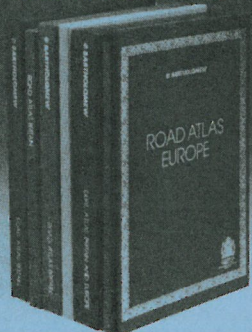


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# THE COURIER



FEBRUARY 1982 No. 20  
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the monthly news publication of the  
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ROLAND DREW Yatesbury Calne, Wilts.	DAVID BAYLISS Address/Area Liaison Off.	BOB NOTLEY Address/General Sec.	JONTY WILD Address/Club Equip.
JOHN CUDMORE Address/Oxford Area Organiser.			

**INTRO**

5th National Christmas Weekend

Elsewhere in this issue you will read a full report by Matt Maudeley, but I would like, however, to pass comment on the supreme efforts made by guests Peter and Mark Donnelly and Graham Robson, who attended, despite the Arctic weather conditions. Similarly, the tenacity shown by the 29 Club members who attended proves that they are either all of Scottish origin or more likely determined people with backbone and a sense of adventure. Congratulations to you all; I hope you all had a safe journey home.

Competition

In February Dave Bayliss will be attending a meeting of the Combined One Make Car Club, following which, hopefully, we will become affiliated to that organisation. If we are accepted we should receive invitations to various race and speed events which I notice in the TR Action magazine, total 11 meetings for 1982. In addition I have also written to Harewood, Gurston and Cricket St. Thomas, and Eddie Evans is making enquiries at Curborough. Next month I hope to be able to give you full details of the Championship, at which time I shall require your registration fee.

Book Review

'Morris Minor' by Paul Skilleter, £8.95, publishers Osprey .  
Many of you will have seen Paul Skilleter's advertisement for this recently published book, which is an enjoyable first-class production, containing many unique photographs and well documented history. It is easy to read and highly recommended to all motoring enthusiasts.

'Competing with Production Cars', by Richard Hudson Evans.

An interesting little book which no doubt will be helpful to those of you contemplating motoring. Also includes a photograph of the author competing at a driving test in a Spitfire MK 1V, TRW 855J. Recently on offer at WH Smiths in their book sale, price 95p.

'MG Past & Present', by Rivers Fletcher, £9.95, publishers Gentry Books, London.

Some of you will have already met Rivers Fletcher at the 1981 Christmas Weekend and will accordingly appreciate how entertaining he is. The written word loses none of Rivers' unique charm and humour and in my mind, this book, whilst being on the subject of MG's, represents reading enjoyment at its best. It is not a history of the MG marque but a story of Rivers' personal experiences and encounters with the world of MG.

Events

We are only 2 months away from Spring and the real events season of the Club. I do hope that the Area Organisers and members have spent their monthly Club meetings not only supping ale but also discussing the events that they propose to put on during 1982. Some of you will be preparing a national event and I would ask all Area Organisers to ensure that their event is well advertised in the Courier and brought to the attention of the Events Organisers. This is essential in order that we can provide full information to Club members but also keep the national press informed.

Vitesse/Spitfire 21st Birthday Celebrations, 1983

We are still looking for a suitable way to celebrate this major historic Club Event and I would ask you to keep your thinking caps on and advise the relevant Marque Secretary of any suggestions you may have. In the meantime, one idea has been suggested to me and if we have any RAF Officers in the Club, I would welcome them contacting me as I would like preliminary discussions with them in this connection!

Titbit

The following comment was made by Graham Robson at the Christmas Weekend, which I know you will all delight in:-

Quote: 'I find that the Spitfire was only beaten once in its whole (Works) career by the Midgets or Sprites and don't any of you forget it!' (Saturday 9th January).



I wonder if you saw in the December issue of Motor Sport the complimentary remarks about the Club's Turning Circle and in particular, John Davy's article on the Herald. To earn the praise of Motor Sport gives me great pride and in this connection I would like to particularly thank John Davy for his valuable contribution and I hope he will give us the benefit of his extensive knowledge again in the future.



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## NEWS REVIEW

Dear Members,

We've just completed another successful Club year and, hopefully, we are about to embark on another.

Up to renewal period, September 1981, we achieved a record membership of 2,400. Upon completion of renewals we found our numbers had dropped to 1,700 - something wrong, we thought - disillusioned members, we thought - not giving them enough of what they want, we thought - so we thought, let's find out! We sent off a lapsed reminder letter asking why they had not 'renewed for '82' and also we asked for any constructive criticism of the Club, which might help us in giving our members a better deal.

The response was excellent! Many lapsed members who genuinely forgot have now renewed, many had sold their cars due to retirement or returning to college and many had simply changed their cars, some with regret and others, alas, had become disenchanted - but how can one become disenchanted with a Triumph I ask myself? However, I'm totally biased - in love with my GT6, with which I spend every freezing night rebuilding. 'Madman', I hear you say - 'Non', I answer, as I think about the exhilaration and excitement of driving through France last summer ... oo...la...la!

Anyway, back to the subject in question. The outcome of our little exercise was that the Club did not come in for a real slugging. Nearly all ex-members enjoyed their time with the Club and enjoyed receiving and reading the Courier, for which there was nothing but praise, (who says we don't need a magazine?). However, we believe the members would like to see more technical articles, so if there are any automotive wizards out there, please put pen to paper.

At present our membership stands at approximately 2,300 and growing daily. At the end of the Club year we can forecast a membership of 3,000.

Last year we had a recruiting drive instigated by Jonty Wild, which brought in many new members. This year we hope you won't stop recruiting, keep on pinning those leaflets to the windscreens. Remember, the more members we have, the more of our cars are being saved from the scrap-heap - not just for our own enjoyment but also for future generations.

Anyway, enough of this drivel, Trudi and I wish you all an eventful and exciting year and many miles of safe driving.

CHRIS & TRUDI SQUIBBS  
MEMBERSHIP SECRETARIES

ATTENTION ALL CLUB MEMBERS  
\*\*\*\*\*

The formation of the post of Events Co-ordinator was discussed at the last Committee Meeting. The need to have somebody collecting, preparing and publishing a calendar of forthcoming Club events is obviously, very necessary. In the past information of dates of events has been published in the Courier as and when it was given to the Editor. Most Area Organisers and Event Organisers would only have learnt of other events by reading about them in the magazine. Whilst we had relatively few National, International and local events taking place, the Club's calendar was uncluttered and the system worked fairly well, with few clashes of National and local events. However, now with ever-increasing numbers of local and (hopefully) National events being organised, clashes could become much more common. Imagine how disastrous it would be if two National events clashed. The problem has been that there has been no one person that organises events, (National, International or local), could contact to discover possible clashes.

As you may have realised by now, I have offered to take on this post and I shall now explain how I consider the system should work:

My job will, firstly, be to make sure that a calendar of events, both National and International appear in the Courier and that dates of events are given to all Area Organisers as they become available. Also, to make sure our Public Relations Officer knows of events for possible press releases.

Secondly, to hold a list of events so that organisers of any events (Area Organisers please note) can contact me as a reference to avoid clashes.

Thirdly, the Committee must be kept informed about any events being organised which are to be advertised as a National event and are intended to attract members Naionally. Particularly so if financial support and Club equipment is required. As information is given to me I will convey the details to the Committee and seek approval and, if necessary, financial support.

It is not my job to 'Interfere' with the organisation or running of events, but I will happily advise new organisers of events if I can, or put them in touch with someone who can advise them. Don't forget I am also the Club Equipment Secretary.

I think it is better for local events to be advertised in the Area News section by the Area Organisers rather than by me. Though it would be useful to have dates of proposed events.

What I need from organisers of ALL events is that as soon as an event is being organised, I am informed of the provisional date or dates and as soon as an event is finalised, I am informed of the confirmed date. Even if the confirmed date is the same as the provisional date, I must have confirmation.

The job cannot work without COMPLETE co-operation of all event organisers and I would hope that it will become a matter of habit to contact me as soon as events are discussed and again when they are finalised. I also hope that organisers of local events will get into the habit of contacting me with dates of their events to avoid wherever possible clashes with National events.

Please help me off to a good start, will ALL organisers of events contact me as soon as possible with provisional dates, either write to the address below or phone Royston (0763) 42058 between 6 and 7pm is best.

P.S. PLEASE REMEMBER, IF A WRITTEN REPLY IS REQUIRED AN S.A.E. IS ESSENTIAL.

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Year of manufacture	Circumstances	
Engine capacity Value £	Costs	
Is vehicle kept in locked garage? YES/NO	Driving convictions? YES/NO	
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Insured only/Insurer & Spouse/Named Driver		

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MINUTES OF THE ANNUAL GENERAL MEETING HELD ON 28TH NOVEMBER 1981  
AT THE NORTHAMPTON SAILING CLUB

The meeting commenced at 2.05pm

The Chairman, John Griffiths, thanked Pete and Lucy Jarvis for arranging the venue and Pat and Ann for organising the food.

The Chairman introduced to the meeting all the Officers of the club.

Apologies were received from John Lindsay, Vitesse Marque Secretary, Eddie Evans and Derek Stringman.

1. Minutes of the previous AGM

The meeting was asked to approve the Minutes of the 1980 AGM as printed in the November 1981 Courier. This was proposed by John Cudmore, seconded by Ian McKeggie and unanimously agreed by the meeting.

2. Re-election of members of the Council of Management

The meeting was informed that the following members had retired:-

Eddie Evans  
Matt Maudsley  
Chris Squibbs  
Mike Long  
Jonty Wild  
Bill Sunderland

Proposed and seconded nominations had already been received prior to the AGM and were approved by the meeting as follows:-

Eddie Evans  
Matt Maudsley  
Chris Squibbs  
Mike Long  
Jonty Wild  
Roland Drew

3. Re-election of other club officers

Dave Bayliss, the Area Liaison Officer, advised the meeting that nominations for Area Organisers had been received as follows:-

Anglia - Barry Newitt  
Cornwall - Richard Cunningham  
East Berks - John Reed  
Essex - David Cook  
Granada - John Bingham  
Hertfordshire - Andy Ffolkes  
Leicester - Ian McKeggie  
Derbyshire (Junction 29 M1) - Andie Clarke  
Kent - Martin Radford  
North Midlands - Don Halliday  
North Wales - Mike Stewart  
Norwich - Ian Eastwood  
Oxford - John Cudmore  
Salisbury - Marcus Brown  
Scotland - Nigel Waddell  
Southern - Tony Farby  
Stour & Avon - Steve Ellis  
Surrey & Hants - Paul Waterkeyn  
Thames - Chris Childs and Leon Guyot  
West Midlands - Tony and Janis Spicer  
Yorkshire North & South - John Genders and Derek Stringman

There were still 9 areas which did not have an Area Organiser and Dave Bayliss asked members to send in their nominations and these would be ratified at Committee.  
AREA ORGANISERS PLEASE NOTE.

