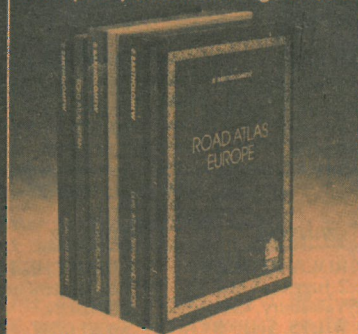


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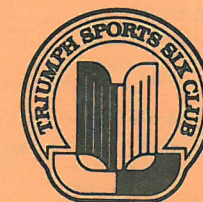
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THE COURIER



JANUARY 1982 No. 19

the monthly news publication of the
Triumph Sports Six Club



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

CLUB DIRECTORY ... 1981

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| CHRIS SQUIBBS Address as per the membership Secretary | JONTY WILD 12 Mackerel Hall Royston, HERTS Tel: (0763) 42058 | TRUDI SQUIBBS Address as per the Membership Secretary | CHRIS GARDNER, 3 Frenchwood Knoll, PRESTON, Lancs. Tel: 0772 54469 |
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| MIKE LONG Earlsbourne Church Crookham Hampshire LIDERSHOT, Hants. | JOHN LINDSAY 3 Rivelin Terrace SHEFFIELD S65 6T Tel: Sheffield (0742) 332149 | NEIL WILLIAMSON, Fordingbridge, Hants. Tel: (0425) 52301 | CHRIS LONGHURST 30 Cornwall Road Midanbury SOUTHAMPTON Tel: (0703) 553395 |
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| DOUGER D. POWELL Down Pond Cottage Down Pond Lane Southmoor OXON OX13 5HS Tel: (0865) 820749 | KEITH GOULD Green Acres Ladbarn Lane Shilton OXFORD Tel: (0993) 841999 | | |
| <u>COMMITTEE MEMBERS</u> | | | |
| EDDIE EVANS Address/Tech. Sec. ROLAND DREW Wootton Bassett, Wilts. JOHN CUDMORE Address/ Oxford Area Organiser. | MATT MAUDSLEY Address/ Comm. Chairman DAVID BAYLISS Address/Area Liaison Officer | CHRIS SQUIBBS Address/Memb. Sec. BOB NOTLEY Address/General Secretary | MIKE LONG Address/ GT6 Sec. JONTY WILD Address/ Club. Equip. |

INTRO**TRIUMPH SPORTS SIX CLUB A.G.M.**

Approximately 100 people attended (out of a membership of 2,000!). Still this is about par for the course and I am grateful to those who did make the effort.

The Marque Secretaries who attended (GT6, Herlad, Spitfire, Specials), made an excellent contribution to the afternoon, giving an informative talk about their own registers. After the formal part of the day members intermingled with the Committee and Marque Secretaries and I feel it was a useful and pleasant day for everyone.

Our thanks go to Pat and Ann who laid on the food and to Pete and Lucy Jarvis who organised the venue.

SPARES:

Last month I promised to let you know the latest position on the spares front. Roland Drew has had to stand down mainly due to his college commitments. The Committee is now looking for a new Spares Secretary. Before you all rush forward I would give you a word or two of warning:

By the very nature of the job, there is a considerable workload. The telephone calls, the letters, the dispatching, keeping accurate accounts, cataloguing, writing bits for the Courier etc. etc.

In addition you would need ample space for storage and a good knowledge of the cars and the interchangeability of the parts. Perhaps the best way to find out what is involved is to speak with Roland Drew.

Far from wishing to put off enthusiastic members, I want those who may consider themselves suitable to realise the scope of the job before letting themselves into a situation they find difficult to manage.

One kind soul has volunteered (at the AGM) but the Committee is to defer making an appointment until February 1982. At a date yet to be decided upon, we will hold a Committee meeting at the Fosse Manor Hotel, Stowe on the Wold, when we will ask those volunteers to attend and the most suited person in the Committee's judgement will be elected. We feel this method of selection is in the interest of both the club and the person to be appointed.

EXISTING SPARES:

The Committee has decided to sell off the present stocks of spares and these will shortly be offered at very competitive rates in the Courier.

Eddie Evans is arranging this Sale of the Century.

Eddie is also to advise the Club on the overall spares situation and ensure both the Committee and the Spares Secretary is kept informed of parts which are or are becoming difficult to obtain.

Finally on this subject, the newly appointed officer will start from scratch with a sum of money to be allocated by the Committee. During the first year, or longer if need be, the Spares Secretary will be expected to run the operation on a self financing basis; this is, profits made will be reused to purchase more spares. The Club will only allocate one amount to set the operation up.

Watch carefully for the Sale of the Century and anyone wishing to volunteer for the post of SPARES SECRETARY should write to Bob Notley, General Secretary before February 1982.

CLUB VALUATION SERVICE:

The Club has now received from the printers, Certificates of Value Appraisal. These have been distributed to the Marque Secretaries and can be used to obtain Agreed Value cover from Lifesure Limited.

If you want a valuation of your car, approach your own Marque Register Secretary and see if he is willing to help. If he is he will need to see your car and having made a valuation, will send the Certificate with his recommendation to the Club Director for a second signature. This Certificate will then be returned to you and can then, if you wish so, be used to obtain the Agreed Value Cover previously mentioned. The Certificate is only to be used in conjunction with LIFESURE LTD, 34 New Street, St Neots, Huntingdon, Cambs PE19 1NQ. The information contained within the Certificate is given in good faith taking into account condition and age plus any other relevant factors and is given without responsibility on the part of the Club its Agents Employees or Members.

COST:

The charge will be £5 to the Club, payable at the time of inspection to the Marque Secretary. The Marque Secretary will also charge you for any out of pocket expenses incurred.

OBLIGATION:

Finally, I would remind you that Marque Secretaries are under no obligation whatsoever to undertake this service on behalf of the Club. It is not a pre-requisite of their position and the final decision lies with them.

Lindsay Porter runs a business making valuations of cars but of course, it is more expensive than the Club. You do, however, get a written report with the valuation.

He can be contacted at: CLASSIC VALUATIONS
VEHICLE APPRAISAL SERVICE
LEA LANE
UPPER SAPEY
WORCESTER TEL: UPPER SAPEY 695

At the AGM I asked how many had obtained quotations from either LIFESURE or D G COLEBROOK & PARTNERS. I was surprised how few had, especially when one local member recently told me he had saved £40 by switching to one of the Club insurers.

As I have said before, you have nothing to lose but perhaps £40 to gain! Give them a ring today:

DG COLEBROOK & PARTNERS LTD.
10/14 LONDON ROAD
GLOUCESTER TEL: 0452/418485

LIFESURE LTD.
34 NEW STREET
ST NEOTS
HUNTINGDON
CAMBS TEL: 0480/74604

RAC RALLY 1981:

I didn't manage to see quite so much this year but went to Trentham Gardens, Radnor, (Knill Hill) Machynlleth, Clocaenog and Chester for Scrutineering, the start and finish.

Prior to going to Trentham Gardens, we joined Don Halliday and the North Midlands Area for lunch at the Mainwaring Arms. A very nice put and great to see another Area group.

Many of you will know that the Audi Quattro won the rally with Hannu Mikkola at the wheel. Whilst this is an interesting car and very fast, the sophistication it brings, I feel, will have an adverse effect on rallying. It won easily by some 11 minutes and no doubt it could have won by considerably more. There was no pressure on Mikkola and to a large degree, he could afford to 'take it easy'. The handling and grip is so good it is not spectacular. Will spectators be prepared in future to stand in the middle of a forest on a freezing night for hours, to watch cars that behave like modern day Formula 1 cars? You could easily be excused for believing British Rail had laid railway lines down on the forest tracks! Perhaps I exaggerate; but I sincerely hope that FORD TALBOT RENAULT TOYOTA DATSUN etc. do not follow suite.

There was no official TRIUMPH TEAM this year for obvious reasons but the following were entered;

| | |
|-----------------|-------------------------|
| John Buffam | Triumph TR8 |
| Phil Darbyshire | Triumph Dolomite Sprint |
| Bill Douglas | Triumph 2.5PI |
| Ian Dunham | Triumph TR8 |

At the time of writing I believe the only one to finish was Ian Dunham's TR8.

The 2.5 PI went out at SS13, with front suspension problems. John Buffam's TR8 went out at RS38 with loss of oil pressure. Phil Darbyshire I believe was late in one of the sections.

It was still a great event, full of atmosphere and, of course, the British weather sorted out the men from the boys. It was nice to see Stig Blomquist come third in the Talbot Lotus (always a spectacular driver), Terry Kaby 9th (he used to drive a Dolomite Sprint for Dunham and Haines), and, of course, Roger Clark, 10th. Roger is still very much a side-ways driver, many say that is why he no longer wins, the top men being much 'cleaner' in the circuit style. Rogers' co-driver was none other than Chris Serle from 'That's Life'. They made a film of the event and it should be worth watching.

ITTBIT:

Did you know that Peter Cox of Coventry won the FW Dixon Challenge Trophy of the British Automobile Racing Club in 1967 in a Triumph Spitfire? The car was lightened to 11cwt and had improved suspension brakes, and used a works engine to the same specification as the LE MANS SPITFIRES.

5TH NATIONAL CHRISTMAS WEEKEND: 8th/9th/10th January 1982

It is just possible that you may get this before the event. There may be the odd room left; so if you feel you want to get away from it all for a few days, give me a ring and I'll see what can be arranged.

PANELS GALORE!

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| | |
|--|-------------|
| GT6 Mk III Spitfire IV bonnet | 106.40 |
| GT6 MkI.II Spitfire I, II, III front valence | 17.15 |
| Spitfire IV boot lid (Full) | 36.95 |
| Spitfire IV GT6 III front quarter valence | 21.85 |
| Hardtops for Spitfire, Herald, Vitesse | from 140.00 |

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| | |
|--|-------|
| Spitfire I-IV/GT6 I-III sill | 7.85 |
| Spitfire I-V/GT6 I-III door skin | 18.10 |

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NEWS REVIEW

GURSTON DOWN HILLCLIMB 5TH OCTOBER 1981:

Sunday dawned with a hint of sunshine but as to be expected, it soon turned to drizzle. Having dragged ourselves out of bed at an unmentionable hour in the morning and gathered up my co. driver, Mike Atkinson, our chief mechanic, Nigel and most of the relevant papers we needed, we made the breath-taking long trek to Gurston - 10 miles!

The place was deserted apart from Sean McClurg in his very smart blue and white Vitesse MK11 Saloon. The rest soon arrived though, with Andy Jones, in a new MK11 Convertible which was none the worse for a quick 180° spin on the way! Then, having all signed on and after suitably impressing the scrutineer, our confidence was boosted by a TR8, virtually the first car going straight up the first bank, (it later beat the lot of us). Our times were a lot slower than last time due to a very slippery surface. I thanked my lucky stars I had just invested in some 5 $\frac{1}{2}$'s! The difference has to be seen (or rather driven), to be believed. Paul Lucas had added a 1300 engine and some very useful suspension mods to his Spit., and judging by his times, John our so far undisputed champion, is going to have to watch out! The times were as follows:

| | | | 1st run | 2nd | 3rd | 4th | Final Pos. |
|-----|------------------|----------------|---------|-------|-------|-------|------------|
| 17 | Sean McClurg | MK11 Vit. Sal. | 57.76 | 57.87 | 54.20 | 53.31 | 4 |
| 18 | Micheal Atkinson | MK11 Vit Con. | 58.70 | 57.60 | 55.20 | 55.00 | 6 |
| 18A | Richard Bruford | MK11 Vit. Con. | 56.10 | | 54.17 | 54.87 | 5 |
| 20 | Andy Jones | MK11 Vit. Con. | 54.83 | 54.86 | 53.04 | 52.34 | 3 |
| 21 | Paul Lucas | 1300 Spit. | 50.43 | | 48.90 | 47.22 | 2 |
| 22 | John Griffiths | MK11 Vit. Con. | 48.16 | 48.61 | 45.70 | 45.35 | 1 |

As to be expected, John's amazing car (or is it the driver?) beat the lot of us!

My excuse for Mike and I's rotten times is that despite changing almost the whole ignition system during the weekend (and between runs!), the car persisted in misfiring above about 4500 RPM - fatal. It turned out to be a diff. condenser, replaced with a new diff. condenser! (Longlife have lost my custom for a bit.). Mike did very well considering it was only about the second time he had ever driven a Triumph. Well done to Sean for trying it for the first time in - I think, a bog standard car, he and Mike's times show that you soon get the hang of it! All in all it was a very enjoyable day out, although my car nearly ended up at the bottom of the nearest lake. A special thanks to the Stour and Avon and the Oxford Areas for supporting us - are there any local members?

OLDEST HERALD

From Barry Newitt *****

1959 Triumph Herald, reg. JDX 884, chassis no. 9676, engine no. 181E - 948cc. First reg. 22nd May, 1959. Last road tax June 1979.

A brief history for new members: JDX 884 was bought by a lady owner in May 1959 and used only for shopping trips and then sold to a second lady owner, Mrs Heather Turner. She used the car until 1979, when she offered the car to the National Motor Museum at Beaulieu. It was turned down for lack of storage. It was then offered to Layland Historic Vehicles and was again turned down due to lack of storage. The car was then offered to the TSSC but still owned by Leyland Historic Vehicles and subsequently offered to us free-of-charge and we were glad to accept this offer. Barry Newitt and Keith Musk of the Anglia Section collected the car and it was stored by Barry White. The car was on show at the Anglia Section Barbeque, July 1981. The TSSC Committee took up the offer by Denis Watson of Peterborough to restore the car on condition that the Club would pay for parts. October 1981 - the car was steam cleaned and delivered to Peterborough by Barry Newitt. Denis Watson, a long standing member of our club, has now started work on the car. He has a long association with our cars and can remember as an apprentice, that he helped to lift the first Herald up a flight of steps in to the Angel Hotel, Peterborough, for the launch of the Herald in 1959. The launch was held by Kennings, the Leyland main distributors in Peterborough, for whom he has worked as a motor technician since 1956. His company has taken an interest in the prospect that he has started and let's hope that this will bear some fruit as the work goes on. I hope Denis will report in the Courier his work on the car as it goes along, good luck.

RECRUITMENT DRIVE RESULTS - JONTY WILD:

I consider that this competition has been a great success and has introduced a section of the motoring public to the Club who would perhaps never heard of us in any other way. I would like to welcome all new members who used this route to join our Club and I would like to thank all the hundreds of members who went out of their way to distribute windscreen leaflets. It would be quite impossible to name all those that took part in the competition but the winners and close runners up are listed below.

WINNER of the FIRST prize: Mike Long (£50.00)

WINNER of the SECOND prize: Leon Guyat (The book, Triumph Cars : complete 75 year history, donated by L Porter on behalf of Classic Valuations).

The WINNER of the AREA PRIZE, £10.00 given to the Area whose members got the highest number of 'new recruits', goes to the THAMES AREA.

