essex areas for that great day at the Old English Gentleman. Congratulations to the lady in the lovely red Vitesse who showed up us men on the Autotest, the shame of it all! Does anybody know the rules about treasure hunts? If so, please contact me. Can Julian Yaxley of Norwich please contact me - I've lost his address and phone number - sorry.

The next meeting will be 15.9.81 at the Kings Head, Hethersett.

There is some talk of moving to a Sunday lunchtime - could people tell me what they think at the next meeting.



#### NORTH LONDON AREA NEWS, STEPHEN WILLIS REPORTS:

The area response at the Royal Scott was yet another success, with over seven cars again. The site was great and the weather hot and sunny and with the cool beer made the evening fly. The committee report was read which most people liked and agreed with. We did miss Dave and his GT6 but we hope to see him next month, so hurry up and get well soon. Our resident comic failed to find us as we were not sitting where we usually sit, next month John we will get you a fair of glasses.

The Cambridge pub was a very bad meeting and we had a great turnout of three, so we have decided that all those people in Chingford and the surrounding areas must have died. Next month you will be able to turn up on the second Monday of the month because you will have read the magazine the week before. Remember it was for you.

I would like to thank all of you for your support for turning up at the last meeting.

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

Last two meetings held: Tuesday 14th July, Stamford Bridge Inn near Chester proved an ideal location to hold our 4th meeting of the year. There were several smart Vitesse in the carpark when I arrived and on enquiry I found that these belonged to those extremely keen and well mannered GRANADA lot. Thank you for visiting us, I hope that we may return the compliment in the near future. Total attendance was about 15 so I was getting rather prematurely smug about the NORTH WALES lift off only to be disappointed later in the year.

Monday 10th August, The Morris Dancer at Kelsall, proved that A) you should not allow yourself to become SMUG when you think your area is lifting off and B) that you can only please some of the members some of the time, (four turned up). Finally, C) that petrol is rather expensive nowadays. A bitter disappointment after the previous attendances. WHERE ARE YOU ALL?

Date and location of next venue: Monday, 7th September, Stamford Bridge Inn 7.30pm - 8.30pm. Leaving Chester on the A51 betwixt Chester and Tarvin. 100 yards off the road on left. Past Vicars Cross Golf Club. M56 users peel off at Helsby.

#### NOTTS AREA NEWS, CHARLES HENDERSON REPORTS:

July's meeting was attended by four or five people, or so I'm told, since I was on holiday at the time. The usual topic of an alternative venue cropped up but no definite proposals were put forward.

August's meeting, held on the 12th, again broke a record in terms of attendance, possibly because I had received a long-awaited list of members in the area and had written to each member on the list. However, of those who turned up, only two or three actually did so because they received a letter. Lets see the rest of you at the next meeting. Once again the the subject of meeting places cropped up and this time some fairly useful suggestions were put forward, such as the Cross Keys at Upton, a country type pub at Papplewick, somewhere in the Bingham area and a large pub off Derby at Wollaton in Nottingham. Each place has it's advantages but it is the old story of 'you can't please all the people all of the time'. The pub at Wollaton was to try to cater for people from the Derby area, so anybody from Derby is welcome to attend at the next meeting at Southwell.

We had the usual collection of club cars (no Heralds, though), including two specials, one of which was Dave Barsons immaculate Spitfire MK11 - based Marlin. This proved to be the centre of much conversation and attention. Next meetings, September 10th, October 14th at the Bramley Apple in Southwell. From Nottingham, take A612 to Southwell on entering town turn right at the T junction, follow road down to town centre and

round to the right again. Pass Minster on your right, Bramley Apple public house is about 1/4 mile from town centre on your left, set back from the road. You'll know you are there anyway by the masses of club cars (!) parked outside. Meeting time approx 8.30pm.

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

July/August

I missed the June meeting due to the holidays, but I gather it was well attended. My holiday ended with a visit to Gurston Down with two Oxford area members running - Andy Jones in Vitesse conv. 2 litre MK1 and Paul Lucas Spitfire 1146. It was a beautiful day and John Griffiths beat Derek Clark's record by over 3 1/2 seconds, Paul, after two excursions in his first practice run, got it together and improved

#### Oxford Area News cont'd .../

with each subsequent climb to be second to John Griffiths. Andy was delighted to have beaten Richard Bruford with a MK11 Vitesse into fourth place. Well done Andy. AND WE WON THE TEAM PRIZE!!

Also in June Steve Little ran a stand at Coleshill Steam Rally. It's the 3rd year there and with support from Andy Jones, (apologies from yours truly) was again a success. Steve also had a success at Donington Concours with 2nd in the Modified class. Jim Carter (Herald 13/60 Estate) and Roger Powell (Spartan), were also on show and enjoyed the day by all accounts.

The July meeting had two highlights: Firstly, thanks to John Reed for joining us with some of his East Berks Area members. John was one of our early Oxford Area members and it was nice to renew acquaintances. Secondly, Mrs Wilson (an ex GT6 owner) gave a brief demonstration of AEC fire extinguishers - virtually non-corrosive and non-toxic, no residue and suitable for electrical, flammable liquids and carbonaceous materials, being filled with BCF (Halon 1211). Separate article on this subject will appear with an offer to club members.

#### RIBBLE AREA NEWS, CHRIS GARDNER REPORTS:

9 members attended the first meeting ever of this area. My thanks to all those who came. Perhaps an additional 9 this month??