Minutes of AGM 28th November '81 contd .../ 1

A list of members had been sent out to the Area Organisers so that they would know who lived in their area.

Register Secretaries

The meeting was informed that the following nominations had been received:-

Specials - Roger Powell  
Herald - Chris Longhurst  
Spitfire - Neil Williamson  
GT6 - Mike Long  
Vitesse - John Lindsay  
Bond - Chris Gardner

These nominations were approved by the meeting.

Amphicar - Keith Gould - nomination not received to date.

Events Organisers

A nomination had been received for the re-election of Tony and Janis Spicer and was approved by the meeting.

4. New Subscriptions

The Chairman explained to the meeting that, with renewals falling before the AGM, it was necessary to put up the subscription prior to the approval of the AGM. The increase was mainly due to the rise in postage and printing costs. The new rates were £9 + £2 joining fee and for overseas members, £12 + £2 joining fee. The Chairman felt sure that members would agree the increase was justified.

The increase was proposed by Matt Maudsley, seconded by Pete Jarvis and the motion was carried.

5. Report on the club activities since last AGM

Please see report printed in the November 1981 Courier.

A number of additional points were raised by John Griffiths as follows:-

A new Competition Committee had been formed to ensure that the competition side of the club is developed and the club is considering joining the Combined One Make Car Club to provide competitors with considerably more events, e.g. Trials and Circuit Racing.

John Griffiths stressed the importance of Areas becoming involved in event organisation and was pleased to report that the following areas had made progress in this direction:-

Avon Area had volunteered to take on the Yeovil Car Show 1982. The Classic Car Show is fast becoming one of our major events and the Essex Area have this firmly tied up.

The Norwich Area are going to put on an event and Devon Area are at present discussing the possibilities.

The West Midlands Area have now formed a committee and are taking on more work, in particular with the club's national concours event.

Tony and Janis Spicer reported that the provisional date for the Donington Concours was 22nd May 1982.

Spares Secretary

John Griffiths informed the meeting that Roland Drew had had to stand down as Spares Secretary after kindly acting in this capacity for some time. The Committee wished to appoint a new Spares Secretary but at the same time wanted to emphasise the work load that was involved with such a post. The new Spares Secretary would require a considerable amount of spare time; he would need plenty of space for parts; could be required to undertake careful and accurate accounting, possess a good knowledge of all the cars and be discerning when purchasing spares due to his limited budget.



Anybody volunteering for the job will be interviewed by the Committee at the next Committee Meeting in February 1982.

All present stocks would be sold in the Courier.

(Following the AGM John Kipping of 55 Whitmore Park Road, Holbrooks, Coventry, approached the Committee with a view to undertaking this post and he will be interviewed by the Committee at their next meeting).

#### 6. Financial report and Presentation of Accounts

Members were issued with two sets of accounts, the first being the accounts for the period from 1st September to 31st December 1980, covering the final 3 months of the old club and the second accounts being the new limited company, which started on 1st January 1981. Michael Hancock, the Treasurer, explained that for legal reasons, separate accounts have to be produced for the company but members would have to look at the two sets of accounts together to obtain a true picture of the year as a whole.

Michael Hancock then referred the meeting to the Balance Sheet of the club at 31st August 1981. This showed the Members Funds at £3,946.52 at that date. This compares with the balance at 1st September 1980 of £2,033.18 and shows that overall the year has produced an excess, or profit, of £1,924.34. There is an excess of expenditure over income of £2,032, but this has to be set against an excess of income over expenditure of £3,956.34 during the earlier period.

The members saw on the Balance Sheet that the Club had bought a typewriter and an addressing machine for the use of the Courier Editor and the membership secretary. Since the start of the club's new year, the club has bought a postal franking machine for £500. The club has also paid £120 towards the renovation of the oldest Herald.

Turning now to the earlier accounts for the period from 1st September to 31st December 1980, the meeting was informed that the club had opened an account at the Cheltenham and Gloucester Building Society and the interest was shown in the Income and Expenditure Account. The club is liable to pay Corporation Tax on the interest, less a credit for notional Income Tax paid.

The cost of events £549.72 includes Stoneleigh Town and Country Motoring Festival 1980 and the expenses at the AGM held in 1980.

The formation expenses figure of £143.25 is the legal cost of setting up the company. The audit fee is charged by the auditors Haywood and Co. for the audit of accounts.

Following the Treasurer's report Roland Drew asked why his accounts on the spares had not been printed and Michael Hancock explained that they were in the process of being audited.

John Reed then asked the Treasurer why the accounts had not been shown to the members in advance as there was not enough time to read them in order to ask questions. John Griffiths suggested that further questions on the minutes would wait until the end of the meeting in order that members could examine the accounts more thoroughly. John Griffiths said that next year a new system might be adopted whereby accounts of the current year would not be taken to the AGM until the following year. This would give more time for auditing and members would be able to examine the accounts more thoroughly.

Peter Jarvis asked why the subscription amount was so low for the period of 1.1.81 to 31.8.81. Michael Hancock explained that this was due to the fact that there were two sets of accounts which should be read in conjunction with each other, the first set covering renewals time.

One member asked whether the subscription would go up next August. The Chairman said that the main cause of the increase was the cost of postage and printing for the Courier. The Committee think the Courier is the most important aspect of the club and therefore it must be paid for. If postage and printing went up again then the subscription would probably have to go up again also. However the Chairman said that it was possible to recoup all the subscription amount on offers on insurance and discounts etc.

The following matters on accounts were raised at the end of the meeting:-

A member asked how much money would be put aside for spares in the future and the Chairman said it was too early to say, but would be unanimously agreed between the new Spares Secretary and the Committee.

The Chairman informed the meeting that Michael Hancock, the Treasurer, was resigning and thanked him for all his work over the last 4½ years. Glyn Ridgewell had volunteered to take over this post.

#### 7. Report on Membership since the last AGM

Chris Squibbs, the Membership Secretary, reported that at the last AGM the club had a membership of approximately 1,000. Throughout 1980 -81 up to the time of renewals the TSSC grew at a phenomenal rate to 2,400. This was partly due to our membership competition, instigated and run by Jonty Wild and won by Mike Long. After the renewal period the club had a loss of approximately 800. As a result of this the club sent reminder letters to members who had not renewed, asking for the reason why they had not renewed and for any constructive criticism of the club. The response was excellent and resulted in approximately 6 renewals a day. In general the praise received has been encouraging. The Club's membership is now 2,000 and is increasing daily, due to advertising in national magazines.

Chris Squibbs thanked Steve Willis for all the time and work he had put in during the past year.

#### 8. Any Other Business

(a) The Club increased its contribution towards 'National Events', run by individual areas, based upon the merits of the event - the amount to be decided by the Committee.

Item proposed by: Glyn Ridgewell  
Seconded by: Matt Maudsley  
Stephen Willis  
Steve Jarmyn  
David Cook  
David Thurgood

Glyn Ridgewell explained to the Members that this item had been proposed following the Classic Car Show which the Essex Area had recently organised at Brighton. Membership recruitment and the sale of regalia had been very successful, but with more money from the Club, the Area could have arranged a better stand with display material and they felt that they could have attracted more members.

The motion was carried unanimously.

(b) The North East section of the TSSC wish it to be known and noted that they have complete confidence and give their full support to the Committee and all its members and find no reason why the same Committee should be changed.

Item proposed by : Sandra Coyle (Secretary NE Section)  
Seconded by : Sixteen members of the NE Section

(c) The East Berks Area Organiser said he found it difficult to get information to Bill Sunderland on time for the Courier.

Bill Sunderland said he appreciated the difficulty with some Areas not having enough time between monthly meeting dates and Courier copy dates. However, on some occasions far too much information from individual areas was being forwarded by Area Organisers and he requested that in future reports should be kept to a minimum.

The meeting then extended a vote of thanks to Bill and Jo for all their hard work in producing the Courier each month.

The meeting then closed.

Following the AGM the International Register Secretaries spoke to the meeting and the following is a summary of their reports:-



### International Specials Register Secretary

Roger Powell explained that he had taken on the post since May 1981 and through the Courier had attempted to show the good points of kit cars. With regard to the membership of Specials within the Club, membership had increased by 146% in the last 6 months, but it had only gone up from 13 to 32 members! Roger is making efforts to encourage kit car owners to join the Club, particularly those with no active owner club/register.

### International GT6 Register Secretary

Most of the GT6 post and telephone enquiries are technical and many of the questions could be answered by reference to the Triumph Workshop Manual which would cut down his work load. Production history is also a popular question and Mike Long would be pleased to receive any information on this, together with parts availability. Mike said he had undertaken valuations for insurance and is in the process of writing an article for Practical Classics.

The GT6 Trophy had been awarded this year to 'Best GT6' and this will be an annual award.

Mike said he would like to produce GT6 Register regalia and as a starter was offering windscreen badges at 45p each. He would also be interested in organising a register event every year and asked for any suggestions.

The number of GT6's in the Club is 665. An estimate of 540 cars are owned by current members. A quarter of cars in the Club are GT6's.

### International Herald Register Secretary

The report given by Chris Longhurst has since appeared in the Courier. (December 1981 issue, page 7).