RUNNERS UP:

Martin Radford
Philip Gomm
Brian Hill
William Cheall
Richard Sallet
Stanley Walters
Graham Mountford
Tim Scarry
David Mathews
David Rix
Richard Norris

Congratulations and thanks must go to all those named above who all put in a great deal of effort. Particularly the two winners, who were only separated by one new member! I only hope that Mike didn't spend too much of the £50.00 in petrol while recruiting. I am sure Mike's wife, Janette, is breathing a sigh of relief now that it is all over and that Mike is again spending the evenings at home and not chasing GT6's all over London.

All the prizes will be forwarded shortly and finally, to those who still have wind-screen leaflets, do use them if you wish. I will happily continue to deal with the resulting enquiries.

TRIUMPH WAREHOUSE

45, PROSPECT HILL, REDDITCH, WORCS.

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Suspension Spares
Headrests And Exhausts

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Hoods, Tonneau Covers
Repair Panels and Suspension Spares.

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

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QUALITY FOR QUALITY

TRIUMPH SPORTS SIX CLUB INCOME AND EXPENDITURE ACCOUNT FOR THE PERIOD 1ST SEPTEMBER 1980 TO 31ST DECEMBER 1980:

| | | | |
|--|----------------|----------------|--------------|
| INCOME - Subscriptions | | | 7630.94 |
| Other Income - sale of badges, T shirts and sweat shirts | 618.85 | | |
| Add stocks at 31st December 1980 | <u>2100.00</u> | | |
| | | 2718.85 | |
| Purchases | 1607.16 | | |
| Stock at 31st August 1980 | <u>1100.00</u> | <u>2707.16</u> | <u>11.69</u> |
| | | | 7642.63 |
| Building Society Interest received | 122.04 | | |
| Less: Corporation Tax thereon | <u>17.40</u> | <u>104.64</u> | |
| | | | 7747.27 |

EXPENDITURE

| | | | |
|-----------------------------------|---------|----------------|--|
| Advertising | 64.43 | | |
| Printing, Stationary and Postage | 641.65 | | |
| Newsletter | 2454.14 | | |
| Expenses of Courier | 80.99 | | |
| Cost of events | 549.72 | | |
| Sundries | - - | <u>3790.93</u> | |
| EXCESS OF INCOME OVER EXPENDITURE | | <u>3956.34</u> | |

TRIUMPH SPORTS SIX CLUB BALANCE SHEET AS AT 31ST DECEMBER 1980

ACCUMULATED FUND

| | | | |
|---|----------------|---------|--|
| Balance at 1st September 1980 | 2022.18 | | |
| Add Balance from Income and Expenditure Account | <u>3956.34</u> | | |
| | | 5978.52 | |

REPRESENTED BY:

FIXED ASSETS

| | | | |
|--------------------|----------------|---------|--|
| Typewriter | 574.00 | | |
| Addressing Machine | <u>1074.68</u> | 1648.68 | |

CURRENT ASSETS:

| | | | |
|--------------------------|---------------|---------|--|
| Debtor | 1000.00 | | |
| Cash at Building Society | 3072.04 | | |
| Cash at Bank | <u>575.40</u> | | |
| | | 6747.44 | |

LESS CURRENT LIABILITIES

| | | | |
|--------------------------|--------------|----------------|----------------|
| Subscriptions in advance | 2400.20 | | |
| Corporation Tax | <u>17.40</u> | <u>2417.60</u> | <u>4329.84</u> |
| | | | 5978.52 |

AUDITED ACCOUNTS FOR THE PERIOD ENDED 31ST AUGUST 1981

TRIUMPH SPORTS SIX CLUB - REPORT OF THE AUDITORS TO THE MEMBERS OF THE TRIUMPH SPORTS SIX CLUB LIMITED

We have been appointed by the Directors to act as the first Auditors of the Company and have examined the attached accounts which have been prepared under the historic cost convention.

The year end of the Club has been 31st August but the limited company took over its operation partway through the year on 1st January 1981. Because of this two sets of accounts are being produced to members, those of the unincorporated association from 1st September 1980 to 31st December 1980 and those of the Company from 1st January 1981 to 31st August 1981.

We are required, under the provisions of the Companies Acts 1948 and 1967, to express an opinion solely on the accounts of the Company. In preparing the Accounts the officials of the Club have had to use some estimates to divide income and expenditure between the two sets of Accounts. Because of this we have been unable to form an opinion as to whether the Income and Expenditure Account gives a true and fair view of the excess of expenditure over income for the period ended 31st August 1981.

We did not attend a physical stock taking and have not carried out an inspection of membership records. Subject to this and the matters referred to above we consider that the Balance Sheet gives a true and fair view of the state of the Company's affairs as at 31st August 1981 and that the Accounts comply with the provisions of the Companies Acts 1948 to 1980.

4 Carver Street
Sheffield S1 4FS

HAYWOOD & CO.
Chartered Accountants
13th November 1981

NOTES ON AND FORMING PART OF THE ACCOUNTS FOR THE PERIOD FROM 1ST JANUARY 1981 TO 31ST AUGUST 1981

1. ACCOUNTING POLICIES

- The Accounts have been prepared under the historic cost convention.
- Office Equipment is being depreciated at 25% per annum. The charge in the accounts is for a full year.
- Stocks of Clothings, badges, etc. have been valued, at cost, by a Director.

2. DIRECTORS' EMOLUMENTS

No payments to Directors have been made in respect of the year for services to the Company.

3. INCORPORATION

The Company is limited by guarantee and formed under the provisions of the Companies Acts 1948 to 1980. On 1st January 1981 it took over the assets and liabilities of the unincorporated association which had previously existed as 'Triumph Sports Six Club'.

TRIUMPH SPORTS SIX CLUB LTD - INCOME AND EXPENDITURE ACCOUNT FOR THE PERIOD FROM
1ST JANUARY 1981 TO 31ST AUGUST 1981

INCOME

| | | |
|-----------------------------|----------------|---------|
| Subscriptions | | 7828.25 |
| Sale of Badges and Clothing | 1446.03 | |
| Stock at 31st August 1981 | <u>2671.00</u> | |
| | 4117.03 | |

| | | |
|---------------------------|----------------|-------------------------|
| Less Purchases | 2276.33 | |
| Stock at 1st January 1981 | <u>2100.00</u> | <u>4376.33</u> (259.30) |
| Advertising | | <u>699.90</u> |
| | | 8268.85 |

EXPENDITURE

| | | |
|-----------------------------------|---------------|-----------------|
| Advertising | 191.25 | |
| Printing, Postage and Stationary | 1358.10 | |
| Newsletter | 7609.99 | |
| Van expenses | 80.00 | |
| Events: | | |
| Concours | 22.77 | |
| Stoneleigh | 38.25 | |
| Others | 94.15 | |
| Rent | 21.61 | |
| Competitions | 194.19 | |
| Formation Expenses | 143.25 | |
| RAC Affiliation Fee | 20.00 | |
| Sundry Expenses | 1.22 | |
| Bank Interest | 1.39 | |
| Audit Fee | 115.00 | |
| Depreciation | <u>409.68</u> | <u>10300.85</u> |
| EXCESS OF EXPENDITURE OVER INCOME | | <u>2032.00</u> |

TRIUMPH SPORTS SIX CLUB LTD
BALANCE SHEET AS AT 31ST AUGUST 1981

MEMBERS FUNDS

| | |
|--|---------|
| General Reserve | |
| Net assets acquired from the unincorporated club at 1st January 1981 | 5978.52 |

Income and Expenditure Account

| | |
|------------------------|-----------|
| Deficit for the period | (2032.00) |
|------------------------|-----------|

3946.52

Cheltenham and
Gloucester Building
Society

Cash at Bank

FIXED ASSETS

| | |
|--------------------|--|
| Typewriter | |
| Addressing Machine | |

CURRENT ASSETS

Stock of Clothing
and Badges

Cost Depreciation Net

| | | |
|----------------|---------------|---------------|
| 574.00 | 144.00 | 430.00 |
| <u>1074.68</u> | <u>265.68</u> | <u>809.00</u> |
| 1648.68 | 409.68 | 1239.00 |

2671.00

472.04

2198.88

5341.92

LESS CURRENT LIABILITIES

Subscriptions in
advance

2502.00

Sundry Creditors

132.40

2634.40

2707.52
3946.52

ON BEHALF OF THE BOARD

M. J. Hancock

J. Griffiths

DIRECTORS

WHATS ON NEXT?

STANDARD TRIUMPH INTERNATIONAL RALLY - SUNDAY SEPTEMBER 12TH 1982

Following the success of the inaugural event at Weston Park, Shifnal, Shropshire, in 1976, when over 160 Standard and Triumph cars attended STIR1, 1981 saw this annual trans-Atlantic event staged at Dulles International Airport, Washington, DC, under the banner of the Triumph Register of America. In between, UK venues have been Rousham Park, Oxfordshire and Charlecote Park, Warwickshire, while our American friends of the Vintage Triumph Register have been active at Southampton, Long Island and at Greenfield Village, Detroit.

The spotlight returns to the UK for the 1982 Rally, STIR VII, which is being jointly staged by the following Clubs and Registers:-

The Standard Register
The Pre-1940 Triumph Owners Club
The Triumph Roadster Club
The TR Register
The Triumph Razoredge Owners Club
The Mayflower Club
The Triumph Sports Six Club
Club Triumph

We have chosen to return to ROUSHAM PARK, scene of the 1978 Rally, that delightful 16th Century country house near Steeple Aston, about ten miles north of Oxford, where Charles Cottrell-Dormer will again welcome us to the splendid park-like setting which will provide the dack-drop for the 200 cars expected to attend. Principal award at the Rally will be the coveted STIR Trophy, currently held by Jim Farley (TR3A) from Columbus, Ohio, for the best car on show and this will be returned to the UK for presentation at Rousham. There will be a full range of prizes for a variety of events and distance awards for those motoring from afar in the right vehicles. Ample parking space will be available for the many enthusiasts expected to support this event and we expect to provide bar and catering facilities.

With the announcement of the production of the last TR7, which represented the last vehicle through which the motor historian can trace the true pedigree of Standard and Triumph cars, we are virtually a 'lost cause' of motoring, because the inscrutable 'Acclaim', virtually a 'kit car', albeit a good example of its type, provides none of the design continuity which we seek to preserve through our staging of the STIR series of rallies.

Owners of the correctly connected machinery who wish to take part are invited to write, enclosing an SAE, to Colin Eastwood Esq., STIR co-Ordinator, 41 Hillside, Lichfield, Staffs., WS14 9DH, for full details and entry forms which will be available in the New Year. The entry fee of £3 will be inclusive of entry to Rousham Park and Gardens for your car and all occupants, all competitions and souvenir plaque.

This is THE bi-annual event which attracts the most diverse and interesting range of Standard and Triumph cars of all types and ages - please make a note one your calendar NOW.

JOHN DAVY
STIR ORIGINATOR

'Rathvendon'
Bigbury-on-Sea
Kingsbridge, Devon
Tel: (054 881) 446

International Marque Secretaries

INTERNATIONAL MARQUE SECRETARY - NEIL WILLIAMSON:

As this is being written in a bit of a rush, my apologies to everyone, but at this time I have just been voted in as International Spitfire Marque Secretary. As I outlined at the AGM, I have a three-point plan for the next year. This is roughly how I intend to run the post.

1. To give a comprehensive information service to all Spitfire owners on original specifications of the 'Spit' and to help owners with questions on possible refinements they might like to fit to their own vehicles. e.g. spoilers, fibreglass panels etc.
2. To help owners with technical information, be it mechanical or structural, in order to maintain their cars in good running order.
3. To aid owners, particularly of the older models, in finding spares which are no longer available from our friendly (?) or even helpful (?) BL dealers and also to match parts from other cars onto our own.

Well, that's the idea. Only time will tell if the above points can be achieved. In the next month's Courier, I will be starting an in-depth series on the 'Spit' starting of course, with the original Spitfire 4 MK1.

Finally, I would very much like to hear from any Spitfire owners who have attempted any major operations on their car. We have a good following of Spit. owners in the Stour and Avon area and I'm sure they will only be too willing to help with queries which I cannot answer myself. That is all for this month. Correspondance address and telephone number at the front of this issue.

A MEETING FOR ALL PROSPECTIVE TRAVELLERS TO FRANCE NEXT YEAR WILL BE HELD ON SATURDAY, 6TH FEBRUARY 1982 AT MY HOME IN FORDINGBRIDGE, HANTS. THE MEETING BEGINS AT 2PM. PLEASE RING ME ON FORDINGBRIDGE 52301 FOR DIRECTIONS.

NIEL WILLIAMSON

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| Tel. No. | Present insurer | Accidents: |
| Date of Birth | Policy expires on: | |
| Occupation | No. of years no claims bonus | |
| Are you a holder of a Provisional or Full British Licence? | Renewal premium this year £ | |
| For how long? | Any accidents in last 3 years? YES/NO | |
| Make & Model of Vehicle | If YES, when? (Dates) | |
| Year of manufacture | Circumstances | |
| Engine capacity Value £ | Costs | |
| Is vehicle kept in locked garage? YES/NO | Driving convictions? YES/NO | |
| If NO: Parked on road/off road | If YES, details: | |
| Comprehensive/TP, F&T/Third Party only | Dates Fines | |
| Insured only/Insurer & Spouse/Named Driver | | |

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Clutch Interchangeability - 1200, 12/50 and 13/60 Heralds.

Two types of clutch are fitted to 1200, 12/50 and 13/60 Heralds; either a 6 $\frac{1}{4}$ " Coil Spring type or a 6 $\frac{1}{2}$ " Diaphragm Spring type. The flywheel and clutch bearings are also different for the two types. The early coil spring clutch is compatible with a flywheel with two locating dowels whereas the later diaphragm spring clutch goes with a three dowel faced flywheel. The thrust bearing / bearing sleeve must be retained to match the clutch pressure/driven plates (see Table of part numbers)

Part Numbers for Herald Clutches and Related Parts.

| | 6 $\frac{1}{4}$ " Coil Spring | 6 $\frac{1}{2}$ " Diaphragm Spring |
|-------------------------|---|---|
| Engine Nos. | GA1 - GA191265 GA191266-201700 (1) GD1 - GD71657 GD71658-76472 (1) | GA191266 - 201700 (1) full use from: GA201701. GD71658 -76472 (1) full use from: GD76473. all 13/60 Heralds |
| Clutch Cover | 510446 or 514300 | 212268 or 214081 |
| Driven Plate | 207461 or 210910 | 147515, 148788 or 149073 |
| Slave Cylinder | 110762 | 144716 |
| Flywheel Assembly | 129460 | 141675 |
| Dowel (Clutch/Flywheel) | DP0410 (2 off) | DP0410 (3 off) |
| Clutch Bearing | 112527 | 139572 |
| Clutch Bearing Sleeve | 125374 | 139763 |

(Notes: (1) - intermittent use. As far as I know the carrier for the clutch bearing/bearing sleeve is interchangeable between the two clutch types.)