Please ring me for further details of our monthly meeting place, tel: Preston (0772) 54469. after 7pm.

#### SALISBURY AREA NEWS, MARCUS BROWN REPORTS:

The July meeting was tremendous success. Fifteen people turned up! Not bad for what was only our second meeting. (I must admit here that we had three visitors from the Stour & Avon area - thanks for coming lads!). In fact, we now need to find another pub (with a bigger car park). At the moment we meet on the third Thursday of each month at the Rose & Crown at West Harnham - so the September meeting will be held on Thursday 17th September, but next door at the Greyfisher, 200 yards towards Salisbury, turn right and it is up 100 yards on the left. Anyone with problems about directions etc., please phone me on Salisbury 710841. Anybody with a club car will be very welcome, including Simon Nobes and his Marlin of course!

#### SOUTHERN AREA NEWS, TONY FARBY REPORTS:

We had our August meeting last evening, 4th August, and I'm glad to report that the turnout was excellent. I was given a lift by Roger Rixon in his open Mk11 Spitfire. Roger was recently moved to Fareham and I contacted him after reading his letter in last months Courier. My own car, a MK11 Vitesse conv. is still off the road after a burst fuel tank last May! After repairing the petrol tank, I took off the rear and rear quarter valences and before I knew it, I had started a mini-restoration! When I'm finally road worthy again I hope to give more details of the work completed, including photos taken at various stages, (watch out Chris Longhurst!). (Make sure they are black & white Tony ED). Our next event is a treasure hunt which is to be held on the 6th September which is a Sunday. For further details, please contact me or turn up at our September meeting.

The following Sunday, the 13th, I hope to have a convoy of club cars to go to the Auto-jumble at Beaulieu.

The next big event is the IBCAM festival at Stoneleigh and I shall be going there with Roger Collins who has of course entered his Spitfire in the Concours.

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

A total of five people turned up at the June meeting, two of them visiting the hostelry twice in search of refreshment and a club member. Thanks to Richard Edwin for turning up from the W. Midlands Area.

Every meeting we see some new faces, so how about all coming to the same meeting for once?

On August 18th there were the final arrangements made for the Wroughton Airfield Open Day on Sunday 13th September. The Science Museum has a brand new rolling chassis of the Herald, which will add to the impact of the two club cars on our stand.

Meetings are on the third Tuesday of each month at the Galley Arms, Hodson, nr. Swindon. Next meeting, September 15th. For further info., contact me on Swindon 22768.



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

First of all, I'm sure we'd all like to congratulate Richard Bruford on representing our area so well at Gurston in June - well done Richard.

The July meeting saw the presentation of the prize for our latest treasure hunt to John Snook, with his wife as navigator. The prize? - a rear foglamp to go on his very fine Vitesse convertible. July's cleanest engine competition was won by Steve Wood (how he gets his wife to clean his engine for him I'll never know!). Second were Jon and Jill Burton with their Vitesse Saloon and a special prize went to Paul Mondey who was unable to get to the meeting early enough to be judged 'cos his coil went on the blink but had done a really first class job on his Spit. engine compartment.

We now have a local spares co-ordinator - Jon Burton, who can be contacted on Salisbury 25458. Please don't dump your spares on his doorstep - just let him know what you've got and he'll try to put you in touch with someone who wants it.

### MEETINGS FOR SEPTEMBER:

8th September - our regular second Tuesday meeting this month is the Stour & Avon AGM at the Whincroft Hotel, Ferndown 8.30pm sharp. Items for inclusion on agenda to be received by me latest Sunday 6th.

12th/13th September - Autotest and barbeque, details and tickets £2.25 each from Neil Williamson and Simon James (Fording Bridge 52301).

27th September - our last Sunday lunchtime meeting for 1981. As usual at the Horton Inn, 5 miles North of Wimborne on the B3078.

Our regular turnout is about 20 cars but we're always more than willing to welcome more new members. Come and see us - give the motor an outing.

### THAMES AREA NEWS, HILARY OWEN REPORTS:

On a fine Sunday afternoon at the begining of August, 7 Thames area members were treated by Dave Bayliss to an interesting guided tour of the British Airways European Division at Heathrow Airport. We clambered over an assortment of aircraft undergoing repair, including a Tristar, BAC 177 and Boeing 737. An enjoyable day was rounded off with a hearty meal of 'blanket lifters' (!). and 'matterhorns' (complete with sparklers) at a local hamburger restaurant. A tour of the Overseas Division is planned in the Autumn. Many thanks Dave!

Attendances at our local meetings continue to increase and the Bell in Hampton seems to be a popular location. Forthcoming dates are September 3rd and September 17th. October 1st and October 15th at 8pm.