### International Spitfire Register Secretary

Neil Williamson reported that he had only just taken on this post and would be aiming to provide the following services:-

1. General information
2. Technical information
3. Spare parts availability information

Signed:

Chairman

General Secretary

Date 22/12/81

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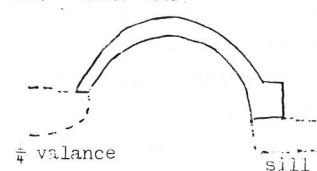
## International Marque Secretaries

### HERALD REGISTER SECRETARY

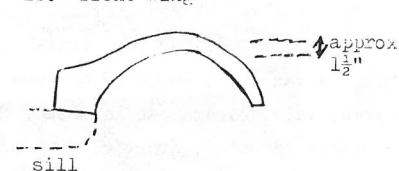
#### wheel Arch repair panels

John Kipping has supplied me with information on wheel arch repair panels (figs la & b). They are available from Abercorn Replacement Panels, 6 Queensland Ave., Earlsdon, Coventry. The cost is £4.90 each (incl. VAT) + £2 post and packing per pair (presumably £1 each). The price includes a 10% TSSC discount so mention the club when ordering.

la. rear wing



lb. front wing



(both with 1/2" turned under lip)

#### Parts wanted

John is also restoring a 1960 940 cc Herald saloon (more on that in a later Courier) and requires some parts :- grey horn button, grey gear lever gaiter, grey handbrake gaiter and a 'reasonable' set of carpets. The address is 55 Whitmore Park Rd., Holbrooks, Coventry CV6 4BN (0203-03920).

#### Know Your Heralds / Members Car Feature

##### Herald 'S' - 21st Anniversary.

The Herald 'S' was launched in February 1961 as a basic Herald saloon to sell alongside the more luxurious 1200. Alex Wright, an 'S' owner, has kindly supplied information and photographs for this anniversary article.

The 'S' was a 940 cc engined car with the plain front and rear valances of the earlier 943 series cars. It was supplied with a low standard of trim - no bright strips along the side, no bonnet handle, a plain punched aluminium grill and a less sophisticated number plate light. Inside the passenger magazine basket & folding rear seat (a useful facility which was also dropped on the 1200 saloon) were missing and rubber mat instead of carpet was found in the front footwells. Heaters, windscreen washers and disc brakes were obtainable as optional extras.

The 943 'S' was in production from February 1961 until June 1964. The actual numbers produced are not known with certainty; production figures supplied by



Leyland are incorporated in those for earlier 940cc saloons. A production run in the region of 5000 seems likely as the model was not a great success, most buyers opting for the luxury (!) of a 1200 saloon. Commission numbers run from G60471SP to G73571SP; after May 1963 (G71462SP) production was to special order.

The car featured in the photographs, 345 VVX, appears to be a solid example of its marque, and one of only two on the register. Alex wright has supplied a service history which is worth recording here, if only to show that down-market Heralds were pretty reliable.

At 3000 miles (10.1961) the fanbelt was adjusted and anti-freeze added; 9000 (9.62) flat battery - fan belt adjusted; 12000(5.63) sump removed and cleaned (the drain plug was jammed in place !); 15000(11.63 radiator drained and anti-freeze added; 18000(7.64) rear brakes freed, all brakes adjusted; 21000 (9.64) new plugs & fan belt; 24000 (?65) new off-side door lock; 27000 (9.75) three new tyres, valve clearances adjusted, plugs & distributor cleaned; 30000 (3.66) MOT - brakes adjusted, front o.s. wheel bearing tightened; 33000 (o.66) new points, silencer, top hose, wipers and tyre; 36,000 (6.67) new tyre, fan belt, brakes adjusted (MOT), antifreeze; 42000 (11.6b) MOT - new silencer, lower trunnion bushes, brake shoes; 45,000 (o.69) new plugs, condenser, timing, valve clearances set; 48000 (6.70) clutch relined, new master & slave cylinders, silencer, two tyres.

No doubt there are some omissions from this list. in the 1970's the mileage was low (4000) due to the owners age. and when Alex wright obtained the car it had been standing since 1976. A major overhall was required - new silencer, brakes, piston rings, valves, engine gaskets, dynamo, voltage controller, tyres, wipers, shock absorbers and a little welding. Fortunately the previous owner had washed the underside of the car frequently and rust had not set in to any serious extent.

Parts for the 'S' and other 948 cc cars are not all interchangeable with later 1200's and trim items are difficult to obtain. Alex wright would like to exchange information with other 948 owners on parts supplies etc. His address is 'Copperfields', Leaveland, Faversham, Kent ME13 0BP (Challock 551).

Notes and photographs of other members Heralds would be appreciated for future articles - so far i have only received information from two 948 owners !



**HERALD 'S'**  
Front profile showing  
punched aluminium grill,  
lack of bonnet handle  
and plain valances.

**HERALD 'S'**  
Inside view with 'bran'  
instrument panel. The  
patterns on the seat  
upholstery and door  
trims are different to  
later 1200 Heralds.



**HERALD 'S'**  
Boot lid with distinctive  
'S' badge and simple  
number plate light.



### Change of Address

Note my new address: 24 The Lea, Fleet, Hants GU13 0AU; I am not on the 'phone at present.

### Insurance Valuations

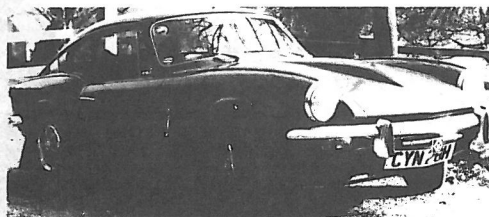
Marque Secretaries have been invited to give valuations for agreed value insurance. I hope to be able to offer this service from my local area (Hants & Surrey - Royal Oak, Pirbright, 2nd weds. of month) when the weather has improved - by then I hope that British Telecom will have supplied me with a 'phone so that you can check that I will be there. I will keep you informed on any other meetings I plan to attend.

### Winter Tip

Don't raise or lower your hood in cold weather, or scrape at the perspex hood windows too hard - they might crack !

Chris.Longhurst

HERALD - VITESSE - GT6 - SPITFIRE - EQUIPE



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## SPECIALS REGISTER SECRETARY

### HOW TO FIX A RIG AND TWIG IN YOUR ROLLERSKATE.

For those not familiar with the above slang, the following text will hopefully shed some light on the installation of a Citizens' Band (CB) radio in your car. I do not claim to be an authority on this subject, but I merely wish to put some thoughts before the unwary first-time user.

The Government has recently licenced the use of CB radio utilizing Frequency Modulation (FM), in the 27MHz and 934MHz bands. The 27MHz band has been allocated 40 channels and the 934MHz band given 20 channels. The frequencies of these channels and the type of modulation chosen are unique to the United Kingdom, and this means that a legal U.K. rig cannot communicate with a rig from any other country of the world. I believe that there are now at least 5 different CB standards in the Common Market alone, with many of the countries concerned having strict laws forbidding even temporary importation unless proof is shown that the set conforms to their particular regulations.

Equipment for 27MHz FM is now widely available, and certainly in the immediate future this is going to be the more popular of the 2 bands. Equipment for operation on 934MHz is much more expensive due to different and more complicated circuit techniques, and the expected range of these sets is likely to be less than that of 27MHz gear.

When purchasing CB equipment for 27MHz, make sure that the items you buy comply with the current regulations. All legal CB sets have a plate on the front panel which is marked 'CB 27/81', and it cannot readily be removed. If you are offered a set whose label can easily be peeled off, then it undoubtedly will not be legal. Aerials are slightly less of a problem than rigs when it comes to making sure that you are buying a legal one, as mode of transmission and specific frequency of channels are unimportant. Make sure that the aerial itself is no longer than 1.5 metres, consists only of one element, and is base loaded. If the bulge is anywhere other than at the base of the aerial element, then the chances are that it will not be legal. There is a lot of CB equipment being offered for sale, both new and secondhand, which does not conform to the legal specifications. The illegal rigs will either use AM or SSB, neither of which are compatible with FM, and also use different channels. In general terms this means that an illegal rig cannot talk to a legal one and vice versa. Unscrupulous dealers are lowering prices on illegal gear so that it may be off-loaded into the ready market of unwary first-time buyers. Beware, before you part with your hard earned money - illegal sets can be converted at a price, but results are not always entirely satisfactory.

### Aerials.

Several different types of mounting are available, but aerials fall generally into 3 basic categories:

- 1/. Magnetic or Mag mount type.
- 2/. Clip on type.
- 3/. Bolt on, or bolt through type.

As the name of the first type implies, the aerial is fixed to the vehicle by means of a powerful magnet, and is capacitively coupled to the bodywork which acts as a groundplane. Travelling at the legal speed limit in a strong headwind might dislodge this aerial, but advantages are that it can be easily removed if the vehicle is to be left unattended, and no holes need to be drilled in the bodywork to fix it. (A no-no on company cars, for instance). The second one clips to the edge of a hatchback rear door, bootlip etc., and is also



capacitively coupled. The last type of aerial is bolted through the bodywork or clipped to the roof guttering, mirror brackets etc. Direct electrical coupling is made with the groundplane, which makes this type of aerial slightly more efficient than the mag mount. Advantages are that it won't blow off in the wind, and quick release wing nuts etc., are readily available.

To obtain good omnidirectional radiating properties, care should be taken when positioning the aerial on the car. The usual wing mounting position won't give the best results, although the set will work albeit somewhat inefficiently with it mounted virtually anywhere on the car. Mount it vertically, don't slope it back to match the rake of the windscreen, and keep it well away from your conventional car radio whip aerial. (This is unless you always retract the ordinary aerial before using your CB). The plan views below show approximate radiation patterns to be expected when the aerial is mounted in different positions on the car.