When trying to match up a gearbox/clutchbearing with a different engine/flywheel/clutch you have two choices. Either swap the flywheel/clutch or the gearbox thrustbearing assembly. Which option you choose will probably depend on the condition of the ring gear on the flywheel or the age of the clutch. The later (larger) diaphragm clutch is probably the best of the two types, so it is worthwhile trying to retain this by keeping/swopping a later flywheel onto an earlier engine.

There appears to be some contradiction between Parts Manuals and the Workshop

Manual as to when the conversion from coil to diaphragm spring clutch took place. The figures in the Table are from the Parts Manual, the engine numbers quoted in the Workshop Manual are: 6 $\frac{1}{2}$ " clutch from GA204020, GB24121 and (12/50) GD44446. If in doubt it is perhaps wise to take the clutch out before buying a new one ! All 13/60's were fitted with the diaphragm spring clutch.

Useful Part Numbers - Solex Carburettors.

The rubber insulator holding the air filter to the intake of the Solex carb. on 1200 and 12/50 Heralds is numbered 510860. If your current insulator is perished/shedding lumps of rubber it is worth renewing it - otherwise the particles of rubber may block the jets ! There should be a thick ($\frac{1}{4}$ ") asbestos insulating gasket (131811) between the carburetter and the inlet manifold on 1200 and 12/50 Heralds. I have noticed a few cars being run without this gasket - not a good idea as the carburetter may warp, leading to a weakened mixture.

Chris. Longhurst

Triumph Herald Engine Strip



practical
CLASSICS

**IN THE
FEB. ISSUE
DUE OUT
8th JAN**

Available from newsagents at 70p.
Or on subscription from: PPG Publishing Ltd.,
5 Rectory Road, Beckenham, Kent, at £10 UK,
£11 overseas surface mail. Back Nos. £1.10.

It is with sad regret that we have to inform you that Mr A Wright of Cheltenham has recently passed away. He was a Club Member of some standing and he will be sorely missed by the Club. We are pleased to see, Ian, that you are keen to take over where your father left off and hope that you will be able to glean some useful information over the next year.

HAVE YOU EVER WANTED TO ADJUST YOUR SUSPENDERS IN PUBLIC?

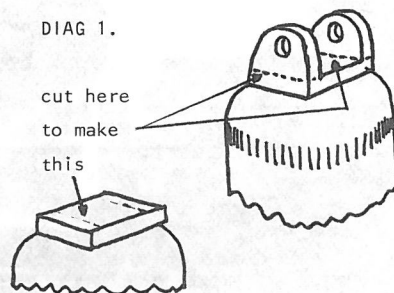
Well now you can if your Spartan is Triumph based and utilizes the mk.1 rear suspension system. My mk.1 two litre Vitesse based Plus Two is fitted with the Spitfire mk.4 rear spring which gives considerably better ride and roadholding abilities over the original cart spring. With just the driver's weight in the car, rear wheel camber is about 2 to 3 degrees negative, but load the car with wife, kids and a weekend suitcase and the negative camber naturally increases still further. This results in the exhaust pipe fouling the ground on full bump, catching on rough or uneven surfaces, and giving oncoming motorists the impression you're on main beam when in fact the headlamps are dipped!! As far as I can tell there is no logical reason why the following alterations cannot be applied to all Specials and Triumphs that utilize the mk.1 suspension system.

The problem can be satisfactorily resolved by fitting 'load leveller' type air adjustable shock absorbers in place of the original rear dampers. The particular dampers used are primarily designed for motorcycle rear suspensions where they play the role of both damper and spring but since these units are not being called upon to provide total rear springing for the car their load carrying capacity is quite adequate.

The units are somewhat fatter in appearance than a conventional damper as the shocker carries an inflatable air bag between it and the outer cover. To increase ride height and load capacity the 'bag' is filled with compressed air - the higher the pressure the higher the ride. (Within the prescribed pressure limit of the unit). There are three methods of raising and lowering the system:

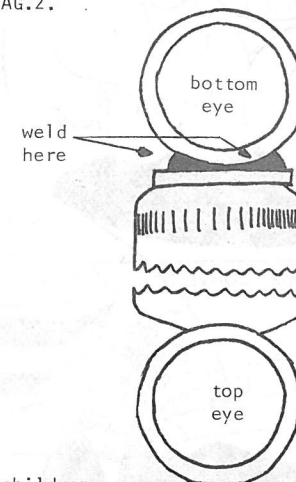
1. Use the car foot pump. (Deflate by depressing schrader valve pin).
2. Use the filling station's forecourt supply of compressed air. (Deflate as in 1. above).
3. Use 12 volt compressor mounted under bonnet. (Inflation and deflation controls dashboard mounted together with pressure gauge or indicator).

Minor modifications are required to the 'load leveller' units, rear suspension vertical links, and possibly the rear flexible brake hose mountings. The units are supplied with an eye fixing at the top which accepts the original Triumph damper bushes, but with an offset clevis bracket at the base. They can be easily modified to accept the normal bush fitments at the bottom. With a hacksaw cut off the 'shoulders' of the clevis flush with the base. (See diag.1). Obtain an old Triumph rear damper and saw off one of the eye fittings. Invert 'load leveller', quickly weld eye onto the clevis base (see diag.2), and cool rapidly in a bucket of cold water. (Inverting unit allows damper fluid to run away from the heat source.). Cut or file off a small section of metal from the rear inner edges of each vertical link (see diag.3), which will allow clearance for the 'load leveller' units under full compression. Connecting up the compressed air lines to each



unit may involve slight repositioning of the flexible brake hose mountings. (Check clearance under full suspension compression). Good airtight joints in the system are easily achieved, the only tool needed being a sharp blade to trim the plastic air pipe.

DIAG.2.



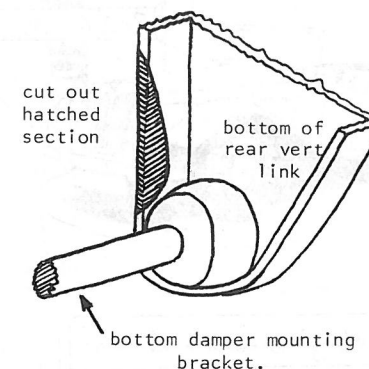
The system should always be pressurised to a minimum of 20p.s.i., and a maximum around 120p.s.i. is recommended although prolonged operation at this pressure or above may decrease the life of the air bag, sleeve and damper bushes. Trial and error is really the best method of discovering the ideal pressures to cope with different load/ride height conditions, and these pressures will vary from car to car because of the different kerb weights. My own settings are as follows.

Approximate.

- 30p.s.i. - car with just the driver.
- 60p.s.i. - car with driver, passenger & 2 children.
- 90p.s.i. - car with driver, passenger, 2 children, and 2 heavy suitcases.

The rate progression characteristics can be altered to allow greater loading and/or reduced shock absorber travel, by adding special shock oil to the air bags. This can be done in stages making sure that each bag receives an equal amount of oil. It should be noted that the maximum amount of oil per unit must not exceed 15cc. For filling, the units will have to be removed from the vehicle.

DIAG.3.



Parts required are as follows:

2 of S & W AT series Air Shocks, model number A-5A.

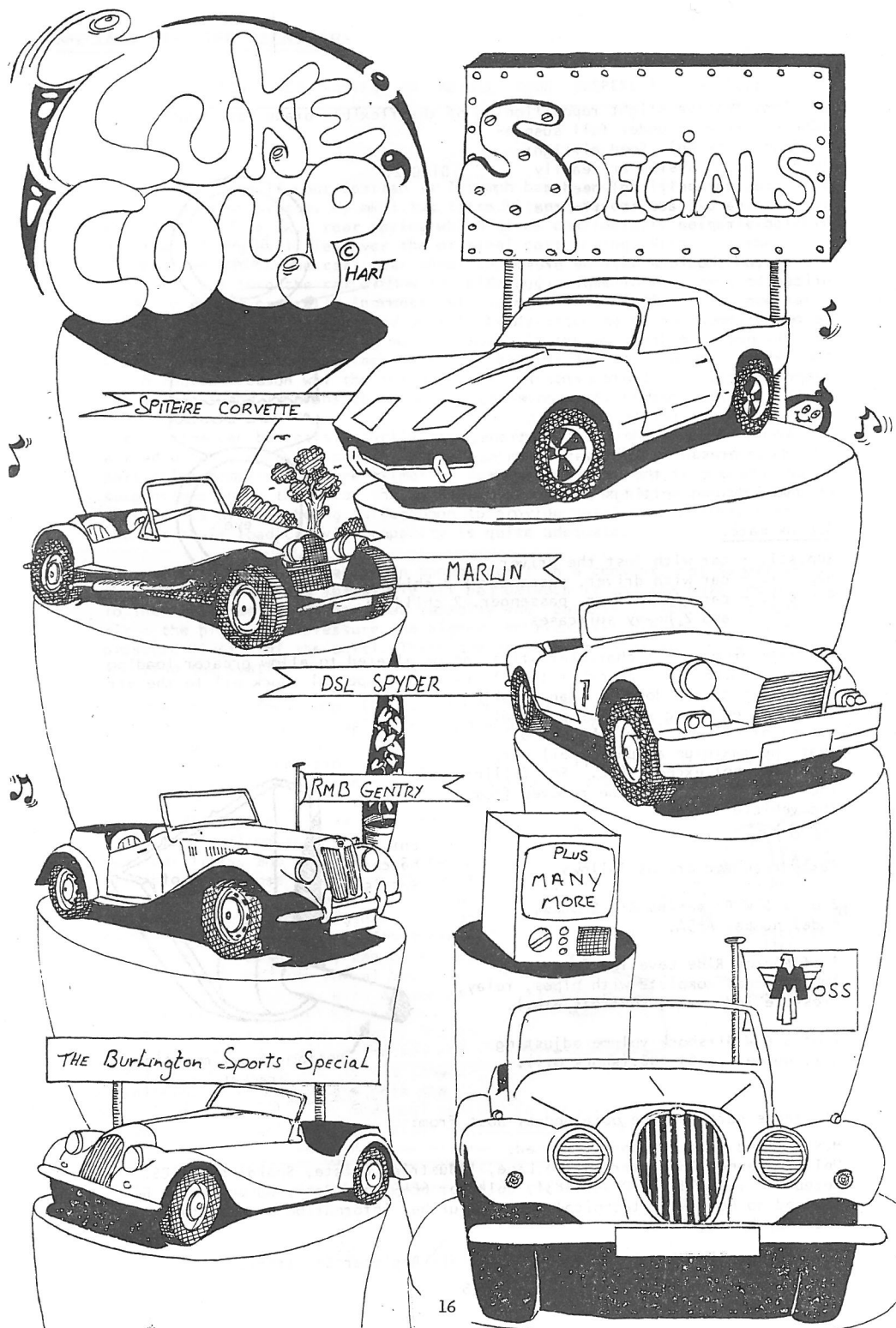
1 of Monroe Ride Leveller Compressor (which comes complete with pipes, relay, pressure indicator, controls etc.).

1 of S & W Airshock volume adjusting kit, number 73-01-100. (shock oil).

All these parts can be obtained by post from:

M.R.Holland (Distributors) Limited,
Unit 2 Benner Road, Wardentree Lane, Industrial Estate, Spalding, Lincs.
Telephone : Spalding (0775) 4831, 66144 or 66455 and Gerry Daubney will be pleased to help with technical advice, further information or assistance that may be required.

Roger D.Powell. - International Specials Register Secretary,



PEN TO PAPER

LETTER FROM PETE WILLIAMS, CORBY:

In reply to Stephen Manner's letter, I thought I'd write of my experience on replacing the rear wings on my MKIII Spitfire. I haven't used fibreglass panels but it seems to me that there's no point in fitting fibreglass panels when steel ones are available at a reasonable cost and can be replaced quite easily given a small investment in tools which will pay for themselves very quickly. So, go out and spend about £55 on a SIP or similar electric arc welder and brazing attachment (advertised in Exchange and Mart). You will also need a lump hammer, cold chisel, mole grips and large tin snips.

Perhaps a few obvious words of warning: First drain and remove the fuel tank to place of safety before removing the old wings as sparks do fly. Safety goggles should also be worn. When brazing and striking the carbon arc torch always make sure your eyes are protected behind the smoked, safety glass of the helmet which is supplied with the brazing attachment. It is also advisable to wear leather gloves and tough outer clothing as molten brass is hot. (I did actually have my shirt catch fire in one place after a blob of hot brass landed on my overalls). It's just like Tom the cats tail catching fire. You wonder what is burning until you feel it!

MKIII wings are very easy to replace due to external flanges so allow yourself a weekend to do each side and start chopping. I used a number of methods to cut the old wings away including tin snips and an electric nibbler but found the easiest way was to drill out the spot welds around the wheel arch and door post flanges and use the cold chisel for the other long seams. Any slight distortion can be carefully tapped back afterwards by offering up the new wing to check. Also, make sure that the door shuts without catching.

No doubt there'll be some rot in inner panels but these can be patched with pieces of sheet steel initially pop riveted and then brazed. Where necessary, I found the easiest way to shape these patches to match the wing outline was to braze on an overlarge piece and then clamp the new wing in position and cut around the edges with tin snips. Don't forget to de-rust the old metal first though and bondaprime or similar the new metal. If the outer wheel arch has rusted away, this can be patched by brazing on measured L shaped pieces. These can then be used to anchor the edges of the new wing arch to the inner panel, making the seams watertight later with a little filler or glass matting. Next, offer up the wing, which because you've been checking at each stage fits perfectly, and secure with mole grips - the more the better. When brazing, the mating surfaces should be in intimate contact. Brazing is quite easy but practice on scrap first (preferably before hacking the old wing off). The trick is to melt the rod on the work and not in the flame. It's just like soldering really. Use fairly thick brazing rods (2mm+) which have flux on the outside. I also prefer to use 8mm diameter carbons as opposed to 6mm. Like arc welding, lay down a braze of about 1 inch every 8 inches or so to avoid distortion. These can be filled in between later, again by stages. When replacing the nearside wing, watch out for the wiring loom and for both wings, the wires leading to the stop/tail lights. The flux leaves a white deposit which should be wire brushed off before repainting. Also, the flux isn't good for your lungs so use a well ventilated place. Finally, file off any excess brass were necessary.

For protection against rust, I pre-painted the inside of the wing with good coats of primer and body top coat. Rust traps such as the well behind the wheel arch should be waxoyled.

Finally, as a general comment I did try using the arc welder attachment but found this process too violent which may have been due to inexperience and or too large a welding rod. However, Keller now advertise a spot welder attachment for about £17 which has had good reviews (Tomorrow's World and last month's Car Mechanics), so this may also be very useful.

Whereas every care is taken 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.