### NEW AREA \*\*\*\*\*

### WEST YORKSHIRE, CHARLES HENDERSON:

It may seem odd to many people to want to gorm yet another area in Yorkshire, but remember that North Yorkshire alone is the largest county in England and also I have found a lot of local interest in club cars (esp. Vitesse and Spits.) but no local area meetings. In fact the nearest area meetings are as follows:

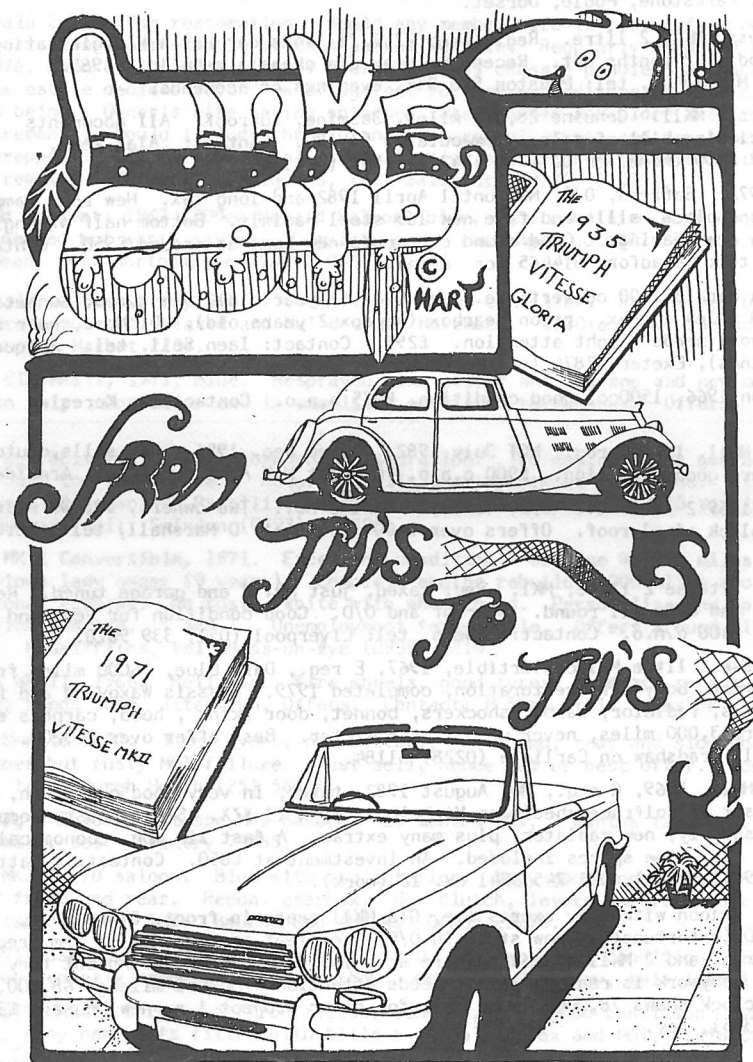
Selby 36 miles (North Yorkshire Area)  
Chesterfield 45 miles (North Midlands Area)  
Preston 45 miles (Ribble Area)

Admittedly, I used to have to travel 59 miles each way to a meeting but that was two years ago when petrol did not cost £1.70 a gallon (it will probably be £2 by the time you read this). So, if any members in the Halifax, Bradford, Keighley, Huddersfield (or even Skipton and Settle) areas would like to see a West Yorkshire area based in either Halifax or Bradford, please ring Charles Henderson on: 0636 812115 evenings  
0636 812723 work  
Halifax 63791 weekends

P.S. Could somebody please tell me whatever happened to the Granada area, which was organised by Jim Westwell and was based in Blackburn?

## WORCESTER AREA NEWS, TREVOR BROTHERTON REPORTS:

I am reporting on our last Worcestershire meeting, held on the 28th July, to which attendance was overwhelming. With the greatest number of people turning up than previous meetings, a total of twenty-seven people arriving with seven club cars and several 'aliens'. We had a group from Worcester who dropped in on their way to the pre 'Wedding Celebrations' at Malvern. Another crowd of people from Guiting power lead by Paul Lucas came down from the hills for our meeting. These were all new faces to me and to many of my friends. It was a very pleasant evening, so we took to chairs and pints outside for our chat, which included planning a picnic for August 23rd at Bidford-on-Avon. However this event will have taken place before the Courier is printed, a further picnic is planned for September and if anybody would like further details, please ring Trevor on Evesham 6547. The regular monthly meetings are still being held on the last Tuesday on the month, the next being October 22nd, held at the Coach and Horses Harungton, Nr. Evesham.





## Car Mart

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

Triumph GT6, MK111, J reg. Valencia blue, sun roof, O/D, MOT. Very good condition throughout. £950. Tel: Stoke Fleming 388.

Bond 2 litre convertible. Very smart, good condition. MOT. No rust underneath. Must sell. £600 o.n.o. Contact: Nick, tel: Lingfield (Surrey) 0342 833022 ext 39 (daytime).

Triumph Spitfire 1968, MK111. Yellow. Soft top. Low mileage. Wire wheels. Body fair. MOT 1 year. Many new parts. £400 o.n.o. Contact R H Tyler (?), tel: 01 878 5130 (after 6pm) or 01 385 3322 (office).

Herald, H reg., 13/60. MOT September. No tax. Fitted amp, oil pressure and vac. gauge. Original engine confirmed by service voucher book. Has clocked 122,541 miles. Needs rebore/new pistons? Runs rough. Sensible offers please. 138 Albert Road, Parkstone, Poole, Dorset.

Triumph Vitesse MK11 2 litre. Registered 27.7.71 This car has a K registration. O/D. Drophood. 12 months MOT. Recent respray and chassis rebuild. £985. Contact: N J Middleton, tel: Padston 520 044, evenings or weekends.