FIG.1

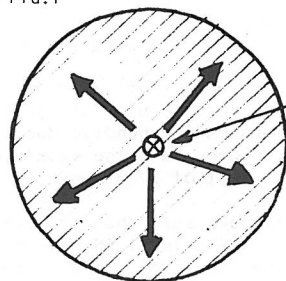


FIG.3

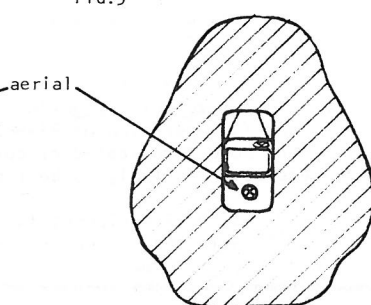


FIG.2

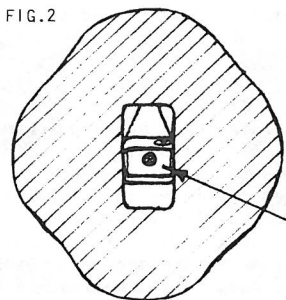


FIG.4

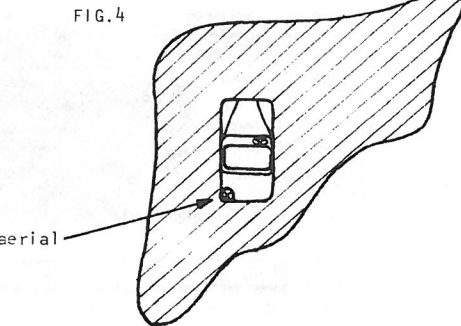


Figure 1 exhibits the theoretical radiation pattern of a perfect aerial. i.e. equal strength in all directions. Figure 2 shows the best radiation pattern you are likely to obtain, and this is the one you should aim for. A boot mounted aerial pattern is approximated in figure 3. The radiation pattern usually tends to be stronger in the direction where there is most metal. (Note figure 4). By the same token, lack of metal will reduce signal strength in that direction.

As with a conventional car radio aerial good earthing around the fixing nut/bracket is important. Some CB aerials will be supplied complete with coaxial cable, for others you will need to purchase the cable separately. Make sure good quality 50 ohm impedance coaxial cable is used. NOTHING ELSE WILL DO - Television type coax is NOT suitable. (Wrong impedance). You will also need coax cable plugs, probably for both the aerial end and the set end. If you can manage to solder small electrical connectors and components, then you will be able to successfully fix on the plugs, but if you are in any doubt at all as to how it should be done, ask the CB radio shop to do it for you. Most good suppliers will be keen to help you, to encourage you to come back to them for future business!! Once the cable is fixed to the aerial, route it back to the set, carefully avoiding any bad interference sources (coil, spark plugs, electric motors etc.). Refrain from neatly 'coiling up' the excess cable, either just loop it backwards and forwards and secure with a piece of insulating tape, or cut it to the required length and re-solder the plug. (Coiling up cables of this sort can induce inductive elements into the aerial, which may make initial tuning up difficult).

If you want the best results then mount the aerial in the middle of the roof, although this will mean using a mag mount unless you want to drill a hole through the roof! Rear scuttle is going to be favourite if you sport a soft top, but use the bolt on variety if you can. There are one or two aerials which double for ordinary car radio and CB. Although these can be made to work o.k., generally they tend to be inefficient compared with the one purpose CB aerials.

Next month will see details concerning the mounting, setting up and operating of the rig in the car.

N.B. The kit car review is to be continued shortly.

Roger D. Powell - International Specials Register Secretary, T.S.S.C.

#### FOOTNOTE: QUESTIONS AND ANSWERS

If you have a question regarding CB, send it to me and will endeavour to answer it through the pages of the Courier.

Roger Powell  
Town Pond Cottage  
Town Pond Lane  
Southmoor  
Oxon OX13 5HS

\*\*\*\*\*

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.

\*\*\*\*\*

## INTERNATIONAL SPITFIRE REGISTER

It is a fact that the rear suspension of the Spitfire has never been particularly impressive. Although the front suspension was very good, the rear left a lot to be desired, especially on the early models. The MKI and II Spitfires had the same suspension system as the original Herald and, therefore, the rear wheels tended to tuck in and this was particularly noticeable on corners.

It was not until the MKIII Spitfire that a new spring was fitted to give more 'negative camber' and better road-holding. By then, however, many early models had already been fitted with a camber compensator which was basically another spring fitted underneath the existing spring upside down. This was used as an opposite force and thus gave the car more negative camber i.e. the wheels stuck out instead of in.

My particular MKII has had a MKIII spring fitted and the difference is very noticeable, both in the handling and in looks as well. The rear wheels stick out a lot more at the bottom and look much more like a later MKIV or 1500.

A friend of mine recently bought a MKI Spitfire and found that, even on a simple manoeuvre the rear end slipped under and caused him to drive into a wall. The job of changing the spring takes the amateur about 6 hours, providing there are not too many seized bolts. Here is a step-by-step guide on rear spring removal and replacement:

1. Remove rear wheels
2. Disconnect all brakepipes leading to the rear wheels
3. Disconnect the handbrake cable from the backplate lever
4. Jack up the vertical link to relieve the dampers of load
5. Remove all nuts and bolts on the axle shaft couplings (UJ)
6. Slacken the shock absorber upper attachment bolt and remove the lower attachment bolt
7. Remove the jack
8. Supporting the vertical link, remove the bolt from the road spring eye
9. From inside the car, remove the rear panel, and cover in the floor
10. Remove the six nyloc nuts and detach the spring clamp plate
11. Unscrew the three rear studs from the axle casing
12. Withdraw the road spring from the vehicle

PLEASE NOTE ... MAKE SURE THAT ENOUGH SPACE IS LEFT ON ONE SIDE OF THE CAR TO REMOVE THE SPRING

Replacement is a straight-forward reversal of the above procedure.

I hope this will be of help to owners of earlier Spitfires.

To finish, I intend to hold a Spitfire Weekend in the near future. I have already contacted some owners but any owner is welcome. If anyone is interested, please ring me on 0425-52301.

NEIL WILLIAMSON  
INTERNATIONAL SPITFIRE  
REGISTER SECRETARY

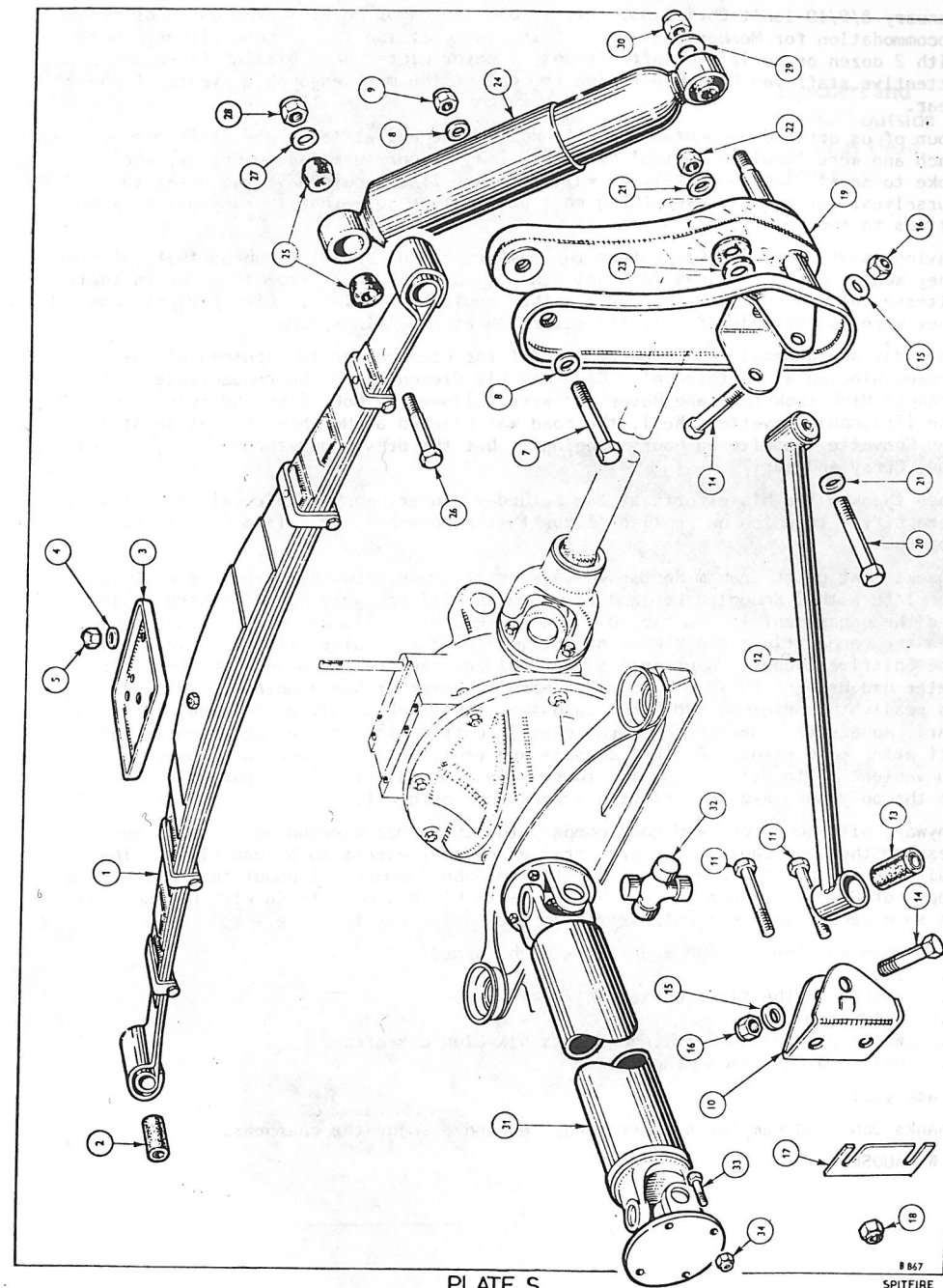


PLATE S

B 847  
SPITFIRE



THE CHRISTMAS WEEKEND  
\*\*\*\*\*

January 8/9/10 isn't Christmas. With the Fosse Manor Hotel's kind offer of free accommodation for Members attending this event, it isn't a weekend either! But with 2 dozen or so Triumph affeciadnos, a never closed bar, blazing fires and attentive staff you have the recipe for one of the most enjoyable events of the year.

Four of us arrived on Thursday and found that we had at least one staff member each and were 'spoiled rotten' by them. Imagine our surprise on Friday, when we woke to snow! Apprehensively we waited to see if we would have the hotel to ourselves, but despite everything most people made sure that if they got anywhere it was to the Fosse Manor Hotel.