LETTER FROM B BARTON,, BERKS:

I would welcome comment on my experience with respect to transmission vibration on our cars. My wife owns a '61 Herald 1200, which in 1978 appeared to suffer from the following: Lazy oil pump/ suspect big end bearings, (judging by the start up rattle) and propshaft vibration over 35mph. On replacing the engine with another that I had reconditioned, all apparent prop. vibration disappeared. I have observed similar problems on 13/60 and Vitesse, both of which had various jubilee clips around the propshaft which did not cure the problem. To sum up, my theory is that if you are suffering prop. problems, it might be better to buy new set of end bearings than

With respect to Nigel Rendell's letter of November '81, I believe that lead anti knock levels are being reduced and many F --D cars have small solenoid valves fitted to the carburettor (Webber single choke), to stop running on, these observations may be of help to him.

P.S. The '61 Herald has a very simple propshaft, no sliding joints or straps.

LETTER FROM GRAHAM SMITH, BRADFORD:

I read with interest Nigel Rendell's letter in the November Courier describing the pinking and running-on problems he was experiencing on his Vitesse. My MK11 Vitesse Convertible, I have a similar running-on problem when the engine is warm and have previously experienced pinking before getting the running right. On my car the two faults do not seem related as detailed in Nighe's letter. I have recently decoked the engine so in my case, I can't blame carbon deposits for causing the running-on. However, I found the valve guides badly worn and to this I ascribe much of my problems. I find that the carburettors are difficult to adjust to give smooth running on idle because of the leaks past the valve stems and to avoid the engine stalling, I must have the tick over speed slightly above that recommended. The engine speed has a big effect on running-on which is worse if I cut the ignition before letting the revs fall completely to idle speed. If Nigel's car suffers erratic running-on/tick-over and pinking, I suggest that his valve guides might be worn also. Just to confuse the issue, a friend's Vitesse had both running-on and pinking, both problems he cured by retarding the ignition slightly.

May I take this opportunity as a relatively new member in thanking all concerned in the production of the Courier and Turning Circle. I look forward each month to reading the magazine for interest and information but especially for the enthusiasm it generates to keep these fine cars going.

(Thanks for your kind words Graham. ED).

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LETTER FROM B L BRIERLEY, TORQUAY:

As I am about to undertake a chassis up rebuild of my MK11 Vitesse, I would like to hear from any member who has completed the same with particular reference to the out-riggers. I was wondering whether to have these replaced (where necessary), before removing the body? I would also like to hear from anyone who has put a Spitfire 1500 engine gearbox and O/V into a 13/60.

LETTER FROM ANGIE DAVIES, MALDON:

I would like to try to prevent other club members and GT6 owners the aggro that I have recently suffered.

I purchased my 1972 GT6 MK11 18 months ago. Very recently the differential decided to throw in the towel. I finally contacted Sports Six Spares (after many unhappy hours spent in many breakers yards), who were very helpful and supplied me with a recon. differential the very next day. I was quoted a price of £90 over the phone and asked to exchange the destroyed diff., which I duly took along to them.

It turned out that the diff. that was in my car when purchased was from a 1600cc vehicle, which I know was supplied by a company named Abbey Transmissions. I have this information because the previous owner of AWK 442K, like all caring car owners should, gave me all his recent invoices for repairs and parts.

When I took the unit to Sports Six Spares, it was pointed out to me that it was the wrong unit and told that I would have to pay a surcharge of £20, because, understandably this unit was to give them problems. It would appear that this has happened to SSS many time before and usually was traced back to the firm mentioned previously, Abbey Transmissions.

Now let me make it clear that I have no complaint to make about Sports Six Spares, who, as always, gave an excellent service and had no choice when it came to the matter of surcharge. The man at SSS was as concerned as I was about the situation and said that he would be prepared to back me up in my complaint.

LETTER FROM GARETH THOMAS, EALING:

I was very interested to read your article on the Vitesse PI as I am considering doing this conversion to my Vitesse. I am, however, not considering fitting the 2.5L unit as I would prefer to have a 2000PI. SAH, when they were more lucid, used to fit TJ to the 2000 and the original rally 2000 Saloon used Lucas PI. The main problem appears to be the matter of recalibrating the cam on the PI metering unit to suit a 2000. I would like to use a 3070 cam from SSS and I would like a power band from 2500RPM - 7500RPM. I am a little concerned about the PI's ability to work from 6,000 - 8,000RPM but I don't think there should be any trouble. As regards PI versus webbers; properly set up Webbers can produce more power. V.2 TRS engine J Walmesley 21 Maud Close, Bicester 185 BHP with Webbers.

However, can you supply details of your conversion to me as I am very, very interested and I am re-building the Vitesse engine in February. I gather the throttle linkage system is one of the problems on PI as I gather when the spindles wear they are very difficult to idle (misfire etc.). Incidentally, to cure the Vitesse early morning knock, I have an adaptor kit to change to vertical filter cartridge type so the oil drain does not happen. Also I have the competition big synchros box in my car with J type overdrive - excellent for high torque engines.

I would like to see your car sometime, maybe a sprint at Silverstone or Brands! Please can you supply some diagrams with your conversions. I know someone who also wants to have a Vitesse PI. Also, how have you fitted electric windows?

LETTER FROM R RIXON, FAREHAM:

Re: Electric Fans

A word of praise for Kenlowe Accessories Company at Maidenhead! I recently acquired an old Kenlowe fan without any of the component parts. Kenlowe were able to supply by post, within a matter of days a complete kit of all the parts necessary to install the fan and make it work. The order was accepted over the telephone with a credit card number and nothing was too much trouble. The cost? About two hours work and £16.12 including P & P. We all know the virtues of fitting an electric fan, but may I recommend an excellent service by Kenlowe at a very modest price.

LETTER FROM TIM SKERRY, LONDON NW10:

Lilyan Ilesley's letter in last month's Courier prompted me to write.

Running on and pinking are interrelated in that some of the causative factors are common, but it is probably simpler to deal with them separately.

Running on is the phenomenon seen when the engine continues to run after the ignition is switched off. Now, obviously the mixture is not now being ignited by the spark plugs action. Hot spots in the combustion chamber, often carbon deposits are the cause of the continued combustion but the condition is aggravated by mixtures that are not optimal. Lean mixtures are more prone to deformation and can cause running on where a richer mixture does not. Over rich mixtures lead to carbon deposition and, therefore, promote formation of hot spots and thus encourage running on. In order to stop running on, it is, therefore, necessary to ensure that the mixture is correct and that there are no excessive carbon deposits in the engine. Changing the grade of spark plugs may help, as a hotter plug may become fouled less, while a cooler one could remain at a lower temperature thus reducing running on.

If the engine still runs on after this, it is probable that the fault may be in design, in that the engine was designed to run on a grade of petrol higher in octane rating (i.e. less likely to deformate), than today's 4 star, which has lowered its rating in the last few years. In such cases there is one certain way to eliminate running on. This is to fit a dump valve to the inlet manifold. The dump valve is an electrically activated tap which opens when the ignition is off, to admit air to the manifold. Thus the cylinders receive air, hot fuel/air mixture and the engine stops straight away.

If a servo or emission control valve is fitted, it is a simple matter to fit a T piece in the manifold side of the piping and run this to the dump valve, which is also wired into the ignition circuit to be closed when the ignition is on. The dump valves I have seen have all been on Fords - running with lean mixtures on 'Economy' engines. I don't have part numbers but I'm sure your local Ford dealer can help. Even if the part is expensive, if you are plagued with running on, it may be worthwhile, as running on will definitely stop if you fit a dump valve.

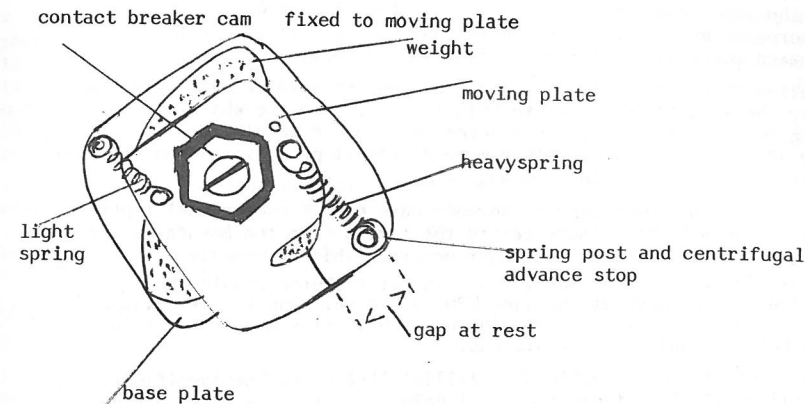
Pinking is the result of either explosion of the mixture rather than controlled but rapid burning, or premature ignition of the mixture by the spark plug.

Explosion of the mixture can occur as a result of carbon deposits or hot spots but this is rare. More commonly the fault can be traced to too low a grade of petrol, especially on 9:5 to 1 and higher compression engines. If a higher grade is available, this should be tried. However, most club cars use 4 star already, so this answer is not relevant. The simple answer then becomes to retard the ignition so that the spark ignites the mixture late enough for gas expansion to be occurring just at TDC rather than before it. This sounds fine but has an important drawback. If the ignition is retarded enough to prevent pinking, when the throttle is cracked open suddenly at 20mph in 4th gear, then the sparks come later than the optimum time at high revs and lead to reduced peak power. This is because the centrifugal advance (on Lucas distribution) allows only 10° of change in timing.

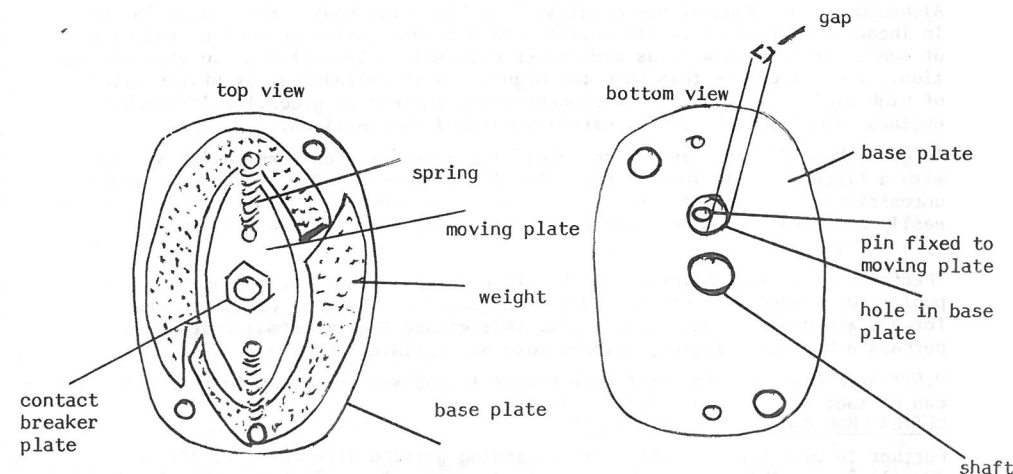
With today's 4 star petrol it seems that engines can still run with their maximum designed advance at high revs but need less advance at lower revs. For example, to get a Vitesse 2½ to run optimally, I would suggest that it needs to have a static timing of 8° BTDC, but open up to 23° BTDC at high revs. (This is not taking account of vacuum advance mechanisms which are a somewhat controversial subject in themselves). In order to achieve this wonderful situation which readicates pinking without loss of top end power, the centrifugal advance must be modified to provide 15° of change. This is very easy with the Lucas distributor. If the top plate which carries the points is removed, the centrifugal advance mechanism can be seen. When the distributor revolves the weights fly out, against the pull of springs and turn the moving plate which carries the contact breaker cam, so advancing the ignition.

Letter from Tim Skerry cont'd .../

The action is limited by an extension of the moving plate which hits a stop (which is also one of the spring posts) - see diagram:



PLAN OF LUCAS DISTRIBUTOR CENTRIFUGAL ADVANCE MECHANISM



AC DELCO DISTRIBUTOR CENTRIFUGAL ADVANCE MECHANISM

Note the gap at rest: If this is increased by 50%, the centrifugal advance is then able to allow 15° of change in timing. It is a simple matter to file back this plate to allow increased travel of the moving plate. However, the springs must be modified or replaced in order to allow this full advance. I left the light spring alone by pushing a screwdriver between one of the coils until the gap when this spring first started to act was the same as it was before modification.

The AC distributor is much harder to modify and I would recommend that it is replaced by a Lucas one which can be modified easily in about half an hour. However, if this is not possible, remove the distributor from the car and take off the cap, top plate with contact breaker and the drive dog at the bottom. File off the top at the rivet - it's soft and tap it out to allow removal of the dig. Remove the tach drive and take the complete shaft unit out of the distributor casing.

The first diagram shows the top view of the centrifugal advance mechanism after the thin top cover has been removed. To take this off you will have to grind off the top of the posts which are pressed over the plate. The mechanism works in the same way as the Lucas distributor but maximum travel is controlled by a protrusion on the bottom of the moving plate (an extension of one of the spring posts), which is able to move in an oversize hole in the base plate. The second diagram shows the view from the underneath - with the pin and hole. The gap here can be increased by either enlarging the hole or by filing back the pin to allow increased movement and therefore ignition advance.

When re-assembling this distributor, it would be best to weld or braze the top plate back over the weights as it has to hold them on, when the whole thing is revolving at up to 3,000 rpm. Any loose screws here could be disastrous. Obviously, the AC distributor is a rather more difficult proposition and it really would be easier to replace it with a Lucas.

All the figures I have quoted regarding advance have been from personal experience with Vitesse 2L engines. With others retard the timing from the manufacturers recommended setting, until pinking no longer occurs. This is usually 4 - 5° more retarded statically than the specified. The distributor should then be modified to allow full advance at the same RPM as before. Don't over-advance the spark, as it isn't possible to hear pinking at high revs and preignition at such speeds can melt holes in the pistons.

One thing stands out (to my mind), in John Willis' list of engine specifications, those pancake filters!!! Admittedly they will help by making the mixture rich due to their enormous restrictive effect on airflow. Richer needles will certainly be needed with a good filter on trumpets, but with a stage 11 head SAH manifolds and a wild cam like 35°/65° the pancakes are a great anomaly.

Although I can't suggest new needles, A Graham Bells book 'Performance Tuning in Theory and Practice (4 strokes)*', has a comprehensive account of selection of needs for SU's as well as much other extremely interesting and useful information. I can't praise this book too highly, as it explodes a lot of the myths of high airflows and wild cams concentrating instead on producing 'driveable' engines rather than horrible, narrow, powerband abominations.

To go back to filters, anyone contemplating a performance carburation set up with a filter, should look at the Alfa GTV or Alfetta which has an efficient unrestrictive system with trumpets inside the filter case. I'm sure it could be easily modified to fit any twin carb. set-up and improve flow into the carbs. by a significant amount.

*Performance Tuning in Theory and Practice (Four Strokes) by A Graham Bell is published by Haynes, costs around £12 and would make a good Christmas present for any would-be tuners. (Sorry Tim, this missed the Christmas Courier so perhaps a Birthday present would be more appropriate! ED).

P.S. Anyone wishing to modify their distributor who needs any further information can contact me on 01 452 7761.