Triumph Vitesse MK11. Genuine 28,300 miles, Jasmine, sunroof. All documents from new including bill of sale. Immaculate, £1,150. Contact: Alan Kent, tel: 021 707 4300 (home) or 021 743 4242 ext 503 (office).

GT6 MK111 1972. Saffron, O/D, MOT until April 1982 and long tax. New rear dampers, brake pads and pipes, sills and five new 165 steel radials. Bottom half of engine rebuilt with new bearings. Good wound car needs new home at around £950. Contact: A J Stalet, tel: Bradford 814465 for details

1968 Triumph Herald 1200 convertible. New hood (1 year old), new tyres, Gunmetal Blue, 95,000 miles approx., recon gearbox (approx 2 years old), MOT Nov., near new rad., paintwork needs slight attention. £295. Contact: Iain Sell, tel: Torquay 39187 (evenings), Exeter 37874 (office hours).

Herald Saloon 1966, 1500cc, good condition, £275 o.n.o. Contact Ian Keresley tel: 3542.

Triumph GT6 MK11, 1969 H reg. MOT July 1982. Taxed Dec. 1981. New sills, clutch and battery. Very good condition. £900 o.n.o. Contact M H Armstrong, tel: Arnside 761010.

Bond Equipe 1969 2 litre GT. O/D, taxed, 8 months MOT. Two owners. 59,000 miles. White with black vinyl roof. Offers over £400. Contact: D Marshall, tel: Derby (0332) 765397.

1967, F reg. Vitesse 2 litre, MK1. Red, taxed, just MOT'd and garage tuned. Recent new radiator and UJ's all round. Sunroof and O/D. Good condition for year and well maintained. £400 o.n.o. Contact: D Jess, tel: Liverpool (051) 339 9078.

Triumph Vitesse 2 litre MK1 convertible, 1967, E reg., Dark Blue, 36000 miles from new. Three year 'body off' restoration, completed 1979. Chassis Waxoyled and fitted with new brakes, radiator, carbs, shockers, bonnet, door skins, hood, carpets etc. Serviced every 3,000 miles, never used in the winter. Best offer over £1,200. Contact: Bill Bradshaw on Carlisle (0228) 31184.

Triumph GT6 MK11, 1969, G reg., MOT August 1982, taxed, in very good condition, Dark Blue with a set of Wolfrace wheels on Michelens 175 x 13 XZX. SAH exhaust, complete new clutch assembly, new radiator, plus many extras. A fast 112 mph, economical 35mpg, and reliable car, some spares included. An investment at £850. Contact: D Mattock, tel: 021 783 9003 (home), 021 745 5741 ex. 12 (work).

Vitesse MK11 saloon with many extras i.e. GT6 MK11 seats in front, GT6 wheels, GT6 MK111 O/D (unfortunately now stuck in O/D), new leaf spring, radius arm, regulator, new shocks front and 2 MK111 carbs. There are also some rubbers going but they are not fitted. The bodywork is reasonable but needs attention. Actual mileage 68,000, replacement clock shows 78,000. Must sell for other project i.e. new house. £300 o.n.o. Tel: 01 807 3651, day.

Vitesse MK11 convertible, H reg., excellent condition, price includes many spares, £725 o.n.o. Contact: A Sherwood, tel: Winchester 62957.

## Cars For Sale cont'd .../

Late 1970 13/60 convertible, white. Full suspension/drive re-build, new gearbox, clutch etc. 5 new tyres. Tonneau. Extras include boot rack, steering lock. Immaculate condition. Mechanics superb. £1,500, spent over last 2 years. Must be seen. Offers in the region of £1,000 to John Butler, tel: 01 759 9277 (Heathrow area).

Spartan + 2 based on Vitesse 2 litre MK11. New chassis, body and seats from Spartan cars. Brakes, servo assisted. Electric radiator fan. Fitted tow bar. £1,900 o.n.o. Photo to interested parties, (enclose an SAE with request).

## ALSO

Triumph Vitesse Six. Reg. Aug 1962, no. 532 ARC, chassis no 1174. 32,000 miles. Original tools and manual. Excellent mechanically but poor bodywork. A very early Vitesse worthy of preservation. £160. Contact: Evan Milne, tel: Alloyway (0292) 41789.

2 litre Vitesse MK1 convertible, left hand drive, sound, with no MOT but runs well. Contact: D Barnes with offers, tel: Etwall (028 373) 2864.

1963 Herald Estate for restoration. Would any member care to rescue from oblivion a fairly early two-owner example of this useful vehicle? Regularly used and maintained until 1976, when collapsed rear wheel bearing, usual chassis problems and acquisition of a Vitesse estate decided second owner against further expenditure on this car for the time being. Owner's wife having obtained later Herald and older one is now surplus to requirements. Would include three brand new crossply tyres and new steering wheel (still wrapped). All for absolutely nominal price but truck or trailer with winch essential for removal. Contact: P Higgins, tel: Salisbury (0722) 710351.

Abandoned project; 1967 1200cc Herald Saloon, blue, good condition body etc. Chassis repairs needed but worth saving. Complete car - running - no MOT, £75 o.n.o. Contact: Bill Duncan, tel: Northampton (0604) 830631.

1967 Herald 12/50, Cherry Red, 75,000 miles. Good condition. Recent new bonnet and 2 new tyres, sunroof. Taxed and MOT'd until November. £350 o.n.o. Contact: Colin tel: Downham Market 2284.