Having assured Ian and Gerry from the comfort of the reception phone that 'of course they would make it', I was (amongst others), upset to hear from them due to their Vitesse being stuck in a snow drift, they would be staying in Cirencester! However, they were comfortable if a little miserable at the 'Kings Arms'.

Saturday saw a small rescue party set off for Cirencester to warnings of the 'roads blocked at Northleach'. Dave and Liz Clements and the redoubtable photographer Nick took the Land Rover and were followed by Bob, Glyn and myself in the (Triumph) Chevette. Well, the road was blocked at Northleach - at least to the Chevette (despite an hours digging!) but the driver got through and rescued Ian, Gerry and car.

When thanked for his efforts at the Saturday dinner, many people called on Dave to speechify - to which he replied 'I don't like speeches but I like driving Land Rovers.

Thanks must go to Graham Robson who arrived from deep South, despite everything, complete with 3 smuggled Leyland films which will probably never be seen again and the department is now closed. Graham held us spellbound with his tales of how the competitions department of Triumph 'bent the rules' (like everyone) with the Spitfire coupes, ensuring a successful race and rally career for these cars. Peter had brought ADU7B for us to examine, however Graham doubted if this car is really the original ADU7B but said that it was certainly an original works car. Apparently identifying works cars is difficult as bodies and bonnets came off after each event! Engine, chassis and registration numbers were used as convenient so identification is, to say the least difficult. Apparently paint is the only sure way of verifying a works car origin (?)

Anyway, with good food and good company the Christmas weekend was a great success despite the snow causing the pre-arranged outdoor events to be cancelled. The quiz was won by Andy Jones by  $\frac{1}{2}$  point from John Cudmore. I doubt that his having a copy of Graham Robsons 75 year history with him had much to do with his success as some people took the quiz less than seriously, for instance:-

- Q. When was the Triumph Sports Six Club Formed?  
A. 1983  
Q. Where was the first Christmas weekend held?  
A. Bethlehem  
Q. Where did the name Triumph Sports Six Club come from?  
A. Out of a Christmas cracker.

I ask you!

Thanks John and Pam for a super (long) Weekend - enjoy the champers.

M W MAUDSLEY



"Rescuers and rescued" outside the Kings Head, Cirencester.

Start digging, chaps !



Towing ? .....  
..... so that's why the Land Rover was used.



# 5th National Christmas Weekend 1982



.....you don't have to be crackers to  
pull them ! ("Christmas" dinner).



Yes folks, they're all mine !  
(Bob Notley !!?)

ADU with Peter Donnelly and  
Graham Robson

All ye who are gathered  
here ..... smile, please !



You gotta be NUTS !!

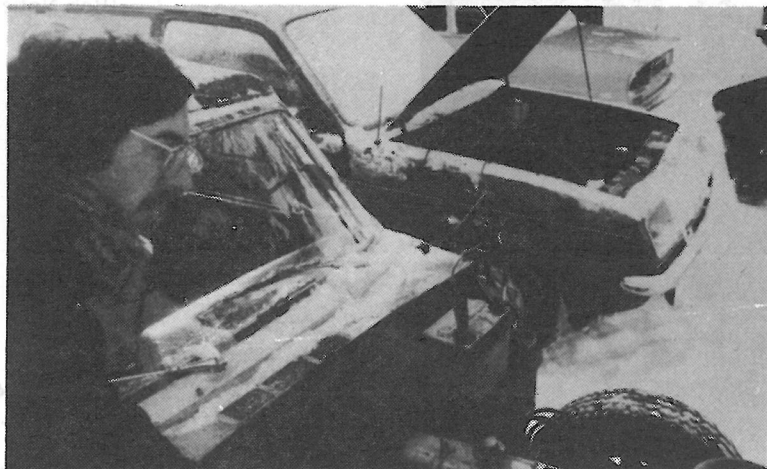






Departure time:-  
Steve Little's  
GT6 Mk. I

.....Chevettes  
don't climb  
hills very well,  
either.....!!



We all had  
problems, even  
at home !

## PEN TO PAPER

### LETTER FROM SIMON CARR, GREENMOUNT, NR. BURY:

After reading Car and Car Conversions magazine, I noticed an advert for a 1982 Rally-sport calender and it crossed my mind that perhaps a calender could be produced for the TSSC for 1982. If somebody in the Club has any connections with a printing firm, these could be produced cheaply and sold at a profit to help Club funds. I certainly would be interested in having pictures of the TSSC Club cars hung on my wall, especially in colour. Address: 521 Holcombe Road, Greenmount, Nr. Bury, Lancs. BL8 4EL.

### LETTER FROM MARTIN RADFORD, KENT:

When the MG died there was a furious uproar, with demonstrations and protests but when Triumph died, there was nothing.

The name Triumph has always been given to cars which have been well designed and styled by leading car people in Great Britain, Germany and Italy. After years of building a great reputation and respect, Mr Edwards has killed off the Triumphs and placed the badges on ill-conceived rubbish from Japan. I won't list the bad points of the Acclaim because I think they are too obvious and numerous but what a callous way to destroy one of Britains greatest motor companies.

### LETTER FROM DAVE BAYLISS, LONDON SW18:

My wife Sue and I would like to thank John Reed and the East Berks Area and John Cudmore of the Oxford Area for making us very welcome at their respective Area Christmas dinners. We enjoyed ourselves and will visit you again during the year. We hope to visit other areas during the year but, please remember, we can't get round to all of you.

I'm glad to see Jim Rikards trying to get an area meeting going at the Green Dragon, as the meeting place is superb as those of us on The Round Britain Run and Sue and I on a later visit will testify.

In recent Couriers, mention has been made of pinking on six cylinder engines and the lack of five star petrol. I believe there is a remedy without too much tinkering with existing ignition, timing and carburettor settings but unfortunately, at a price! Next month, Editor willing, it is hoped to bring members up-to-date with developments by re-printing the article courtesy of a motoring magazine.

Finally, anyone for Le Mans this year?

### LETTER FROM COLIN HARRISON, HAYWARDS HEATH:

During September last year, I wrote a number of letters to members in Sussex with the aim of starting an area. I wrote to Dave Bayliss and sought his advice on how to go about this so that everything could be done properly. He duly supplied a list of names and addresses of members in this area for which I am grateful and said so in my reply to him.

Our first proper meeting took place on November 8th and was a great success. I am pleased to say. Because this was our first meeting, we hadn't finalized a regular venue and I wrote to Dave Bayliss as soon as possible (posted 10.11.81 with a first class stamp), so that our next meeting date could be included in The Courier. I felt that it was extremely important for this to reach the pages of the magazine as this area has only just started and I wanted to attract as many members as possible. I am sure other Area Organisers will agree with me that getting started is perhaps the most difficult part. My fellow members at this meeting, which took place in December, thought there should have been enough time for this to reach The Courier and were somewhat disappointed.

I too was puzzled and before our December meeting, wrote to Dave Bayliss, seeking clarification of the deadline date etc. I also enclosed details of our third meeting in January and a stamped, addressed envelope for his reply.

My copy of the January Courier arrived on 6.1.82 and, along with it, Dave Bayliss's reply. His opening sentence stated he felt no urgency in replying to me and secondly he said that the deadline for January's Courier was December 5th. It is a pity really that some urgency did not prevail as by now his is in receipt of our February meeting details and I don't remember reading about the December 5th deadline and unfortunately, I am not psychic.

Letter from Colin Harrison cont'd .../

On examination of this months Courier, I find that our January meeting has again failed to reach it's pages although to my mind, it was sent off in very good time. My enthusiasm for the Club has taken a knock over these last two months and I am left to draw these conclusions. Firstly that I am wasting my time and postage trying to get anything published in the Courier. Secondly, members have heard me say I will write in with the details of our next meeting, only to find that when they receive the magazine, no details appear. I believe they will think I am not bothering. Finally, how can we attract new members along without publicity?

I have kept all the letters I have written and received and these will be circulated at our next meeting so that members can judge for themselves.

(Firstly, Colin, don't give up! I can appreciate your dilemma and I am sure we can rectify the problem:

For some months now (as has been reported in the Courier of late), Area News has been sent direct to me and, as long as it arrives before the 15th of the month, it will be included in the following months magazine. As to the December deadline: John Griffiths, our President, requested that all Club Officials (and prospective Officials), should make a real effort to attend the AGM of the TSSC, which was held at the end of November. Because of personal pressures over the Festive Season, and our printers heavy schedule, I made the request that print material for the January Courier should be received somewhat earlier than usual. I'm sorry you could not make it to the AGM Colin and I am also sorry that none of our fellow members from Sussex managed to make it (or that is how it appears - otherwise I'm sure they would have let you know).

You will be pleased to see that notification of the February meeting is included in this months magazine and I am sure that it will continue to feature in the months to come. ED)

## SPITFIRES (U.K.)

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LETTER FROM LEONARD WOFFINDIN, NELSON, LANCS:

I have a Herald 13/60 Estate to which I have fitted twin SU carbs from an 'M' reg. scrapped Triumph 1500TR. At first using the original needles, which proved unsatisfactory. The carbs have been overhauled and new needles: ABH put in, retaining the original piston springs. They can now be tuned to get good performance either at high or low engine speed but not both. The car is driveable but it is limiting. Perhaps even more importantly, fuel economy is 30mpg around town or 70mph. Top speed is now 95+mph but with a 4.11:1 diff this is not recommended. Does anybody out there know what needles to use? At £5 a pair it would save me a lot of cash than if I tested all the possible needles available. Is there such a thing as a Vitesse Estate? (In answer to your question about the nearest pub to Nelson, all areas are listed on the back cover of the magazine for your information - there are quite a few areas to choose from ED).

LETTER FROM NEIL MACKENZIE, LONDON E7:

I have started to renovate a 2L MK1 Vitesse and found the gearbox work to be out of the bounds of my experience. As with most firsttimers, I don't know whether something is worn, or how tight, or how well balanced a shaft should be. I would appreciate and advice or reference to a publication on this subject.