LETTER FROM MARTIN GRAY, WESTBURY:

Further to my letter of last month regarding getting die-cast bits produced of Vitesse /Herald Convertibles, I now have received replies from all four companies which I wrote to. These are as follows:

1. GRAND PRIX MODELS of Radlett, were not at all confident that production would be profitable, but are prepared to consider making a version, modified from either an existing Dinky Vitesse or Corgi Herald Coupe. My opinion: The final product should be fairly accurate but the finishing would probably be poor being on of their down market kits.
2. AUTO REPLICAS (now BKI DEVELOPMENTS of Bournemouth), were even less enthusiastic as they are now almost totally geared to export orders and don't feel there would be a market for them in this respect. My opinion: Disregard BKI Developments!
3. MIKANSUE of Windsor were far more helpful having done similar projects for other clubs. The club would have to order 100 kits (4.03 + VAT trade price each) over 6-8 months, and Mikansue have to sell 300 to make a profit. They would need a full set of photos (inside and out) of the car, plus full dimensions, or, ideally, access to a Vitesse Convertible. The problem here is that their mould maker lives in Worcester, so we would need the donation of a local car. My opinion: Having made several several of this company's kits, I am of the opinion that they can be slightly out of scale in places. However, they seem very willing to co-operate and the price seems reasonable enough to allow a small profit for the club (considering that the club

can run to £400 plus during 6-8 month period, a fact on which I would be grateful to hear from the club Regalia Secretary!).

4. K & R REPLICAS of Hastings. Their man was a bit dubious to start with but having shown my letter to his wife (quite a Herald fan since taking a few driving lessons in one), is now seriously considering adding ti to their 1982 range. He invites me to contact him again in the New Year to discuss details, time scale, prices and quantities. My opinion: My opinion of this company (having made several of their TR range), is that they may be our best bet. The price may be higher than that of the previous company, but I am confident that they can produce the most accurate kit.

I hope that my investigations are generating some interest and that not everyone reading this thinks that I'm just a big kid who likes playing with toy cars! I would also, now like to get in touch with either the club regalia secretary, or the President or whoever is going to have the final say-so whether or not I can proceed any further. 6 LAVERTON GREEN, WESTBURY, WILTS. Tel: 0373 - 822819.

LETTER FROM GARETH THOMAS, EALING:

Dear Mr President,

I am extremely surprised by your attitude to the new badge engineered Honda. I believe that BL have made one of the biggest and obvious marketing mistakes for years, although if it's the same team that has succeeded in botching Leyland's best cars for the last 10 years, I suppose one ought not to be surprised. Can you remember the Stag, the MG V8, the TR8 and the lack of a more modern Dolomite Sprint. Instead we are palmed off with such outdated mediocrity as the TR7 (hardtop for years), the Maxi and Marina and the last of the Spitfires. How can BL overcome the inconsistency of telling the public to buy British, when they market a window dressed Japanese car. Has anyone even thought about servicing costs/spare parts for such a thing! How can you give an official stamp of approval to a product which is one of Europe's arch competitors. Next time you go into your living room, count how many expensive products are sitting on your shelf which once were made in this country and now are made in Japan. Do you remember our camera industry, hi fi, electronics, communications, motorbikes? (I am not sure what that will be doing on a shelf in your living room!). Can I ask how many cars were Triumphs producing in 1971. The Herald range, Vitesse, GT6, Toledo, Stag, TR6, 2.5pi, 2000. This was only 10 years ago and they were just about to produce the Dolomite range. I suppose MG are lucky in that they got out with dignity but I wonder whether Leyland could have the sense to let Triumph's die with dignity. Lastly, I am glad to be the owner of a car which has an electronic system controlled by a 4.70 megaplate microprocessor interfaced with various peripherals and firing advanced combustion chambers by a helium-neon laser. This car is capable of liquidating a Porsche Turbo at 3 miles range even on a foggy night on the M1. I reckon on a 25% increase in fuel consumption from 20 - 25 gallons per mile! Happy Christmas!

LETTER FROM PHIL DARREN, HARLOW:

Having at last to put pen to paper on a few items that might be of interest to other members, I have been driving our type of Triumph for four years, starting with a '63 Vitesse Saloon, purchased for £75, which has lasted for over 40,000 miles and the clock now says 184,000 on the same engine without a rebuild, but now the demon rust has taken it to the scrapyard, less useful bits and pieces e.g. engine, gearbox etc. for a special sometime in the distant future. I also have a Spitfire MkIII which I have converted to MkIV which I am now trying to sell as I have acquired a 2 litre Vitesse Convertible which had a blown up engine and into which I fitted a 2000 engine. This brings me to my purpose of writing this letter, a few tips that others might find helpful.

If you have a fairly old four cylinder unit, I would advise you not to put any of the new thinner oils in the engine as with some of the older engines this drains out of the oil filter after standing for a few hours, thus leaving the main bearings without oil for the first few seconds, which will soon knock out the bearings. I know to my cost - twice! Until I found out, I was using 15/40 and instead of 20/50. Also it seems to be best to use the unipart oil filter as it seems to hold the oil better.

Letter from Phil Darren cont'd .../

With the view to engine swops from other Triumphs e.g. 1300 to Spit. or Herald or 2000 engine will bolt in with relative ease as R Hanscott explained in the October issue I did the same as R Hanscott apart from one thing he did not mention, which is to get a Vitesse gearbox input shaft bush which fits behind the flywheel in a hole in the tail of the crankshaft or the 2000 bush is fitted in the flywheel. The 1300 swop is a bit more complicated but can be well worth while as you can pick these engines up for a reasonable price at present e.g. a 1300 TC for £35 complete, with carbs., that has been recently built. Quite a cheap way of getting Spit engine into a Herald. With this conversion you have to swop quite a few parts which are listed below.

Remove from 1300

Flywheel, rear mounting plates, rear input shaft bush, drill or punch out dipstick hole plug, swop oil pump, swop distribuotr for taco fitment if needed, starter ring gear and pully, timing cover chain and cogs, front engine mounting plate. This may not need to be done on early Heralds as they seem to have a similar engine mount plate.

Old engine bits to go on

Front engine mount plate. Replace 'original' cogs, chain and timing cover, fan belt pully, oil pump if serviceable, put in new bush in rear of crankshaft for Herald or Spit.

This conversion should be alright for the later Herald but you would probably get problems with the bulkhead on 948cc and early 1200cc models.

I hope someone will find this letter helpful while having fun and games on these cars. I have just purchased some front shock/coils pring units from Turnspeed at £7.50 + VAT and postage for each unit compared to £25 for each unit locally for the same unit and delivery only took 2 days.

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LETTER FROM CLIVE SPEAKS, COOKHAM:

In the November Courier there were as you pointed out, a no. of insurance companies advertising specialist help and treatment for club cars. This prompted me to put pen to paper in regard to my own recent experience with insurance companies.

In November 1980, I picked up a 13/60 Convertible for a song and proceeded to restore it, new door skins, sills, valances and extensive welding, plus a respray which left me on July 20th '81 with a fairly good example of the Marque.

Alas, it was not to last for on the Royal Wedding day, on my way home from work, (well someone has to keep the country going) one of the local two wheeled fraternity expressed a desire to become my bonnet mascot. He succeeded momentarily then bounced off the windscreen back onto the road. This was his penalty for taking a corner too tight i.e. on the wrong side of the road. The police arrived, had the position of large petrol patches on the road pointed out to them, (by dropped dog end, could have been interesting that!) and point of impact on my car (just inside offside headlight). They then went away and so did I.

The car was insured 3rd party at the time to become fully comp on renewal date - 11 August. I put in my claim and waited. Nothing happened or has happened since. The insurance companies' solicitor informed me that as a counter claim had been staged by the third party, the matter was not worth pursuing due to a severe lack of witnesses - those in the car not counting. This was before even seeing the engineers report. Still the car is now back on the road with a new bonnet thanks to a TSSC member in Coventry and it's second new front valance now looking better than ever. It is now insured for £850, fully comp and I am £600 out of pocket. So for God's sake, get fully comp insurance on anything approaching a decent car. After the initial outlay, it saves a lot of hassle not to mention money. Mine is an agreed value policy and proved easy to obtain. By the way, is there an easy way to fit the front corner bumper rubbers to a Herald? Has anyone got an offside front overrider for a 13/60 (yess, off and nearside are different) and a set of decent Vitesse door cappings. Tel: Bourne End 21676. One more thing, where are the East Berks Heralds? Please turn up, I'm beginning to feel lonely.

LETTER FROM PAUL SANDERSON, SOUTH LONDON:

I havn't heard anything about it recently and so it may come to nothing, (or it may already have happened) but there were recent plans to lower the lead content in petrol and if this come to pass, the high compression engines of the GT6 and 2L Vitesse would be noticeably affected. Such engines were, after all, meant to run on 5 star fuel and perhaps the 4 star diet they have at present goes part way towards explaining why many GT6/2L Vitesse owners complain of pinking and then running on when the ignition is retarded to cure the pinking.

The desirable no-mans' land between the two can be hard to achieve and this will surely become more difficult it and when the lead content in petrol is reduced still further.

My own GT6 occasionally suffers from the pinking/running on problem but not continuously, even though I rarely alter the timing. The cut-price petrol war rages so furiously that I no longer have a 'favorite' filling station and this makes me wonder wether or not it is possible for the lead content of different 4 star petrols to vary. Maybe not. Maybe it all comes from one huge tank under Canvey Island.

There are a number of ways of approaching the compression ratio/octane problem and if it looks like becoming a black cloud on the horizon then perhaps those Courier readers who could shed advice on the matter might care to put pen to paper in future issues?

Finally, to change the subject completely, a small word of thanks for the Courier itself. Just about every motor vehicle in the history of the World seems to have a Club Magazine, and wether first-rate or mediocre all of them are the product of honest and willing effort regardless of holidays, flu or the cost of midnight oil. The Courier and Turning Circle maintain a consistently high standard in this field and undoubtedly go a long way towards sustaining the vigour and success of the Club.

(Cheers Paul - from one exhausted typist!!!)

LETTER FROM MALCOLM BUTLER, WORKINGTON:

This is my first attempt at writing to the Courier. Although I have been a member for over a year, I have never attended a meeting or participated in any aspect of the Club's activities. This I put down to a variety of reasons but let's not go into that. The fact is I now have more spare time on my hands and intend to participate more frequently (no more a member of the silent majority that other more active members frequently enquire about). This brings me to the real reason for putting pen to paper.

I now own a MK11 GT6 which I intend to bring up to a showable standard for my first concours outing next year. The car itself is sound but tatty e.g. the door seals are perished and carpets worn; the rear heated window elements are broken. These and other small faults I intend to put right during the winter months, and this is where I turn to a fellow member for guidance. Has anyone out there attempted the same thing and is willing to pass on their experiences? Can anyone put me in touch with suppliers of original trim, fittings etc? Any advice and suggestions would be gratefully welcomed. So how about a few lines just to prove that there is a team spirit out there. P.S. Anyone had any experiences with sagging and ill fitting doors?.

LETTER FROM DR ROBERT JEFFERY, HURSTPIERPOINT:

Like Nigel Rendell, I have pinkie problems with my MK11 Vitesse 2L. My car has less than 15,000 miles on the clock (honestly), so should not be in need of a decoke. I believe the problem is in the basic design as the car was produced in the days of 5 star petrol. Having said that I recall my father owning two 2L Vitesse from new in the late 60s and having that same problem.

My friendly local Triumph dealer says he can do no more but has suggested I use only Esso petrol along with Redex upper cylinder lubricant. This has certainly helped but not cured the problem.

Two other ideas occur to me, although I have not yet tried them.

- A. Removing the thermostat to try to get a lower running temperature.
- B. Reducing the oil in the carburettor dampers with one of the new low viscosity oils to give less mixture enrichment on acceleration.

Like Nigel Rendell, I would be grateful for any suggestions which have proved their worth.

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ANGLIA AREA NEWS, BARRY NEWITT REPORTS:

The Anglia section meets on the 1st Thursday of the month at the Old English Gentleman, Harston, nr. Cambridge at 8pm, (A10 road Cambridge to Royston). A good turnout of members for our December meeting, filling the room up. We were pleased to hear that the Landlord has plans to double the size of our meeting room in the New Year. We had at our meeting a talk from a member of the Institute of Advanced Motorists and he will be back at our 7th January meeting with films of how to drive the I A M way, which should help the few of us who intend to take the driving test. Please could we have a good turnout on 7th Jan.

Thursday 21st Jan. Conducted Mystery Run of about 15 miles from the Old English Gentleman to a mystery venue, where food will be had, FREE. We leave the Old English Gentleman at 8pm - don't be late.

Feb. Meeting - Social Event. This will be moved from the 1st Thursday to Friday, 5th February at Royston Sporting Club, Royston Heath, Royston, Herts. 8pm. Food, films and friends. Tickets for the event are £1 from Tony Brandon, 39 Cheney Way, Chesterton, Cambridge, tel: Cambridge 68561. Please bring spouses and partners to the above events. Please book with Tony as catering members from Essex, Herts., Norwich have been invited to attend the above events.

CORNWALL AREA NEWS, RICHARD CUNNINGHAM REPORTS:

A busy month for our area with an average turnout at the monthly meeting - though the torrential rain probably put off some people. The next day Dave Buxton and I made our way in my wives' trusty Herald to Northampton for the AGM - where we were able to put faces to names. Finally, on the Sunday after the AGM, six cars (and drivers!) from Cornwall visited the Devon meeting in Totnes.

Forthcoming events:

- Wednesday 27th January - At the Hewas Inn, Sticker on the A390 near St Austell at 8pm (an experimental day).
- Sunday 28th February - Economy run starting at the filling station on the double roundabout (John Williams roundabout) on the A390 at St Austell, commencing at 10am. People interested in taking part please phone me at Truro 78549 for further details.
- Friday 25th March - At the Fox and Hounds at Comford on the A393 between Redruth and Falmouth 8 - 8.30pm.
- April meeting - Treasure Hunt - details and date to be confirmed.

DEVON AREA NEWS, STAN WALTERS REPORTS:

We met at our usual venue on Sunday 29th November and we were joined by a contingent of Cornwall area members who helped to make our meeting a very enjoyable one. We hope to return the complement in the not too distant future and attend one of the Cornwall meetings.

Well, the festive season is upon us and we must very shortly begin planning our calendar for 1982. I am hoping some good suggestions will be forthcoming and also offers of help in organising them as well.

Finally, congratulations to Graham and his wife on the recent arrival of their daughter. Our meetings are held at The Dartmouth Inn, Totnes. Last Sunday of the month at 8pm.

EAST BERKS AREA NEWS, JOHN REED REPORTS:

Please note - meetings are now held on every second Thursday of the month for the New Year, commencing 14th January 1982 at 8pm at the Bell and Bottle, Knowl Hill (A4), Bath Road.

HERTS AREA NEWS, ANDY FOLKES REPORTS:

Due to difficulty arranging a Christmas event in January, as is our usual policy; we have organised a Valentines disco to be held on 13th February, at Oakmere House, Potters Bar. Tickets are now on sale and can be obtained from Gary Thomas, 294 Oakleigh Road North, Whetstone, London (tel: 01 361 0355). They will also be on sale at our January Clubnight, 27th, at the Woodman, Wormley West End. Ticket price is £2.