Triumph GT6 MK111, 1971, Blue. Resprayed same colour and big end and new main bearing fitted in July. One owner and in excellent condition throughout. Offers. Tel: Teignmouth 5336.

1969 G reg. Spitfire MK111. Abandoned restoration. Two engines, two gearboxes, two diffs. Soft top and tonneau. Requires a little bodywork at front end. Five good wire wheels with two new Priellis and three used Viking Sports. £175 to clear. Contact: N Leatherhead, tel: Swindon (0793) 853698.

Vitesse MK11 Convertible, 1971. Excellent condition. Genuine 43,000 miles from new, one previous lady owner (9 years). Complete engine rebuild 2,000 miles ago, plus recent professional respray. No rust. White with white hood. Personalised no. plate. Tonneau BF Goodrich radials. T and T. Unemployment forces sale. Offers around £1,350. Contact: H Griffiths, tel: Ross-on-Wye (0989) 3210.

Spitfire MK111, 1968. Reliable. Wire wheels, good tyres, hard and soft tops, roll bar, body needs some attention. Offers. Contact: M Sims, tel: Keynsham (02756) 3732.

Triumph Herald 1200. 3 new tyres, new battery, fuel pump, rear and side chassis members. Good runner but rusty MOT failure. Must sell, hence £25 or best offer. Contact: Stephen, tel: Burgh Heath (25) 56438.

1968 F reg'd Triumph Vitesse MK1 Saloon. 10 months MOT, 2 months tax, O/D. £235 o.n.o. Contact Bill, tel: Coventry 77755.

Vitesse MK11, O/D saloon. Blue with red interior. Very good condition. All bushes replaced front and rear. Recon. gearbox. New clutch, levers and rear outriggers. Long MOT and tax. £600. Tel: Bourne End (Bucks) 06285 23294.

Triumph Vitesse Saloon 1970, 2 litre with O/D. In excellent condition. Long MOT and Tax. £200 recently spent on engine. £550. Contact: J Wolsey, tel: (0983) 730985.

Triumph GT6 MK111, L reg., Saffron Yellow, sunroof, O/D, good condition - very tidy interior, many new parts fitted with bills available. Tax and MOT, radio/cassette. £1,195. Contact: Colin Grey, tel: Pinner 01 866 8494.



## Cars For Sale

Vitesse 6 1600cc saloon. O/D, MOT June 1982. Signal red. Twin SAH exhausts. New battery. 1966 D reg., 74,000 miles. TSSC member. Good condition for year. £275 o.n.o. Contact: Graham, 3 Torrington Drive, Potters Bar, Herts EN6 5HS.

Triumph GT6 MK111, M reg., Magenta in good condition and much admired. Re-trimmed and new carpets throughout. Many new parts including clutch and recent suspension overhaul. Regrettably for sale due to forthcoming firm's car. £1,375 o.n.o. Liz Bollington, tel: 74533 - ring after 2nd week in September.

1967 Triumph Vitesse 2 litre Saloon, two owners, 26,000 miles recorded, Dark Red, outstanding condition, best offer secures. Contact: Mr R Jackson, Sales Controller, Wadham Stringer Ltd. Tel: Dorchester 63031.

Available soon - Herald Convertible 1965. Wedgewood blue/blue interior with black hood and tonneau. This car is in extremely good condition to say the least. It has 46,000 miles on the clock and drives beautifully. The chassis and underside have been steam cleaned, treated for localised surface rust and undersealed thoroughly. Prior to this the car was carefully resprayed due to it's fading paintwork. There will be approx 12 months MOT available. A reluctant sale at £545. Please contact Andy on Hatfield 69783.

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

A late Herald 13/60 Estate in EXCELLENT condition, contact: Richard, tel: Crewe 780576.  
Herald 13/60 Estate wanted in reliable running order for everyday use. Contact: Marke Chandler, tel: 01 258 3738 ext 1170 (office hours).

Set of wire wheels and adapters and hood and frame in good condition for MK1 Spit.  
Contact: M Anderson, tel: 45450.

GT6 MK111 with O/D. Must be in excellent condition. Price around £1,100. Contact Chris, tel: 01 977 8998.

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O/S Rear Wings	£25.00
N/S Rear Wings (Spitfire)	£25.00
N/S Rear Wings (GT6)	£30.00

### HERALD AND VITESSE

Herald 13/60 Bonnets	£175.00
Herald/Vitesse Door Skins	£ 12.00 each
Herald/Vitesse Rear Valances	£ 7.75
Herald Rear 1/4 Valance	£ 7.75
Vitesse Rear 1/4 Valance	£ 7.75

### Mk. I, II, III SPITFIRE and Mk. I & II GT6

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Mk. I & II Spitfire Bonnets	£175.00
Spitfire Front Wings	£25.00
GT6 Mk. I Front Wings	£25.00
Rear Wings Spitfire I, II, III	£30.00
Rear Wings GT6 I and II	£30.00
Sills	£ 8.00
Rear Valance (all Spits & GT6s)	£30.00
Door Skins	£15.00

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SPITFIRE Mk. IV/1500 & GT6 Mk III	FRONT 1/4 VALANCE	£20.00
SPITFIRE Mk I, II and III	FRONT VALANCE	£20.00
SPITFIRE Mk I, II and III	BOOT LID	£25.00
GT6/VITESSE/HERALD	GEARBOX TUNNELS	£20.00
(Stipulate which car)		

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

Spitfire IV parts: Just broken my 1973 'L Spit. O/S/F damage, hence bent chassis/bonnet/os. Only purchased in January. Had 59,000 miles on the clock when crunched. Most bits going (well, they used to!!), including three 185/70 tyres and wheels. Two are new - done 1,500 miles - one worn. New rear spring. Prices haggable! Contact: Dave Cooper on Market Harborough (0858) 67447.