LETTER FROM A MEMBER IN GRIMSBY:

I recently joined the Club and I run a 1V Spitfire. I was fascinated to read in the Courier letters from Nigel Rendell (November) and Lilyan Ilsley (December) regarding pinking and/or running on. I bought my Spit in June and almost immediately it started to pink a fair bit and run on occasionally. It gradually got worse (it may have been 'doctored' at sale). I decided it needed a decoke, so I had a bash in early August but the head wouldn't budge. I started using 'Redex', which may or may not soften coke but it certainly cleans carbs. This did not cure the problem (it was not expected to) but it did not make it worse. I did, finally, decoke at the end of October and when I took the head off (at c. 46,000 miles), I was shocked by the sheer quantity of coke. The chambers were coated with between 0.5 and 2mm of coke, which came off without excessive difficulty, except off the exhaust valves. I replaced the inlet valves because most displayed what looked like the early stages of fatigue (a sort of ring-like mark on the chamber side surface). The valve stems were very badly carbored (almost 1/2cm thick in parts!). I reassembled after lapping and this cured the problem - for 3 days! However, the problem is now much diminished. It is further reduced by retarding the ignition timing setting to the static setting (° BTDC), a retardation of about 2°, I'm told. What is the correct dynamic (strobe) setting (MK1V, 1974). I was told by a Unipart employee who has a MK1V Spit., that it might help to open the plugs up to 32 thou. This may have slightly diminished the problem but it was not the cure.

This raises two points:

1. Triumph all-iron engines coke up very well!
2. What can be done?

This is a biggie! As stated, pinking is caused by 3 faults: timing, overheating or coke. Mine has not got (much) coke, only some 3,000 miles worth and does not overheat as such. The timing is admittedly, wrong, but I have run it with 'correct' timing which makes it worse! When I say that my car does not overheat as such, I miss the point. The engine need not overheat for local hot spots to be generated in the chambers. This means either carbon lumps (which can be discounted), or the plugs. So, are the plugs overheating? They have not committed suicide yet after 6,000 miles (they do coke up easily though ...). It may be that they get hot enough to cause pinking but not fast the 'destructive threshold'. They do get very hot (try removing from a 'warm engine'). So what? What about cooler running plugs (harder - this is where my knowledge falls down). If anybody has tried non-standard plugs, please say how you got on. I believe N12Y's are specified for some models (early MK1V's?). When I looked at the chambers, there were no other obvious hot spot suspects. I may try some N12Y's.

P.S. Has anybody tried synchronising throttles visually i.e. watching the rise and rate of pistons in the SU's? It seems very accurate (mine runs very well now).

P.P.S. Why not have a special offer of Gimson's Colourtune. I tried it on my old Mini and thought it was useless but it works a treat on the Spit! Don't bother with the carbalancer, though.

P.P.P.S. I seem to have suffered a large number of faults (mostly minor, but some major) - misfire, pinking, big end rattle (although I have new big ends) My lack of miles belies my fault experience. Still, things are getting better.



#### LETTER FROM MR INGHAM, ESSEX:

In reply to the letter by Mr J Willis concerning the addition of a rear antirollbar and an extra front bar. I realise the car concerned has a later version MK111 suspension, whereas mine has the MK11 lower wishbone system. I am using the rear antirollbar plus an additional front roll bar as supplied by SAH. Also 5½J wheels with 175/70 Grand Prix S tyres and adjustable shock absorbers set to the safest position. I find the cars handling has improved dramatically. The excessive understeer has disappeared leaving just a slight feel of understeer. Plus the dramatic and unpredictable transition to oversteer, due to the sudden change in rear wheel camber angles has completely disappeared. The only drawback is that although the cars point of breakaway has been improved considerably it occurs with very little warning, as the cars roll angle has been reduced. I now find I can drive the car very rapidly through bends by easing off on the accelerator or braking just before the bend then applying the power again through the bend, creating neutral feel at the steering wheel. This enables a rapid exit from the bend into the straight. If you use too much power the car starts to oversteer so easing off the accelerator brings the rear back into line. I hope you find this information of interest and helpful as I certainly consider it a very worthwhile modification.

#### LETTER FROM M B SLATTERY, N. IRELAND:

Mr Moseley's comment that motoring in Singapore is almost totally boring is somewhat saddening, underlined by the question posed in the January Classic Cars - The 50's a golden age? For me they were, posted as a soldier to Singapore from 1956 - 59 and again in 66 - 68, it marked the beginning of my four wheeled motoring. There was a thriving combined Forces Motor Club, the three services putting on events in conjunction with the civilian Singapore Motor Club; circuit racing at Seletar RAF base, hill climbs at Pasir Panjang and the usual rallies and motor tests on the island and into Malaya. A wealthy businessman, sometimes mentioned in Motor Sport - Chan Ly Choon, raced an Aston Martin DB? Citroen Light 15's competed against MG TCS, Renault 750's and Borgward Isabella TS, as well as Cooper 500's in their own class. The hillclimb was an education, all the foregoing plus Zodiac/Zephyr convertibles and great camaraderie. I once had illusions of FTD for the saloons up to 1000 cc in a twin SU Dauphine, until soundly thrashed, twice, by brothers driving a Derrington tuned A30.

The everyday driving scene was interesting, in retrospect perhaps moreso, a Gullwing Mercedes in metallic strawberry pink) yes, I know but it looked well) was regularly

seen in Orchard Road, the street of car showrooms. My first car was a four year old Citroen 15, a winter model strange to say, in excellent order, bought for about £150 and still on the road when I saw her in '67. A colleague ran a Renault 750, another nice example of Sunbeam Talbot 90 and a Fiat 500 'Topolino. The local Triumph agent had a clearance sale of TR2, prior to the new model coming in and I remember being impressed with a new Lancia Aurelia in the showroom, the black crackle finish tappet covers and general good quality. A local taxi firm had a fleet of Morris Isis (I think) and unright Singers, all with Perkins diesel engines. The Borgward TS was very popular amongst well-off Chinese, to be replaced by Mercedes in the 60's. Businessmen ran American cars, mainly for the air conditioning presumably, Ford Fairlane etc. Australian Holdens were much in evidence. If one was lucky the Navy would take a car to UK on a carrier for about £25, the risk was, it could go overboard in an emergency, such as Suez. In the late 60's Singapore had gained her independence and there were many social changes. The three services were running down and the motor clubs, as far as I could judge, non-existent, although 'go-karting' was more than alive and well on the military bases.

A final comment on the times, at BMC's London Export reception centre in 1959, I recall an elderly gent expecting to take delivery of an MG Magnette, practically in tears upon being told only Farina Models were available. He decided on a Morris 1000 Traveller instead, if memory serves me right.

May I commend the general quality and content of the Courier and the enthusiasm of the editorial staff, especially as depicted in the seasonal photographs - they obviously took time and effort. I note that as with all things there are knockers, it's always easier to criticise than do. My own interest in the Club began with building a Herald based Spartan. Having purchased a '67 runner, my wife was loathe to have it

broken up, but the chassis had the constitution of a digestive biscuit. It was soon evident that the mechanics and body generally are easy to work on and the Herald a grand little car. So much so, that I may look for another when the Spartan is complete, to use as a second (first?) car. In these days of rotting monocoque's it makes sense to have a model upon which anything can be replaced. In passing, to keep costs stable, Spartan do not now supply seats. I am told that only seats 18" wide can be used, a bit restrictive. Does anyone know to the contrary or have any suggestions please? In conclusion, is there life (clubwise) in Northern Ireland? There are plenty of Spitfires and not a few Heralds of all types in good fettle.

(It may be as well to write to Dave Bayliss - front cover - for further info on the last question. Should you wish to organise a get-together on a regular basis, feel free and write please to let us and other members know how you are getting on. ED).

#### LETTER FROM VIVIANNE BLAKER-HEDGES, LEICESTER AREA

On December 30th, 1981, I went, with my husband David, to the Leicester Area meeting at the Shoulder of Mutton at Great Bowden. This was the first social event we have attended, as you can hardly call the Annual General Meeting "social", enjoyable though it was to meet people who until then had merely been names on paper, or voices on the telephone.

We were pleased to see faces we knew at the Shoulder of Mutton, Bill and Jo Sunderland, Chris and Trudi Squibbs and Ian and Val McKeggie for instance, but you are a nice friendly crowd, and both of us soon found that other people got introduced to us, and we were soon feeling "at home", and joining in with the general conversation.

The music was not too loud, which is amazing these days, and there was a film shown by one of the members (Sorry, I don't know who it was), which raised many funny comments from those "in the know" about the club cars. But, the high-spot of the whole evening, without a doubt, was the wonderful spread of food. For £1.00 entrance fee, we were treated to a veritable feast! I don't know who was responsible for the choice or range of items offered, but it was difficult to know where to start, and once started, where to finish. Well done, the caterers.

I am sure that all who attended the evening would join with us in saying "Thank You very much" to Ian and Val and any helpers for organising the evening, and we look forward to future meetings at this venue. I notice that there is a skittles set in the room we were in, and wondered if anyone had ever thought of holding an informal match on one of the club nights.

Once again, our thanks to all concerned in arranging the evening, and a Happy New Year to all the members from a very new member.

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### NEW AREA?????

After a hard day in the office in Croydon, then an every man for himself battle through the Croydon traffic home for a rushed dinner and then a 40-50 mile drive to the other side of Maidstone, it is a bit of a strain on the nervous system, not to mention the car. It would appear that us members in West Kent and East Surrey area are a bit hard done by. It is either a trip to Detling or Purbright (sounds foreign). Therefore, I would like to hear from any members who would be interested in forming a West Kent/ East Surrey area or from non-members wishing to become a member. I can be contacted at 101 Turpington Lane, Bromley, Kent. Lynda Lee.

### ANGLIA AREA NEWS, BARRY NEWITT REPORTS:

January meeting saw a very full meeting with many members interested in the Institute of Advanced Motorists driving test and several of us signing up. A nice number of members showing interest in our social event, being held on 5th February at Royston Sporting Club - plenty of food and films should be an interesting evening. See you there.