I have recently received the updated list of club members in Hertfordshire and found, to my delight, that there are over one hundred of you. To help more of you to attend meetings, we have arranged another meeting place, suitable for those in the northern end of the county. The meeting place is the Red Lion, Offley, nr. Hitchin, (Offley is situated just off the A505 between Hitchin and Luton) and the first Tuesday of the month at 8.30pm is the time to be there. Your local contact is Bev Warren. The first meeting will be held on February 2nd. To give you some idea of the area we think it should cover: Hitchin, Luton, Baldock, Letchworth, Harpenden, Wheathampstead, Welwyn, Stevenage and the nearer parts of Bedfordshire are within easy reach. Needless to say, The Woodman continues as usual for the rest of us. I hope this will bring more of us together.

The Woodman, Wormley West End, last Wednesday of the month 8.30pm. The Red Lion, Offley, Nr. Hitchin, First Tuesday of the month 8.30pm.

LEICESTER AREA NEWS, IAN MCKEGGIE REPORTS:

The acceptance of our new venue (The Shoulder of Mutton, Gt Bowden) on the last Wednesday of each month, has proved itself yet again with another good turnout and we had some good ideas from Mark Good for the Leicester Area. It was decided to have an extra special meeting on December 30th. All are welcome with friends. We should have a good night. £1 per head.

The January meeting will prove to be a very enlightening night. All members are asked if they could be at the Shoulder of Mutton for 7.45pm, as the Leicestershire Police will be giving a talk on driving skills, with a film.

MILTON KEYNES AREA NEWS, GEOFF KING REPORTS:

The local meeting went off well, with a few matters being settled. The first is that the noggins and natters are to take place on the third Wednesday each month and not the third Monday, as was previously arranged. The second is that there is to be two meetings a month, one as mentioned above and the other on the 1st Sunday each month at different pubs in the area. Anyone wanting the venues for these meetings, please contact me on (0908) 567263 between 6.30 - 7.30.

Sunday the 6th saw the first extra activity we have organised. It was a Treasure Hunt around the city centre. We had a 80% turnout and everyone enjoyed themselves. Roger and Liz Chevis won with 71 points and took home a plaque and chamois leather while Mark Doyle and his wife came second. The members finished off the day at the Cock in Heath and Reach. It has been decided to have a New Year dinner at the Fountain, also Mark has offered to organise a 'proper' Treasure Hunt for the Spring. Anyone interested, look out for further details.

SCOTTISH AREA NEWS, NIGEL WADDELL REPORTS:

Our November meeting was only attended by myself and Alan Miller, so we had an in depth conversation on how to promote some enthusiasm for our monthly get-together. We normally have a small turnout but, nevertheless, a nucleus of keen members (Donny, James, Alan). Where are you Stuart Chassells? Have you abandoned us for the Jaguar owners club?

Our meetings have a good cross-section of cars: Donny an immaculate GT611 and a Vitesse with ever changing engines and UJ's (sorry I couldn't resist the dig!). James has a Herald Saloon - turbo charged yet? And Alan with a Vitesse based Spartan. We also had a good look at the super photos from Rosemary and Dave, taken at the 1980 Cambridge Barbecue. Thanks for sending them up you two. So, you aforementioned people, lets see you at the meetings soon. Also, if there are any members out there in our Scottish wilderness who have any suggestions about getting together please phone me.

SCOTTISH AREA MEETINGS, NIGEL WADDELL REPORTS:

| | | |
|---------------|---|------------------|
| January 13th | - | Sherbrooke Hotel |
| February 10th | - | Sherbrooke Hotel |
| March 10th | - | Sherbrooke Hotel |
| April 14th | - | Sherbrooke Hotel |
| May 12th | - | Beech Tree Inn |
| June 9th | - | Beech Tree Inn |
| July 14th | - | Beech Tree Inn |
| August 11th | - | Beech Tree Inn |
| September 8th | - | Beech Tree Inn |
| October 13th | - | Sherbrooke Hotel |
| November 10th | - | Sherbrooke Hotel |
| December 8th | - | Sherbrooke Hotel |

Meetings every 2nd Wednesday of each month 8pm. Sherbrooke Hotel, Sherbrooke Ave., Pollokshields, Glasgow.

Beech Tree Inn, Dumgoyne, Nr. Killearn, Stirlingshire.

SUOR AND AVON AREA NEWS, STEVE ELLIS REPORTS:

During November Neil Williamson, Paul Mondey and myself made the trek to the Northampton AGM and I'm sure you'd all like to congratulate Neil on being elected International Spitfire Register Secretary for the Club.

Still no news of a new permanent venue for our meetings, so January's noggins and natter will be at the Ferndown Hotel again. Anyone who wants directions, please give me a buzz on Broadstone 693797. The date: January 12th, the time: 8pm onwards, the place: Ferndown Hotel on A31 at Ferndown, Dorset.

Future meetings will be held on the 2nd Tuesday of each month, 8pm. At the Ferndown Hotel unless otherwise advised.

THAMES AREA NEWS, LEON GUYOT & CHRIS CHILDS REPORTS:

Over the past month, things have been quiet on the Thames scene, attendance at our meetings seems to be on the increase with an average turnout of 19 cars, let's try for 20. Congratulations to all the Thames Area members who helped to make the area stand out in the membership competition. Well, done to Mike, modesty prevents me from mentioning anyone else.

Ideas were voiced recently regarding future area events, including, ten-pin bowling, at Tolworth around Easter time. Also, another visit to the BL Heritage collection in late Jan/early Feb and our next 'active' event is to be a visit to East Berks Area on their club evening of Thursday 14th January, 1982. We will meet at the Bell in Hampton, (our normal venue) at 8pm for departure at 8.15pm SHARP. We hope that this event will be particularly well supported, so we can put on a good show for our fellow 'rival' members. A return visit is also anticipated, (NB If the Hants and Surrey area is reading this, they also owe us a visit).

By the time you read this, our Xmas social will have been held on Saturday 19th at a local Carvary with 25 - 30 persons attending. A full report will follow.

Thames area meetings are held at the Bell, Hampton on the A308 between Sunbury and Hampton Court at 8pm.

Dates: 7th and 21st January, 4th and 18th February, 1982.

WEST YORKSHIRE AREA NEWS, COLIN BELL REPORTS:

Not a great deal to say this month, a Christmas dinner is already organised and if you don't know about it hard luck, you ain't going. At the next meeting we hope to discuss events in the New Year, and get provisional dates for them.

I see the Derbyshire Area has issued a challenge for a darts, dominoes and hang gliding competition, darts and dominoes are kids stuff but hang gliding appeals to us and just to make things interesting, how about having hands tied, blindfolded and wearing wellies, maybe John Genders could arrange the insurance. Seriously, get in touch, maybe we could arrange something.

Meetings are held first Tuesday at the Pear Tree, Norwood Green, Halifax or ring Nigel or Alison on Huddersfield 844682.

WEST MIDLANDS AREA NEWS, DAWN STORTON REPORTS:

Because the membership in the area is now getting to a rather large number, it has been decided that the area is to be run by a committee and organise events both at local and later on, at national levels.

The members are as follows:

Bill Hewer - Chairman. Adrian Storton - Treasurer. Tony and Janis Spicer - Area Organisers. Dawn Storton - Press Release Officer. Martin Jones - Regalia Officer. Jeff Baker - Spares Officer (to be confirmed). Julie Baker. Carol Atkins. Gary Eckersley.

There are 169 members in our area, many of who we don't see enough of. So, come on: if the reasons why you don't attend meetings are because of the way the area is run (or not!), tell us, the committee, that is what we are here for. Any suggestions for improvement are always welcome.

Here is a list of the meetings for 1982. As you will see, five Sunday lunchtime meetings have been included in addition to our monthly ones. The Sunday meetings will give members a chance during the winter months to see the club cars in the car park and in the summer months - well, added fun and drinking time! The venue for these has still to be decided but it will be around Coleshill. Hope to see you at them.

Meetings for 1982

| | |
|----------------|--------------------------|
| January 5th | - The Herald, Coventry |
| February 2nd | - The Old Gate, Heathton |
| March 2nd | - The Bull, Shenstone |
| March 21st | - Sunday meeting |
| April 6th | - The Herald, Coventry |
| May 4th | - The Old Gate, Heathton |
| May 16th | - Sunday meeting |
| June 1st | - The Bull, Shenstone |
| July 6th | - The Herald, Coventry |
| July 18th | - Sunday meeting |
| August 3rd | - The Old Gate, Heathton |
| September 7th | - The Bull, Shenstone |
| September 19th | - Sunday meeting |
| October 5th | - The Herald, Coventry |
| November 2nd | - The Old Gate, Heathton |
| November 21st | - Sunday meeting |
| December 7th | - The Bull, Shenstone |

The Christmas Dinner

The evening of December 4th saw twenty odd of us at The Sutton Court Hotel for Our Christmas dinner. Nice to see you Karen and Chris from Leicester and to have Chrisie Evans with us. Eddie, unfortunately, was unable to attend as he was sailing, Onedin Line style!

The evening always did have the air of insanity about it and the unprintable conversations at one table, (instigated by Chrisie - she is a mine of information), proved it! After a marvellous dinner (full of calories but who cares!), the disco (?) started up and Chrisie and Bill duely showed the rest of us how the jive should be done while a certain young lady in a red dress (thank heavens nothing to do with us!) showed us how disco dancing should not be done, though little did she know what a huge centre of amusement she was! You really got her actions down to a fine art Carol and Stuart. By the way, Stuart, how many cans of that awful pink string stuff did you have? At 2am the venue changed to Tony and Janis' where the festivities and drinking went on until 5am, when everyone decided it was time for bed and to start nursing the hangovers! With do's like this, it's a shame that Christmas only comes once a year! A very big thank you Tony and Janis for organising it!

N & S YORKSHIRE AREA NEWS, DEREK STRINGMAN REPORTS:

This was the second meeting at the new venue and with the added advantage of heating this time, we were able to hold a reasonable conversation without being drowned out by chattering teeth. Congratulations this month to the Hurds, apparently May will bring a small addition to the herd. We know it's the same time as the concours Alan but get your priorities right, we need your Vitesse down there to represent us.

January's meeting is being amalgamated with our visit to the new Derbyshire area on the 6th. Thanks for the invitation Andie, lets hope we can make these get togethers a regular thing. Later in the New Year, we are going to hold a mini-event at which all the local areas will be welcome, watch this space for details.

February sees us back at the Oakville Hotel and for the March meeting, Doug Goddard has agreed to organise a technical/general knowledge quiz. This will be the second contest for the new trophy.

Area organisers: Joint organisers, names and addresses as shown presently on the back cover of the Courier.

Venue: Oakville Hotel - Junction of A1 and A63 (Leeds), southbound carriageway of the A1.

Time: 8pm onwards, first Wednesday of each month.

WARWICKSHIRE AREA NEWS, CAROLYN TOCKER REPORTS:

I have had some response from my letter in the December Courier and I very much hope to be able to get the above project off the ground.

The first meeting has been arranged for Thursday January, 28th, in the lounge of the Punch Bowl in Warwick at 8pm. I hope you will be able to come and I look forward to meeting you all.

NEW AREA ???

All TSSC members in Herefordshire, I wish to start a meeting, perhaps the first Wednesday of every month. At the Green Dragon, Bishops Cleeve. It is centrally positioned, along the Hereford/Worcester road (A4103), so it should be easy for people to reach. Any ideas or suggestions please contact Jim Rickards at the following address: HUMBER GRANGE, HUMBER, LEOMINSTER, HEREFORDSHIRE.

Herald Habitat

Repairs and service for all Club cars.

New and used spares stocked.

Three months guarantee on all spares and repairs.

Always a selection of Club cars for sale.

All cars carry 12 months M.O.T., 3 months or three thousand miles guarantee and are fully serviced (6,000 m.)

CHURCHILL GARAGE, 80 HIGH STREET, YELVERTOFT, NORTHANTS.

Telephone: CRICK 823880

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

White Triumph Herald Estate, 1968. No MOT or TAX but in running order. New clutch. Two new front tyres. New propshaft. Contact: W Stuart-Frazer, tel: Grencester 66791.

Vitesse 2L MK11 Saloon, 1970. Signal Red with black trim. One owner from new. 90,900 miles. Well maintained. Taxed to December. MOT April. Reluctant sale. £550. Tel: (0533) 303039 after 6pm.

1975 Spitfire 1500. One owner. BRG. Hard/soft tops. O/D. New springs/Spax shockers. Re cent top overhaul. Cassette/radio. MOT and taxed. Excellent bodily and mechanically and very reliable. Rust inhibited from new. £1,200. Contact: MJ Ulbricht, tel: Folkestone 50094.

Triumph GT6 MK11, 1970, J reg. Good condition apart from scruffy interior. Spares to accompany include engine and gearbox, bonnet, doors, radiator, carbs., windscreen etc. £700 o.n.o. Contact: A Coombes, tel: Newport Gwent (0633) 274281 or 01 3984166 ext 300.

MK1 Vitesse Saloon, 1963, 1600cc. Stored for 2 years. Runs well with good engine transmission, tyres, brakes and battery. No serious rust. Needs horn, ½ valance, general tidy up and good home. £100. Car is in Dorset. Contact: Alan Jarvis, tel: 01 679 5872.

Bond Equipe 2L, 1968. Tax, 9 months MOT, 1600cc engine, O/D, sunroof and full set of alloy wheels, new door skins made up 2½ years ago. Used as second car last 2 years. Needs some tidying to bring up to scratch, £500 or offers. ALSO Bond Equipe 2L, 1968. Needs exhaust and brakes for MOT. Reconditioned gearbox. May break if required but prefer to sell whole for repair. Offers to Guy Singleton, tel: Salisbury 21902 or Morden 380 over Xmas.

Triumph Spitfire 1500, 1975. O/D, white with black hood and trim. Fitted radio. Two new tyres, recent new silencer. MOT to July 1982. £1,025 o.n.o. Contact: Andrew Slatford, tel: 01 801 8506 (evenings and weekends) or 01 379 7474 ext, 3249 (daytime).

MGTf looks, modern mechanics. Herald based RMB Gentry completed May '81, only 4,500 miles since. All new or reconditioned equipment. Full weather gear inc. heater, Stereo radio/cassete. Previously advertised at £2,250 - no response, will now accept £1,750 o.n.o. Part exchange considered. Contact: Nick Lodge, tel: Christchurch 476887.

1964 Vitesse to be sold to a good Triumph home, plus a pair of dead shockers. Goes to a member for a small donation. Needs battery and petrol and it will run for ever! Contact: Robbie Robinson, tel: 01 624 2909 - after 7.30pm.

Vitesse 2L MK1, 1968, white Saloon. 68,000 miles. One owner since new. MOT October 1982. £400 o.n.o. Contact: H Murray, tel: York 53022 ext. 2363 (office) or York 20883 evenings or weekends.