Breaking MK1 Vitesse 2 litre. Commission number HC 043. Engine runs - saloon roof, suntop. Red interior. All at silly prices - car must go. Contact: Ben Caswell, tel: Crayford (Kent) 53354.

Vitesse 2 litre engine, £15. Gearbox, £20. Prop., £2. 4 Dunlop 5 1/2 J x 13" wheels, £15. Contact: A Hurd, tel: Stamford Bridge (York), 72230.

GT6 MK111 bonnet - brand new. Chassis, complete with all new running components and suitable for Herald/Vitesse etc. Vitesse 1600 engine - needs assembling. N/S and O/S rear wings for Spitfire MK1V. N/S and O/S front valences for Spitfire IV/GT6 MK111. Vitesse 1600 for spares or repair. Many other parts for Vitesse. Tel: 021 705 1562 for further details.

Tonneau cover. Brand new BL in bag with all fixing pins etc. Black for Herald or Vitesse convertible. Full grill for a 13/60 Herald, again brand new BL in a box. Tonneau £28, grill £7. Will post both parts, never fitted. Contact: Denis Theodore, 'Rock House', 33 Beach Road, Newton, Porthcawl, Mid-Glamorgan. Tel: 065671 2759/2572 (office).

1972 (K), GT6 MK111 for spares or restoration. Offers. Contact: Mike, tel: Arthington (0532) 842970.

13/60 bonnet, brand new, £160 o.n.o. O/S door, Herald/Vitesse, no trim, brand new, Also N/S and O/S sills and boot lid. Contact: Ian, tel: Keresley 3542.

Herald/Vitesse MK1 all glass including 2 windscreens, 2 doors complete, boot lid. All exterior mouldings. Petrol tank. Heater. Rear bumpers. Offers. Contact: Sean tel: Luton 51206.

Set of wire wheels. Will fit any club car. Excellent condition - like new. Complete with hub adaptors and spinners. Offers in the region of £150. Contact: Angie Clarke tel: Mansfield 54764.

MK111 Spitfire fibre-glass hard top. Manufactured by Lenham Co. Fastback shape. Metallic blue with full headlining, to be sold complete with rear window wiper motor. Excellent condition. £30. Contact: Mr Aston, tel: Bilston 401458.

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Vitesse 71 - £73 +VAT  
GT6 MK1/2 - £92 +VAT

Plus many more.

Four brand new wire wheel spinners hexagonal type, £7. Five brand new 5 1/2 J steel wheels with chrome rim trims, to fit TSSC cars, £50. Twin webber 40 BOC's, good condition, £30. Contact: Franc Jackson, tel: Keresley 2809.



Brand new steering rack including bellows, £8. Used o/s and n/s wing for assy. drum type (discs can be fitted) - needs new nylon bushes only, £4 the pair. Contact: Steve James, tel: Reading 868314.

One GT6 MK1 bonnet with side lights and grill. - some rot around the wheel arches, £36 o.n.o. One MK111 Spit. glassfibre hard top - no back window, £10. Contact: P Brittain, tel: Leicester 899478 after 7pm.

Damaged Herald 13/60 bonnet. Accept any offer. Contact: Stephen, tel: Burgh Heath (25) 56438.

MK1 Vitesse body for sale, boot bonnet doors etc. All in good condition. Contact: D Idiens, tel: Upton Snodsbury 277.

Vitesse roof with suroof and all windows. All in very good condition, £55 o.n.o. Contact: Rob, tel: West Bromwich, (021) 588 3146.

Bond/Vitesse/GT6 owners: Genuine Girling parts. Front brake calipers, £55 plus £5 p+p. Suits GT6 MK11 and 111, Vitesse 2L MK11, Bond 2 LGT + MK11. Brake Caliper Piston, £5.60 (add 15% p + p). Suits GT6 (Oct 66 - July 68), Vitesse 2L MK1, Bond 2LGT. Caliper Service Kit, £5.60 (add 15% p + p). Suits Vitesse 2L MK1, GT6 (Oct 66 - July 68). Clutch Slave Cylinder, £13 (add 15% p + p). Suits Vitesse 2L MK11, GT6 MK11 + 111. Contact: Stephen, tel: 021 426 5089 or write to 18 Harborne Court, Harborne Park Road, Harborne, Birmingham B17 0AP.

Good Condition GT6 MK111 engine, £80 Front suspension, trim etc. Tel: Ian, Bridgend 861661.

Vitesse/Herald front parcel shelves (full width below dash) finished in VNL leathercloth. £8.50p including post and packing. State colour with order to: Eddie Evans, 24 Holland Park, Barton-under-Needwood, Staffs, DE13 8DU.

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

Vitesse body panels wanted ANYTHING CONSIDERED. New rocker gear MK1 or MK11. Contact: Franc Jackson, tel: Keresley 2809.