I hope by the next report to have a calendar of proposed events for the year, the details of which are still being sorted out at local and national level. Meanwhile, monthly meetings: 1st Thursday of each month at the Old English Gentleman, Haston, Nr. Cambridge.

### The Cambridge Pub - Cambridge Roundabout Meeting:

I arrived late delighted to find Triumphs all over the place in all about ten cars. I can only say, you really have surpassed yourselves and again, lots of chatting and a visit from one of the opposite sex members. More of you ladies should come over and visit us, we are not that bad.

We had to bump start a Herald, (Kevin, get it fixed! I'm not as fit as I used to be). Also come and look at the cars, most of them are quite nice.

If the bad weather can get people out, just think what will happen when the sun comes out again. Come and join us at our next meetings for a natter and a noggin. Next meetings are at the Cambridge Roundabout, the 2nd Monday in the month and at Apex Corner last Monday in the month. Any enquiries, please telephone Stephen Willis after 5.30pm, Potters Bar 51769.

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### CORNWALL AREA NEWS, RICHARD CUNNINGHAM REPORTS:

#### Forthcoming meetings:

Sunday 28th February - Economy run starting at the filling station at the double roundabout (John Williams roundabout), on the A390 at St Austell, commencing at 10am. People interested in taking part please phone me on Truro 78549 (after 6pm) for further details.

Friday 25th March - At the Fox and Hounds, Comford on the A393, between Redruth and Falmouth, 8-8.30pm.

April meeting - Treasure Hunt - details to come next month.

### DEVON AREA NEWS, STAN WALTERS REPORTS:

We met at our usual venue on Sunday 20th December for our Xmas buffet - those that didn't know, all I can say is hard luck, had you attended the area meetings you would have known about it well in advance. It was financed purely by the subs paid by our regular members, so well done.

An excellent evening was had and I think we must all thank the ladies who undertook the catering. I'm sure we all had plenty to eat and with the amount of food left over, (even after Richard Bruford had been around 3 or 4 times) we all left with pockets full of mince pies etc. We presented the landlord (Gene Clayton), with an engraved tankard from the Devon area which caught him completely by surprise. We had our Xmas draw and I must admit that it did look a bit of a fix when all the prizes went to plymouth members. See you all at the next meeting, last Sunday of the month 8pm - Dartmouth Inn, Totnes.

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

Our area organiser, Paul, thought we could share the monthly report writing, so I am having a go this month.

We had a good turnout despite snow and ice but our area organiser came in his wife's Beetle, his MK111 GT6 is immaculate, so this behaviour is understandable if inexcusable. Some of us are expecting the giant hand from 'Matchbox' to spirit Paul and car away any day now.

The film of the 1980 Lombard Rally was good stuff even if there was a problem with the sound at the beginning. Fortunately a dedicated member stepped into the breach and provided much needed sound effects right down to a TR7 V8 with slight pinking. We must thank Gordon Purdew for borrowing the film the Guildford Motor Club. The GMC have invited us over in February for a meet and quiz more details in the January meeting.

Gordon and Paul would also like to know if you are going to enter in our Spring scatter rally, any TSSC member can enter, it will be a daylight event and will finish at a pub ... Before this event Gordon will be giving a talk on the finer points of navigation so you don't have to worry about that.

At the forthcoming January event, Mr Gordon Norris will be giving a talk on how the Ordnance Survey Dept. makes its maps, this talk is not to be missed. Members wishing announcements to be made at meetings, please 'phone Paul a few days beforehand. (Second Wednesday in the month is when we meet, at the Royal Oak in Pirbright, 8.0pm).

A useful tip in this weather is to put an old sack over your engine to retain heat, don't forget to take it off in the morning before running the engine. Why Mike and Jeanette Long fell about laughing when I showed them how to do this at closing time is beyond me.

The list of local useful services is growing all the time, please help us and add to it. I should mention that we charge for it (10p) and it costs even more if you 'phone up and ask for it to be mailed to you.

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

Happy New Year, greetings, best wishes and all that to all Club members, especially the North Wales lot. As some of you know, I had to cancel the December meet & nosh due to poor weather conditions and as this type of weather had carried on, I thought it best not to entice you out during January. However, I hope that you will all turn out for the first meet of '82 at, wait for it, the Sun Inn, Trevor, Nr. Llangollen, 7.30pm, Wednesday 10th February. Remember you don't have to live immediately in North Wales to attend our FUN PACKED EVENINGS. Please come along.



#### DERBYSHIRE, JUNCTION 29 AREA NEWS, ANDIE CLARKE REPORTS:

January came along and with Derek Stringman bringing several people from the Yorkshire to play a few games. (darts and pool, not those sort) the evening promised to be excellent and indeed it was. Before I go on any further, I would like the Club to know that one of the Yorkshire members, Fred Drown has one of the best examples of a MK111 GT6 I've ever seen and that takes into account last years concours and indeed most other major shows staged last year. Anyway, onto the night in question, the games ended up fairly even with Yorkshire winning the darts, 20 points to 16, and Derbyshire winning at pool, 22 points to 14. Most people enjoyed the evening and with approximately 40 members turning up, it looks as if the Derbyshire, Junction 29 area has at last taken off. Also present at the January meeting was the Vitesse Register Secretary, John Lindsey, who we hope to see more of during 1982 and that goes to anyone in the area who has not been along yet!

#### MILTON KEYNES AREA NEWS, GEOFF KING REPORTS:

A few dates and places decided at the meeting this month. Sunday meeting for members who can't make the weekdays are as follows: Sunday 7th February The Old English Gentleman, Nash 8pm. Sunday 7th March The Swan Stewkley 8pm.

As well there is the normal monthly meeting on the third Wednesday each month at the Fountain, Loughton 8pm.

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

Our last meeting had a low turnout of three, but after chatting, we moved down the road and met one member and a possible new member.

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

Due to the weather and lack of wheels, I've missed the meeting but I've still got info.

The Anglia Area Film Night: I got a letter from the Anglia section about their film night, it's on Friday 5th February and sounds good to me. Details, ring me on Norwich 663855.

The TR Club are organising a 120 mile Rally. They may be inviting the TSSC team. Are any area members interested? Must use Club cars and be novices (not won a rally). For further info. ring me.

There is a skid pan driving competition run by the Jim Russell Racing School. Entry is £35 per team (5 club cars) or £10 for an individual entrant. So, if you want to slide in the slime please ring me.

I've only had one reply from the spares companies about next years event so lets hear from the rest of you.

Club meetings: 2nd Tuesday of the month at 8.00ish - King's Head pub, Hethersett, Norwich. 3rd Sunday of the month 12 - 12.30 at the Green Man, Rackheath, Norwich.

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

Decembers meeting of the Nottinghamshire area was the first to be held at the Bulls Head, Breaston and proved to be a great success. Attendance figures reached a new peak with over 20 of us in twelve cars or so. The next meeting (January 13th) we will get there early and line all the cars up on one side of the car park! Duncan from Derby was in one of several GT6's, he says there are a lot more in his part of the world, so lets see even more Derby GT6's on January 13th.

December 20th will have seen the 'Christmas' convoy run to (?) - it seems that the John Thompson (not Thomas) is world famous in Derbyshire as everybody I spoke to seemed to have heard of him. In January it is hoped to have another similar run, perhaps to Donnington, though as it is very much on our doorstep, it will be a refresher visit for a lot of people.

#### NOTTINGHAM AREA

Next meeting will be on February 10th at the Bulls Head, Breaston, Derbyshire.

#### KENT AREA NEWS, MARTIN RADFORD REPORTS:

Although there has not been any Kent Area news in the Courier lately, the Area is still thriving. The monthly meetings have been well attended considering Kentish weather conditions on Club nights. It seems that the members who don't attend when the weather is bad are the ones who live nearest to the pub. If people can come down from West London and North Kent in the snow, then I'm sure the locals don't have an excuse. One of the topics which often crops up at the meetings is the availability of spares and attitudes of the trade towards discounts. I recently asked people to write to me naming the 'goodies' and 'badies'. The response was overwhelming and I had one whole letter. It's nice to see someone showing an interest.

I have recently discussed the inconsistency of particular Leyland dealers when considering Club discounts, with the Managers of Lex Dartford. They have decided that the best remedy is to issue their own privileged customer cards to our members. These entitle members to 10% discount on parts. It can also be used to obtain a discount on service and mechanical repair work carried out by them. They have also given me a supply of their parts news. Anyone wanting a card should send me a stamped, addressed envelope or ask at a Club meeting.

Another good source of spares is BDS Spares of Lowfield Street, Dartford. If anyone else knows of helpful dealers, please let me know so that I can eventually, publish a list covering all of Kent.

1981 was a good year for Kent Area. We had our first Treasure Hunt which was a great success. We had record turnouts at our Club meetings and a very good turnout at the Bromley Pageant of Motoring, sponsored by Practical Classics. Our meetings have been attended by members from all over the place and by a number of people from Club Triumph Holland.

1982 looks to be an even better year., but I will save the details for next month and I hope that even more Kentish and other members come out of hiding and visit our meetings and events.

Finally, a reminder that we meet on the second Monday of the month at the Cock House Inn, Detling, off A249 which links the M2 to the M20.

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

On 6th December, 1981, ten Oxford Area members joined Stour and Avon Area at Syon Park for a joint venture to BL Heritage on a cold but sunny day. It was a pity some of the other attractions there were not open but we all enjoyed ourselves nevertheless.

The December Oxford meeting has now developed into an annual Christmas Dinner at the Grapes and twenty-six sat down, including Sue and Dave Bayliss on their first visit to Oxford. Nice meal, as usual and good company and timed just before the bad weather hit us. Now you have found us, Dave, you must come again.

January found Pam and I ploughing through the snow to the Fosse Manor Hotel at Stow on the Wold to the annual Christmas Weekend - another 'triumph', though to see John Griffiths face when we arrived, we all expected it to be a disaster. You need not worry John, we know you cannot arrange the weather, and it all 'came right on the day'. Graham Robsons talk was super as was Tour de France Spitfire ADU7B and the hotel its usual comfortable self. We all ate and drank too much but needed the ballast to keep the cars on the road in all that snow. A real Christmas card weekend - long may they continue! Pam and I were able to return a favour to Stour and Avon area on the way home by giving Paul, Neil Williamson and Richard Bruford a lift to Oxford Station, (it would have been a long walk to Fordingbridge when Paul's Mini failed.