Spitfire MK111 - not used since Sept. 1981 1970, Dark Blue with O/D in very good condition. Hard top, soft top and tonneau. New clutch 2,000 miles ago. This car represents a sound vehicle to restore to original excellence. £350 o.n.o. Contact: R Halliday, tel: West Coker (Nr. Yeovil) 2898.

Spitfire MK111, 1970, 80,000 miles, 3 owners, full service history. Unemployment forces sale, excellent condition for year, 6 months MOT, white. Will sell at £450 o.n.o. to an enthusiast. Drives well. Contact: Garry, tel: Sherborne (093581) 4119.

Triumph Vitesse MK11, Saloon. Car reg. no. LNM 632G. MOT June 1982. In good condition. Has been fitted with new chassis outriders and a new exhaust system. Price £395. Contact: Peter Robinson, tel: Louth 602304.

Triumph Herald 13/60 Convertible, G registration. 89,000 miles. One lady owner. Jasmine. Excellent condition. New roof. MOT until August. £600 o.n.o. Contact: Jean, tel: Gaddesby (066472) 295.

Cars For Sale cont'd .../

Spitfire MK1V, 1971. Has had a fire in the dashboard but has been rewired and a new, wooden dash put in. Has a reconditioned engine. Still needs some attention. £400 o.n.o. Contact: Tim Rumble, tel: Cambridge 860440 after 6pm.

CONCOURS VITESSE

Your chance to own one of the best Vitesse in the country. Seen at Donnington and on the Club Stand at Stoneleigh this year. Finished in original damson maroon with tan interior. Fitted with chrome wire wheels and having done 58,000 miles since 1970 and only 3,000 miles in the last 2½ years. This car can only be described as MINT. This is a forced sale owing to a serious domestic problem so please no time wasters or joyriders. The price, £2,950 o.v.n.o. A lot of money, yes, but a lot of car. More details contact: Steve Little, tel: Penn 4508/3363.

1964 Vitesse 1600 Estate body conversion. Fully restored. Fitted O/D, fog light, towbar and radio. 30,000 miles. MOT Oct. '82. £450 o.n.o. Contact: Paul Swannell, tel: Cambridge 811584.

1967 Triumph Herald. Very low mileage - 43,500. MOT and tax May 1982. Sunshine roof. Auto radio. Wedgewood Blue. Used daily. Lady owner. Offers. Contact: C Winning, tel: 041 339 9970 after 6.30pm.

GT6 MK111, 1973. Pimento Red, black cloth trim. O/D. Electronic ignition, 55,000 miles. Amstrad stereo. New exhaust and 175/70 white letter Grand Prix S tyres on 5½" rims. Immaculate throughout. £1,750. Tel: 051 339 5562 (nr. Chester).

1967 Herald 1200 Convertible (Blue) for restoration or spares. Good interior but exterior rough and no MOT. Good Radials and engine. Buyer to collect. Offers please to Mike Appleton, 34, All Saints Road, Creeting st Mary, Suffolk.

Triumph Spitfire 1967. Good bodywork, Blue, new soft top with full and half tonneau. New clutch, battery and points leads etc. £350 o.n.o. Contact: E Bailey, tel: Southend 559383.

GT6 MK111 Dec. 1972, L reg., O/D, towbar. White with blue interior. New steel front valances. Front and rear suspension overhauled. New Grand Prix's tyres. 67,000 miles. 12 months MOT. Excellent condition. £1,350. Contact: Chris Stevens, tel: Stafford 822924.

Breaking 1971 Triumph 13/60 skylight saloon. 1975 Spitfire 1V rear smash. New Herald Chassis parts, suspension bushes, seals etc. Contact: Bob, tel: Southend-on-Sea (0702) 586006.

Vitesse 2L Convertible 1967. Taxed and MOT'd. Very good mechanically, bodywork frayed in usual places. In regular use. Too good to break. Finance and growing family forces very urgent sale. Ring John Travers on Eastbourne 58901 and haggle around £115.

1965 Vitesse 1600 O/D Saloon, good chassis/mechanics/interior, body fair, new tyres, recent top end overhaul, £175 for very quick sale. Contact: H Robinson, tel: (0707) Potters Bar 50167.

1969 Vitesse 2L MK11 Saloon, complete car on excellent chassis, body undented. Ideal for restoration or special. Best offer around £100 secures. Car must go. Contact: Peter Scatchard, tel: Camberley (0276) 22696 anytime.

NEW CAR

New 1981 Spitfire, white with hardtop, O/D. £5,000 o.n.o. Contact: Mr C J Corke, Kenning (London) Ltd., tel: 01 743 6911.

Triumph GT6 MK11, white. reg. no. YDH 1G. MOT till May. Complete body overhaul including respray. Gearbox and O/D overhauled in last 12 months. Mileage 80,075. Extras include, sunroof, HRW, radio, rear seat. £700. Contact: Les Jessop, tel: Swanage 092 92 5288.

PARTS FOR SALE *** PARTS FOR SALE *** PARTS FOR SALE *** PARTS FOR SALE *** PARTS FOR SALE

Gearbox, £15. Clutch housing, £4. Water pump housing, £3. Wiring loom, £10. All for Vitesse 1600. Could exchange WHY for Herald 13/60 or Vitesse MK1 2L Spares. Contact: Rod Newnham, tel: Winchester 68133 ext. 801 (day) or Romsey 512644 (evenings).

Building a Gentry? Don't want to do the dirty work? Look no further - I've done it for you. Complete rolling chassis, thoroughly de-rusted and primed, needs only new outriggers. Complete with wiring harness, petrol tank and gauge, diff, prop. shaft and steering etc. Needs only engine and gearbox (948cc to 1360cc). Comes with registration document and registration number 4153RW (alone valued at £130). Take it away for £75. Contact: Mr M Butler, tel: 0795 82 5966.

Breaking 1969 Spitfire. Overhauled engine with many new parts including SAH 262 camshaft, lightened cam followers etc and modified head, £100 o.n.o. SAH exhaust manifold and dual exhaust (new), £70. Reconditioned 1½ SU (twin) on manifold and linkage, £40. SAH competition coil springs and spacers, negative camber rear spring, hardtop, overdrive, 1147cc short engine and many more spares. Contact: D Meheew, tel: (0279) 442305 after 6pm.

One brand new complete Spitfire MK1V/1500 bodyshell and chassis, plus other new parts including seats, suspension, brakes, steering etc., etc. Contact: P Ross, tel: Gt. Harwood, 887136.

All the following parts new and in primer:

Vitesse front bonnet panel assembly 814092. 13/60 front bonnet panel assembly. One pair of Herald 1200, 12/50 front wings. One pair of Herald/Vitesse rear inner wheel arches. Spitfire or GT6 o/s front floor pan 806289(?). Spitfire or GT6 o/s front wing 903089. Spitfire or GT6 o/s 'fluted' front wing 908114. One pair of Spitfire or GT6 doors 903448/903449. All offers considered.

All the following parts are secondhand:

Herald 1200 bonnet, a little rust. Offers. Vitesse 1200 radiator, £10. Herald 13/60 radiator (leaks), £5. Vitesse 2L MK11 radiator (recond. Aug. '81), offers. Vitesse O/D gearbox, O/D and prop. shaft, £100. Vitesse MK1 rear drive assembly, £20. Vitesse MK11 rear drive assembly, £25. Steering rack, offers. Vitesse gearbox, recon. Feb '81, offers. Vitesse 2L MK1 engine, good oil pressure, offers. Various gearbox parts, dynamos, starters, distributors, carburettors, trim, black carpets etc. Also breaking Vitesse 2L MK11 most parts still available. Contact: Ian Scoon, tel: Bristol (0272) 634264.

2 off 4.11 Vitesse 1600/Herald/Spitfire diffs. 1 off Herald diff with large output flanges (comp. modified). GT6 MK1 chassis v.g.c. GT6 front and rear suspension. Vitesse 2L gearbox (no O/D). Spartan 2L propshaft (no O/D), 42". 4 Heaters: Vitesse, GT6, Herald and Spitfire. 2 off GT6 flip-top petrol fillers. 2 off Hammerite enamel steel wheels (new paint). GT6 rear door. 2 off tyres 4mm tread Girland speed 1/6 Hammerite painted rim. 2 off tyres 6mm tread Kelly Springfield. 1 off 4mm tread India GT. 1 off 3mm tread Pirelli Cinturato. 1 wheel and tyre bald (free!) 8 off Vitesse MK11 s/s wheel trim. 1 off Vitesse MK11 s/s wheel trim (new). Vitesse propshaft, new. Pair of Vitesse rear ¼ valences. Vitesse hood frame. Vitesse, GT6 15" steering wheels. One 13" shallow dish steering wheel. Vitesse petrol tank. Vitesse tonneau and cover. Vitesse boot lid, no rust or dents. Vitesse doors. Vitesse black sports mirrors. Various other Vitesse/GT6 parts. Contact: Chris Wren, tel: Locks Heath (04895) 84334.

Chassis for 13/60 totally stripped. £15. New boot floor for Spitfire MK1/11/111. £10. Contact: Dave Turner, tel: Hull 634181.

I am in possession of a MK11 Vitesse bonnet, which is rusty but reclaimable and is taking up valuable garage space. Also a standard 2L Vitesse gearbox, less bellhousing. Contact: N C Simpson, tel: Southampton 735804.

New complete clutch assembly to fit 1600 Vitesse, £35. Secondhand complete doors with new skins. Gearboxes for Herald/Vitesse. Hardtop, boot lid, wheel rims, rear valances etc. Contact: Dean Round, tel: Mexborough 587563.

Parts For Sale cont'd .../

4 off white 8 spoke 5½ x 13" steel wheels all with 175/70 x 13 Uniroyal tyres in very good condition, £100. 1 off 5½ x 13" plain steel rim with brand new 175/70 x 13 Uniroyal, £20. 2 off Vitesse steel front valances, one very good, £10 other £5. Pair 2ct MK1 Vit/GT6 rear drive shafts, £20 pair. 1 off 2ct MK1 Vit. engine, goes well, £40. 1 off Vitesse bonnet, LH wing, very good, £20. 1 off Herald/Vitesse MK1 rear body convertible, good condition but needs new door tread plates, £35. 1 off GT6 MK1/11 rear wing steel, right side, £25. 1 off Spitfire MK1/11/111 rear wing steel, right side, £25. 1 off GT6 MK1/11 parts book as new, £5. Almost new rear silencer for 2L MK1 Vitesse, £8. Contact: Andy Jones, tel: 0203 452152 ext 2003 or 2413 (work) or 0203 452541 (home).

Parts catalogues for Spitfire 111/1V/1500, GT6. Workshop manuals for Spitfire 1V/1500, GT6, Vitesse 2L. Handbooks for Herald 13/60, Spitfire 1V/1500, GT6 1/11, Vitesse 2L 1/11. Engine and gearbox components for all models, clutches, electrical items, suspension parts, exhausts, brakes, body panels. All genuine Triumph and many below list. Spares lists should be available by the time this ad. appears so if you want one, send an SAE, stating model and particular requirements to John Mann, 5 Nevis Close, Loundsley Green, Chesterfield, Derbyshire S40 4NS.

Breaking Vitesse MK11. All parts for sale, including tan interior, trim which is in good condition. Contact: Andy, tel: Hatfield 69783.

Secondhand spares for sale:

GT6 MK1

Chassis, £15. Complete trim (blue), £15. Rear hatch, £5. O/S door, £18. 2L MK1 engine, £10. Plus many odds and ends.

Spitfire MK111

Chassis, £10. Diff, £20.

Bond 2L

Windscreens, £10. Bootlid (Saloon), £8. All new/used prices include VAT.

New/Secondhand Parts Clearance

NEW:

Vitesse front overriders, £3. Vitesse/Herald tonneau covers, £14. Vitesse/Herald r/wing assy, £35. Vitesse/Herald bootlid, £16. Vitesse front outer bumpers, £3.50.

SECONDHAND:

Vitesse MK11 bonnet, £20. Vitesse MK11 chassis, £45. Plus many other odds and ends.

NEW:

GT6 MK11 bonnet top, £30. MK11 front wing, £28.

Contact Steve Little, tel: Penn (049481) 4508 evenings and weekends.

Triumph Spare Parts Catalogues for sale at £2 each (the Leyland price new is £8.75).

| | | | | |
|---|----------|----------------------|-------------|------------|
| 2 | GT6 | MK1 and 2 | part number | 515754 |
| 1 | Spitfire | MK111 | | |
| 1 | Spitfire | MK1 and 2 | | |
| 3 | GT6 | MK111 | part number | 520949A |
| 1 | Spitfire | 1500 (1975) | part number | RTC 9110B |
| 1 | Spitfire | 1500 (1975) | part number | RTC 9110A |
| 1 | Spitfire | 1500 (1975 on) | part number | RTC 9819CB |
| 1 | Spitfire | 1500 (1975) | part number | RTC 9819CA |
| 1 | Spitfire | MK1V (1973) and 1500 | part number | RTC 9008A |
| 3 | Spitfire | MK1V | part number | 520948A |

Contact: Terry Cruse, 12 Ufford Close, Headstone, Harrow, Middx.

GT6 MK1 body shell with new wings, new inner and outer sills and door skins in primer. Ready to fit bonnet (reasonable), front suspension (overhauled). Also many other MK1 parts. Contact: Andrew, tel: Sherborne, Dorset 2995.

Parts For Sale cont'd .../

GT6 MK11 parts for sale: One engine, 81,000 miles, hence £25. One recently recond. Leyland non-O/D gearbox, £50. One laycock clutch, £5. One non-O/D propsahft, £10. One gearbox remote for O/D box, £5. One non-O/D gearbox mounting bracket, £1. One fuel pump, £2. One leaf spring (rear suspension), £10. One Transmission tunnel (forms inner side support for seat), black, £1. One rear badge 'GT6 MK11', £1. Also Vitesse 1600 gearlever. One Spitfire IV O/D gear-lever, £1 each. Please ring Maidstone 43860.

Two newish (543 miles) 165 x 13 tyres, plastic dash panels from MK1V Spit and if price is right, 4 x 4.5J x 13 Dunlop pressed steel wheels MK1V Spit. Offers for all above. Contact: Russell Jaggard, tel: Farnborough 41948, Dec 18th until Jan 11th, then Camborne 713211.

CARS WANTED *** CARS WANTED *** CARS WANTED *** CARS WANTED *** CARS WANTED *** CARS

Herald 13/60 Estate, late model in excellent condition bodily and mechanically. Contact: Barrie Brierley, tel: Torquay (0803) 33849.

Low mileage Vitesse MK11 Convertible with O/D. Must be in excellent condition. Please send full details of vehicle to Mike Appleton, 34, All Saints Road, Creeping St Mary, Suffolk.

PARTS WANTED *** PARTS WANTED *** PARTS WANTED *** PARTS WANTED *** PARTS WANTED ***

Spitfire MK1V Parts catalogue, up to 1973 any condition. Also Spitfire MK1V interior door capping trims, new or used. Contact: Marke Chandler, tel: 01 874 3139 after 6.30pm.