Spitfire MK1V or 1500 drivers's side door trim panel, black. Must be excellent condition. Contact: Stephen Manners, tel: 021 426 5089.

Front window screen for GT6 MK111 with Sundym glass. Contact: Andie Clarke, tel: Mansfield 54764.

Spitfire MK111 window for drivers door, will purchase complete door and hood on frame. Contact: Gary Smith, tel: (South Humberside) 065 27 549.

All parts for overdrive conversion. 2 doors. 2 front seats (black). Black carpet. Bonnet. Wire wheels. MK11 distributor. Any part for performance improvement. All parts required for a Vitesse - in good condition if possible. I am 15 and started in cars off on a Morris Minor convertible. I have now started restoring a MK1 Vitesse convertible. The main problem has been the rather rusty chassis. I have just bought a MK11 car in order to use the chassis and better rear suspension. I am interested in improving the performance of the car, in every respect and wonder if you could give me any information on this. By the way, am I the youngest member? Contact: Simon Beasley, tel: Lympington 23420 (Hampshire).

Herald/Vitesse centre bulkhead section to fit my 13/60 saloon. Must be good. Preferably near home. Contact: Mick Wain, tel: Sheffield 874094.

For Herald/Vitesse: really good tailgate for estate. For 1967 Vitesse 2 litre: Vacuum servo motor for brakes in good working order, 4# adaptors for wire wheels, word 'Six' in chromium plate as applied to back of car adjacent to word 'Vitesse'. Contact: P Higgins, tel: Salisbury (0722) 710351.

Pair of black GT6 fabric seats. Contact: Tony, tel: 021 353 9961.

Vitesse 2 litre MK1 gearbox with O/D. Also prop and relay for same. Can collect anywhere. Good price paid. Contact Dave, tel: Weedon (0327) 41840 anytime.

Black trim panel, driver's side for Triumph Spitfire 1500 (1976). Must be excellent condition. Contact: Stephen, tel: 021 426 5089.

Hood stowage cover to fit Spitfire MK111. Black preferred please. Contact: Robert, tel: Chandlersford 4343. Will travel.

Information on speedo drive ratio! (See July Courier). GT6 Lower wishbone type rear spring, GT6 radiator, GT6 drivers door. Contact: Les Curtis, 49 Hickory Drive, Edgbaston Birmingham B17 8HL.

One front seat, £5. One rear bench seat, £10, Two front trim panels, £8 each. Colour tan. All for Vitesse MK11. £25 the lot. Contact: D Skeath, tel: Warrington 36903 after 6.00 pm or at weekends.

Five 4/J x 13 Dunlop steel wheels with 155 x 13 Radial remoulds. Fit most small Triumphs, £45 o.n.o. Spitfire MK111 engine as advertised in July's Courier with distributor and rev. counter, £85 o.n.o. This engine will fit into Heralds. 13/60 inlet manifold, £1. Contact: A Bailey, 164 Oakleigh Road North, Whetstone, London N20 0VG.

Spitfire MK1V spares:-

1 pair of bumpers, old hence £6.00  
1 original steering wheel and boss £4.00  
1 pair of rear light clusters £6.00  
1 set of metal badges, including 2 brand new BL bonnet badges £5.00  
1 Peco big bore silencer little used £10.00  
1 BL hood less frame BL type £17.00  
1 brand new BL hood less frame £65.00

Contact: Gary, tel: Wolverhampton 762560 after 6pm.

Vitesse MK11 roof with sunroof in dark green, good condition. Complete set of tan interior, excellent condition. Dashboard also good. Exhaust pipe, front body section, all glass. MK1 engine 54,000 miles, excellent. Complete running chassis, basically sound. Boot lid in red, good condition. MK11 gearbox, good condition. Complete heater assembly, gearbox cover good condition. Plus many other spares. Realistic offers to Simon Beasley, tel: Lympington (Hampshire) 23420.

K reg'd Spitfire MK1V parts - all cheap. 1300 engine, twin carbs., ex manifold, radiator, 4 speed gearbox (2nd gear synchro. gone), propshaft, 4.11 to 1 diff. Complete front and rear suspension, discs, calipers, exhaust back box, 6 no. 4 1/2 x 13" rims. Also would like to swap my MK1V steel bonnet for a MK111 GT6 fibreglass bonnet - anyone interested? Contact: Pete Farmer, tel: Marlow 5296.

Two Vitesse/GT6 overdrive gearboxes - fully conditioned. O/D's reconditioned C/W new clutch and solenoid, £160 each (exc. DOA). One competition Vitesse/GT6 O/D gearbox J type O/D and big Synchro ring type, £220 exc for tuned cars. One brand new D type O/D Vitesse/GT6 unit, £85 each. Good secondhand solenoids, £5 each, tested. New solenoids, £10 each (Leyland price £30!). High specification transmissions and speciality O/Ds rebuilt, D type and J type. EP90S gear oil supplied in small or large quantity. Shortly to be launched, gearbox and O/D oil cooler for all cars, available in Sept/Oct. D type overdrive units wanted, especially blown up units, you would be suprised what can be of use. Contact: Gareth Thomas, tel: 01 579 3649.

Collectors Items: two brand new 'Corgi' model Herald Coupes. White/gold colour. Still in original boxes, mint condition, hence £11 each.

Two good Dinkey model Herald Saloons. Blue/white colour. Not boxed, £4.50 each.

Two brand new glass ashtrays displaying a picture of very early 'Herald'. These were used for advertising the launch of the Herald. One grey Herald, other red. £4.50 each.

2nd hand Spares: 2 litre convertible Bond, good bonnet, £40, offside door £20, hood plus frame £20, O/S plus N/S front brakes and suspension £15 each, rear O/S plus N/S brakes, hubs, drive shafts, £15 each, steering rack £8. Contact: Dave McDougall, tel: Southam (092681) 3886.

Five Vitesse wheels, tyres U/S, £5. Pair of 1 1/2" SUs with linkage, £80. Manifold off 1300 TC, £10. Tow ball 50mm, £150. Contact: W Duncan, tel: Northampton (0604) 830631.

2 litre Vitesse chassis and engine. Contact: Dave Barnes, tel: Etwell (028 373) 2864.

Brand new BL panels: Complete bonnet assemblies, Spitfire MK111 (will also fit MK1 and MK11), £120, GT6 MK11 £130, Spitfire MK1V £150. Also Spitfire MK1 11 and 111 o/s front wind £10. Centre bonnet panel £25 and GT6 MK111 rear wing £25. Plus many front suspension parts. Contact: M Anderson, tel: Maidstone 45450.

Vitesse RHS front wing in new or v.g.c. Will swap for BL LHS front wing as new. Also wanted, O/D gearbox, prop, electrics etc. for 2 litre Vitesse MK11. Contact: Oliver St John, tel: (03954) 2621.

Vitesse MK11 convertible n/s door, well cover, drivers seat (black), set of black carpets, rubber boot floor covering and boot lid. All in good condition. Contact: Dave, tel: 061 480 1818 - can travel to collect.

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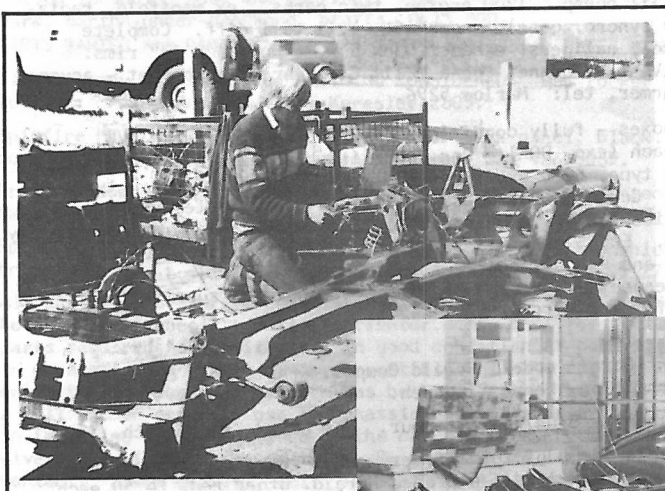
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Woven Badge (Triumph Sports Six Club).....£1.80p + 12p p/p

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T Shirts.....£4.00 + 50p p/p.

Sweatshirts.....£7.50 + 80p p/p.

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Send Cheques or Postal Orders made payable to the Triumph Sports Six Club To: Chris Evans 24, Holland Park, Barton-under-Needwood, STAFFS. Tel.(028-371)2834.

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Wafer Thin Brushed Aluminium Badges (same size as licence holders) similar finish to MK2 Vitesse Boot Plates. Ideal 'repeater' badge for the rear of the car. 25p each + SAE - marked 'DO NOT BEND'

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To Trudi Squibbs, 24 Prince Rupert Avenue, Desborough, Kettering, Northants. Tel (0536) 761930.

\*\*\*\*\*

Back issues of the Courier are obtainable from Maggie Maudsley at 50p each. Please enclose a large S.A.E.

### 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 SUNDEPLAND - EDITOR



# Herald Habitat

Repairs and service for all Club cars.

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Would the gent who ordered a pivot spring from Roland Drew at the recent Cambridge Barbeque, please contact him as he has lost your name and address.

## A FINAL FINAL REMINDER!

### FINAL REMINDER OF SUBSCRIPTION RENEWALS

If you have not yet paid your next year's subscription, please COMPLETE THE ENCLOSED RENEWAL FORM, in the AUGUST COURIER and send to CHRIS & TRUDI SQUIBBS.

THIS IS A FINAL REMINDER. If you have NOT renewed by the 1st OCTOBER, 1981, (that's ONE MONTH'S LEEWAY — your membership expired on the 1st of SEPTEMBER ), YOU ARE NOW READING YOUR LAST COURIER !!!!!!!

AND FINALLY:

As we near the end of summer we can look back on a action packed season, both Nationally and Locally, this months magazine has reports from over 20 areas all running inter club activities. As a participating member of the Leicester Area I'm pleased to see the area arranging forthcoming events including the AGM, hope to see other members from the club at the Leicester Area fancy dress in November. We hope in the near future to visit a neighbouring area (invites!?) if the work load wanes a bit, since starting The Courier I have found the Quality and Enthusiasm of work sent to me always hitting higher peaks and I can only apologise about leaving some peoples contributions out , but please keep writing as its only cost that prohibits the magazine being bigger. This brings me to my last point this month , Turning Circle in a different format will be published next month, so make sure of your copy by renewing.

Bill Sunderland Editor

## CLUB DIRECTORY ... 1981

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