MK1 Vitesse bonnet. Must be good or better than mine, (rusty wheel arches). Pref. in Royal Blue but this beggar not choosy. Tel: Rod Newnham, Winchester 68133 ext. 801 (day), or Romsey 512644 (evenings).

N/S front wing and bonnet to fit Vitesse 2L. Must be in excellent condition. Contact: Dean Round, tel: Mexborough 587563.

SAH exhaust manifold and system for MK11 Vitesse. Glassfibre front valance also glassfibre RH sill for Vitesse. Set of minilite wheels for Vitesse (5½ x 13). Contact Andy Jones, tel: 0203 452152 ext 2003 (work) or 0203 452541 (home).

GT6 MK111 MOT failure. Accident damage or cheap runner. Body shell and bonnet, rear suspension, rear bumper and radiator. Contact: Andrew, tel: Sherborne, Dorset 2995.

Red Map Pocket (the one by passengers feet) for Vitesse 1600. Must be in good condition. Contact: Dawn Storton, tel: 021 236 6204 (daytime) or 021 784 4597 (evenings).

GT6 MK11 bodysell in good condition or complete car damaged. Non-runner or MOT failure. Can collect: Contact: Barry 01 591 4763.

GT6 MK111 (1971) bits wanted: In the Spring/Summer I intend to refurbish my GT6 and would be interested in any good condition parts/accessories which may be of use, from engine, clutch and gearbox down to nuts and bolts. Although at present nothing is urgently needed for the day to day running, I am collecting now to pread the financial load and it goes without saying, would appreciate cheap prices! Prefer London and SE for collecting but anywhere along London/Middlesborough, London/Portsmouth, London/Plymouth routes also possible. Contact: Paul Sanderson, tel: 01 658 3531 (day/early evening) or 01 274 6198 (evening/weekends).

One pair reclining MK1V seats, overdrive and ancillarys MK1V Spitfire, front RH valance MK1V. Possible part exchange for the above. Contact: Russell Jaggard, tel: Farnborough 41948 December 18th to January 11th, then Camborne 713211.

Parts for GT6 MK11. Alternator (only casing required). Front valance (metal or fibreglass). 2 sets of door trims in black. Door frame surround rubbers. Quarter light window, O/S. 2 front sidelight assemblies. 1 brake servo. Contact: **SS** Racing on either 0536 761930 or 760769.

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V.A.T. Reg. 328 1706 63

NEW YEAR'S OFFERS

We are now rebuilding Chassis on a regular basis for all the club cars. They are all blasted, all riggers are replaced. They are then chassis-blackened and Waxoyled. Prices approx. £200.00 ex. works.

FIBRE GLASS

| | | | |
|---------------------------------|------------------------|--------|------|
| Spitfire Mk IV/1500, GT6 Mk III | ¼ valances | £20.00 | each |
| Spitfire, Herald, Vitesse, GT6 | Gear Box Tunnel Covers | £20.00 | each |
| Spitfire, Mk. I, II, III | Front Valance | £20.00 | each |
| Spitfire, Mk. I, II, III | Boot Lid | £25.00 | each |
| Vitesse | Front Valance | £20.00 | each |

*** NEW SPITFIRES (U.K.) LINE ***

Spitfire Hard Tops Mk. IV/1500 Very attractive original shaped top, interior lined, Black vinyl outside, all fittings included. £192.00

*** COMING VERY SHORTLY ***

Our own Universal Spitfire Hard Top.

It will fit ALL Spitfires and will be the cheapest mass produced top on the market !!

JANUARY 1982 OFFER ONLY

HERALD REAR EXHAUST..... BOX + TAIL £4.50 each

SERVO UNITS (ALL CARS) £50.00 each

CARPETS

| | |
|----------------|--------|
| Spitfires | £30.00 |
| Herald/Vitesse | £30.00 |
| GT6 | £48.00 |

***** ALL COLOURS *****

All Riggers at LOW, LOW PRICES.

ACCESS AND BARCLAYCARD ACCEPTED.

All prices quoted are excluding V.A.T. and Postage and Packing where applicable.

STOP PRESS-LATE NEWS

Wanted, Spitfire MK111 badges, written in script. Contact: A J Green, Shrewton, Carnon Downs, Nr. Truro, Cornwall TR3 6H5.

Triumph Herald 1200 E reg. Discs and sunroof. 12 months MOT. Good condition throughout. Low mileage. £250 o.n.o. Contact: Colin Bell, tel: Wakefield 271984.

Bond Equipe 2L, in running condition and partially restored. New front upper and lower swivels, new rear brake linings, spare short engine. Looking for about £120 but vehicle must be sold and no reasonable offer refused. Contact at Thanet 65979, address 66, Camden Road, St Peters, Broadstairs, Kent.

Triumph GT6 MK111 L reg., Pimento Red. Car covered a total of approx. 65,000 miles, engine reconditioned approx. 14,000 miles ago, Leyland reconditioned gearbox fitted same time. 11 months MOT, 6 months tax, radio recent battery, excellent condition. £1,450. RAD Larner, tel: Isleham 260 (nr. Newmarket).

Breaking 1972 GT6 MK111 (most bits available). Local BL clearance - still some parts available: New R/bumpers Spit. 1V, GT6 111, £20. New F/bumpers Spit 1V, GT6 111, £25. New locking filler caps + keys GT6 111, £10. New tailgates GT61, 11, 111, £12.50. New centre hub cap and decal GT6 111, £5. New Spit. 1V 1300 exhaust box, £14. + (£3 post).

All the above limited stock to clear - will post, red star, Securicor. Approx. 10/15%. Tel: Shrewsbury (0743) 860658 around 6 - 8pm. Ask for Stefan.

Wanted set of alloy wheels - preferably Alleycars. 5½ x 13. Have a standard set of GT6 111 wheels to deal. ALSO accident damaged late GT6 111 around £500. Prefer body work rather than chassis damage. Tel: Shrewsbury 860658 around 6 - 8pm and ask for Stefan.

Triumph GT6 MK111 bonnet still in manufacturers primer. Excellent condition, £160. Contact: RAD Larner, tel: Isleham 260 (nr. Newmarket).

ATTENTION!!!!

Due to an overwhelming lack of response, which resulted in only five entries being received, it has been decided to cancel the 1981 Photographic Competition. All entries have been returned and are eligible for any future competition that may be held. The entry of PJ Williams is commended for the technical merit inherent in his print.

NICK LEES

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3. COMPETITIVE RATES

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or after 6 p.m. **WILBERFOSS (YORKS 8104)**



JB REGALIA***CLUB REGALIA***CLUB REGALIA***CLUB REGALIA***CLUB REGALIA***CLUB

Metal Car Badge.....£3.00 + 0.30 p/p.

Licence Holder (old style reversible).....£0.30p + 10p p/p.

Licence Holder (New Style).....£0.30p + 10p p/p.

Rear Window Sticker (New Style).....£0.30p + 10p p/p.

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

Key Fob (new style - Leather with Metal Badge) £0.70p + 12p p/p

T Shirts.....£4.00 + 50p p/p.

Sweatshirts.....£7.50 + 80p p/p.

Sports Coutell V neck with TSSC Badge..... £14.00 +75p p/p.

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.

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

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'

A Leicester Area enterprise - for Leicester Area Funds.
To Trudi Squibbs, 24 Prince Rupert Avenue, Desborough, Kettering, Northants. Tel (0536) 761930.

AN ESSEX AREA ENTERPRISE

'BERKSHIRE' PURE MERINO WOOL V-NECK SWEATERS WITH TSSC MOTIF. SIZES 36" - 46", MACHINE WASHABLE. COLOUR, NAVY, SCARLET, LIGHT BLUE. £12.99 + 75P. ORDERS AND CHEQUES (PAYABLE TO TSSC (ESSEX) TO: MRS GERRY THORNTON, 3 VICTORIA DRIVE GREAT WAKERING SEX SS3 0AT.

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 £2.00 upwards.

Advertisements must be written, not phoned, and MUST reach me by the 15th of each month, to appear in the following month's issue.

ALL magazine material MUST reach me by the 15th of the month to be included in the following month's Courier.

BILL SUNDERLAND - EDITOR.

TRI BOND SPARES

GRANADA and RIBBLE Areas have amalgamated their spares stocks and are now offering these for sale within the Club.

We have available:—

BONNETS BOOTS GLASS
TRIM SEATS and MANY OTHER PARTS

ALSO, dependant upon response, we can have remanufactured:—

DOOR SKINS, WINDSCREENS, REGLAZED FIXED QUARTER LIGHTS,
SEATS RE-UPHOLSTERED, and HOODS, TONNEAU COVERS and
HOOD WELL COVERS remade by the original manufacturer.

Having built up contacts with many ex-Bond personnel, we are in a position to offer a free information service, based upon factory records, to club members. N.B. PLEASE write enclosing a s.a.e.; we cannot afford postage.

For information please write to:—

Mr. C. GARDNER,
3 Frenchwood Knoll, PRESTON,
Lancs.

Spares enquiries:—

ANDY on Blackburn (0254) 71624 or CHRIS on Preston (0772) 54469

or JIM on BLACKBURN (0254) 56835

AND FINALLY:

Happy New Year one and all. I hope Christmas was fun - it certainly was back here. With all the Christmas cards we received plus our usual mail, it made it like Christmas day every day. Anyway, thanks to all those of you who sent us a card, it was very kind of you.

Chris and Trudi Squibbs have sent a letter to all lapsed members asking why they have not renewed. It has been a great success and Chris will write a note in the next months Courier giving the facts and figures. One thing that did crop up in replies was the lack of technical information in the magazine; that may have been the case but I hope when they renew and see the last few months magazines, including this one, their views will change.

Thank you again (I must stop saying this) to all you members who send in such informative news - keep it up as I certainly benefit from peoples articles and I am sure the Club does too.

Articles are drifting in for Turning Circle but I need more (same old story). Even if the information is not about Spitfires, I would still like it in as future Turning Circles will feature other Club cars. So get writing! Take a look through old magazines, Road Tests etc. and you will be surprised what you can find. (NB Information and photographs can be returned if this is requested).

Lastly, as I requested last month, I hope to start an area page (as we have over 40 areas), giving new members wishing to go to an Area Meeting, easy access to information. At present only six Area Organisers have replied, so until I have received more details, this will not appear.

Get polishing, repairing etc. etc. Spring is just round the corner.

BILL SUNDERLAND
EDITOR

CLUB DIRECTORY ... 1981

AREA ORGANISERS

ANGLIA

BARRY NEWITT
89 Shelford Road
Trumpington
CAMBRIDGESHIRE
Tel: (0223) 841407

EAST BERKS

JOHN REED
3 Marlborough Road
MAIDENHEAD
Berks.
Tel: (0628) 33365

HERTFORDSHIRE

ANDREW FFOLKES
166 Sandridge Road
ST. ALBANS
Herts.
Tel: (0727) 64809

NORTH LONDON

STEVE WILLIS

Tel: Potters Bar
51769 [6-7 p.m.]

NORWICH

IAN EASTWOOD
13 Newton Close,
Trowse,
NORWICH, Norfolk.
NR14 8TX
Tel: (0603) 663855

SALISBURY

MARCUS BROWN
35 Greenfields
WEST GRINSTEAD
SALISBURY, Wilts.
Tel: (0722) 710841

STOUR & AVON

STEVE ELLIS
20 Primrose Way,
Corfe Mullen, Wimborne,
Dorset, BH21 3NT
Tel: Broadstone (0202) 693797

WORCESTER AREA

TREVOR BROTHERTON,
Kingsley, Badsey Lane,
EVESHAM, Worcs. WR11 5EL
Tel: Evesham 6547

AVON

JAMES STURGEON
18 Fairlyn Drive
Kingswood, BRISTOL
Avon. BS15 4PU
Tel: (0272) 568170

ESSEX

DAVID COOK
262 Wennington Road
RAINHAM
Essex.

LEICESTER

IAN and VAL McKEGGIE
166 Pochin Drive,
Burnmill Park,
Market Harborough, Leics.
Tel: Mark. Harb. 63934

NORTH MIDLANDS

DAVE JOHNSON
8 Parkfields Close
Silverdale
NEWCASTLE, Staffs.
Tel: (Newcastle) 633109

NOTTINGHAM

CHARLES HENDERSON
8 Oxtan Road
SOUTHWELL
Notts.
Tel: (0636) 812115

SCOTLAND

NIGEL WADDELL
40 Hamilton Avenue,
Pollokshields,
GLASGOW. G41
Tel: 041 427 4340

SWINDON

ROLAND DREW
2 Jugglers Lane
Yatesbury, CALNE,
WILTS. SN11 8YA
Tel: (0249) 812527

YORKSHIRE NORTH

JOHN GENDERS
18 The Paddock,
Wilberfoss
Nr. YORK.
Tel: (075-95) 8104

CORNWALL

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

GRANADA AREA

JOHN BINGHAM
20 Roundhill Close
Hadfield, HYDE,
Cheshire. SK14 8BH
Tel: 061 477 1907

KENT

MARTIN RADFORD
41 Wallis Close
WILMINGTON
Kent.
Tel: (Dartford) 21056

NORTH WALES

MIKE STEWART
5 Oak Close,
Bradley, Wrexham,
CLWYD. LL11 4DH
Tel: (Daytime only)
(0270) 625322

OXFORD

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

SOMERSET AREA

NICK BRADBURY
Dogwoods, North Newton,
BRIDGWATER, Somerset.
TA7 0PD
Tel: North Petherton (0278)
662698

THAMES

CHRIS CHILDS
125 Cottenham Park Road,
LONDON.
SW20 0DW
Tel: 01 947 0426

YORKSHIRE SOUTH YORKSHIRE WEST

DEREK STRINGMAN
3 Briar Close
Finningley
DONCASTER
Tel: (0302) 770742

DEVON

STAN WALTERS
51 Bellamy Close
Eggbuckland
PLYMOUTH. PL6 5LG
Tel: (0752) 700555

HANTS & SURREY

PAUL WATERKEYN
51 Whites Road
FARNBOROUGH
Hampshire. GU14 6PB
Tel: (0252) 512074

(EAST) KENT

BRIAN BUTLER
109 Nixon Avenue
RAMSGATE
Kent.

NORTHERN IRELAND

BERTIE HADDON
'Kouloma'
5 Croft Gardens,
HOLLYWOOD, Co. Down,
Northern Ireland.

PRESTON AREA

CHRIS GARDENER
3 Frinchwood Knoll,
Preston, Lancs.
PR1 4LE
Tel: 0772 54469

SOUTHERN

TONY FARBY
4 Mallory Crescent,
FAREHAM
Hants. PO16 7QB

WEST MIDLANDS

TONY & JANIS SPICER
Laburnum Cottage
336 Clarence Road
SUTTON COLDFIELD
Tel: (021-353) 9961

NIGEL and ALISON WEEDON
62 Meltham Road
Marsden
Huddersfield.
Tel: (0484) 844682