Just a warning to get you to start saving up for our Spring weekend. It will

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

We meet at the Greyfisher Pub on the first Thursday of the month at 8.30pm.

Well there's a fair bit to report this month. The November meeting was well attended with a couple of new faces to brighten up the old faces (!). The December meeting was the first one on the new date of the first Thursday of the month and it was back to the old faithfuls again!

Then, on Sunday 6th December, we joined with the Stour and Avon Area and went to the BL Heritage Museum at Syon Park. After a convoy drive up the M3, we spent an enjoyable couple of hours at the museum, which is certainly well worth a visit.

Next meeting Thursday 7th January at the Greyfisher.

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

Very little to report this month. I suspect that many of us have spent more time digging our cars out of the snow than driving them. So I'll just give venue and time for our regular noggin 'n natter:

Time: Second Tuesday of every month, 8pm onwards at The Ferndown Hotel, on A31 at Ferndown, Dorset.

Next meeting: Tuesday 9th February, new members always welcome.

#### SUSSEX AREA NEWS, COLIN HARRISON REPORTS:

Sunday 21st February at The Five Bells, Chailey on the A275 Lewes Road, 12.30pm onwards (Sunday lunchtime). I would like to thank all members who came along to our last meeting.

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

Swindon Area survives! Meetings will continue at the Calley Arms, Hodson, near Swindon, every month on the 3rd Tuesday, from 8.30pm. Next meetings, 19th January, 16th February. Contact: Pete Boyce, 0793 22768.

#### N & S YORKSHIRE AREA NEWS, DEREK STRINGMAN REPORTS:

Despite the appalling weather, we managed to get a presentable turnout at this month's combined meeting with the Derbyshire Area. Organised under the pretext of a games night, (which Andie Clark generously called a draw) it was not long before shadowy figures were seen disappearing towards the carpark. It was worth braving the quantlet of brass monkeys to see the varied machinery assembled.

John Lindsay, the Vitesse Marque rep., brought along Reg Woodcock, who gained that very well earned second place in the concours with his MK11 Vitesse. Fred Brown parked his immaculate GT6 on the doorstep so that there was enough light for us all to have envious, impure thoughts about his paintwork. All in all a good night, thanks again Andie and we hope to return the hospitality before too long. We are back in the usual venue this month, snow and floods allowing.

Finally, a note about the Courier. January's issue was one of the best ever and it arrived through the door on 5th January. This must represent a lot of hard work through Christmas and New Year, when the rest of us were abusing our bodies in various ways. A very big vote of thanks to Bill and Jo from all up here. (Well, blush blush, thanks very much - hope you're not forgetting Chris and Trudi, the other essential part of the team. ED).

#### WEST YORKSHIRE AREA NEWS, COLIN BELL REPORTS:

Having all had a plentiful Christmas/New Year, Vimto's were all the rage at our January meeting and we resembled an outing from Alcoholics Anonymous. It was pleasing to see two new faces - Mick and Martin and by coincidence they were both from Bradford, which incidentally, doesn't appear to be providing us with many members, despite the fact that the meeting is held virtually on their doorstep.

We are now in the process of formulating dates for events in the coming year, so if you want to get involved, now's the time.

Now we all recognise the importance of restoring the oldest Herald and our thanks go to Denis Watson of Peterborough for his unselfish offer to perform this task, but working on the principle that prevention is better than cure, it would seem logical to expect the Club to actively support a policy of preventative maintenance so that, for instance, the newest GT6 could be kept in near pristine condition. By sheer coincidence, I own the aforementioned GT6 (see October Courier) and feel that a small annual grant (obviously subject to the Committee's approval) should be set aside for this purpose. I appreciate that you will feel this is a valuable suggestion in maintaining the high standards set by other, less fortunate members but may I say I would feel; well quite frankly embarrassed, if anything in excess of say £500 annually was offered. I await your comments.

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

#### THAMES AREA NEWS LEON GUYOT AND CHRIS CHILDS REPORT:

After we sent our plea for more cars to attend our meetings, the very next meeting, on 17th December produced 25 club cars, this included a yellow GT6, containing Paul Sanderson of Practical Classics fame. Thanks for coming Paul, you're always welcome.

On 19th December we held our Xmas social at Mr Toby's Carvary, The Plough Inn, Sutton. Attendance was 28 persons and 16 cars, although one of these was a gate crasher from East Berks, who, although welcome didn't get a restaurant seat but then he should have booked. The whole evening went down very well, including our 'Vehicle Knowledge' quiz, results ranging from 30-150 points, winners were Paul Bennet/Dave Young with 150 points, Chris and Hilary Owen jointly 2nd with Nick Lees, 135 points respectively, then Sue and Dave Bayliss 3rd with 134 points.

Our next active event is to be a visit to BL Heritage collection at Syon Park, Brentford on Sunday 14th February, meeting at The Bell, Hampton at 10 am. Then we have another of our popular Area-Liaisons, this time with the new Sussex Area. Date is to be Sunday 21st February, meeting at The Bell Hampton at 10.45am, dept at 11am. We are expected for 12.30pm at their meeting place, namely The Five Bells, Chaeley on the A275 Lewes Road.

Now just a brief mention, since detailed arrangements have yet to be finalised but The Thames Area hope to hold their most ambitious venture of 1982 on a weekend, near the end of April. This will be a large but fairly informal Inter Area Picnic/Photo Call/Spares Swap/Get-together, to be called 'TSSC South of England Meet '82'. This may take place Nr. Godalming, Surrey. We hope to involve 6-7 areas, although other members will be equally welcome. Details will be sent to respective Area Organisers as soon as possible.

If interested, please apply for details to Chris Childs, address as on inside back cover. Please enclose an SAE.

Thames meetings are held at The Bell, Hampton, every other Thursday at 8pm. Dates 4th and 18th February and 4th and 18th March 1982.

#### WEST MIDLANDS AREA NEWS, DAWN STORTON REPORTS:

February 2nd - The Old Gate, Heaththorn  
March 2nd - The Bull, Shenstone  
March 21st - Sunday meeting



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Bond Equipe, first licensed August 1971. It has had only one owner and the mileage is under 60,000. Before I paid a years road fund licence in July last, it passed the MOT. The Lucas battery is new and the tyres are good. Contact: Cyril Harrison, Tel: 061 439 1271 (Cheshire).

H reg. Vitesse 2 Litre Saloon. MOT, sunroof, recent new oil pump, B/end shells, 2 new tyres. Generally very good condition. £425 o.n.o. Contact: Brian Lees, tel: 01 286 6310.

GT6 MK11. maintained to superb condition with bills/receipts to prove. Dark blue, sun roof and rear seats. £975 o.n.o. ALSO 4 Dunlop 5.5 JS fitted with Esso Radials 165 x 13" in v.g.c. £40, or swop for Vitesse/1360 bonnet. Contact: A Montgonery-Baird, tel: Keresley 2906.

G reg. Herald 13/60. Excellent engine. New clutch, big ends, water pump, 5 new Dunlop SP Sports tyres. Chassis and front suspension need attention for MOT. May break. Tel: Wilmslow 532367 or 526188.

1960 Herald Convertible, 948cc twin carb, Signal Red with red trim, factory fitted servo disc brakes, Stanpart walnut dash, boot rack, 13/60 bonnet, excellent bodily and mechanically. Taxed May '82, year's MOT. £400 o.n.o., including reg. no. TAP 584 (valued by E & M Advertiser at £250!). Contact: Mike Costigan, tel: 0636 814050 (Notts).

Professionally restored MK1 and MK11 GT6's for sale. Prices from £1,800. These cars ready for sale Jan/Feb. '82. Do you have need of a restoration job on your car? Competitive rates and excellent workmanship. For information ring Bolton (Lancs) (0204) 55000 evenings, ask for Jim Westwell.

Triumph Herald, 1971, 13/60. New clutch, tyres. MOT. £200 o.n.o. Contact: S J Richardson, tel: Bearsted, Kent 0622 39072.

Triumph Herald 12/50 Starlight. Olive. Registered 17.8.67. Only 38,000 miles from new. Taxed 30.11.82, MOT 23.5.82. Recent new battery. Complete brake overhaul. Clutch replaced approx 6 months ago. Four almost new Radials, spare unused. Extras include Radiomobile P B radio. HRW. Spotlights. In outstanding condition for year. Lady owner - car used daily. Reluctant to part with this outstanding vehicle but genuine reason for sale. £650 o.n.o. Tel: Stoke-on-Trent (0782) 516982.

GT6 1971, Red. 10,000 miles on fully rebuilt engine and gearbox. New differential and battery. 5½" wheels with new Dunlop Sports tyres. Overdrive, dash extras, stereo/radio. Excellent bodywork. Long MOT. £1,175 or highest offer. Owner going abroad. Contact: Andy Coles, tel: 0203 72013.

One owner 1965 Triumph Vitesse. Reg. no. FYK 646C, 1596cc. First registered 23.7.65. 30278 miles since new. Mechanics and bodywork well maintained. Sun roof. £900 o.v.n.o. Contact: Russell, tel: 01 807 2316.

Cars For Sale cont'd .../

Triumph Vitesse 2L MK1 1967. Reg. No. OYA 499F. Drives well. Upholstry and dash excellent. Recently replaced were 5 outriggers, water pump, battery, starter solenoid and fuel pump. Needs a general tidy up. MOT'd until August 1982. Quick sale required, hence £300 o.n.o. Contact: G Matthews, tel: Bath 883602 (daytime) or Bath 25747 (evenings).

Free! Vitesse MK1 Saloon. Rolling shell. Free to any fellow members. Requires trailer to move. Contact: R Hardingham, tel: Heathfield 3835.

Herald 1200 Coupe, 1963 (A reg). Tax, MOT. White, £250. Contact: Pete Jevon, tel: Walsall (0922) 643029.

Spitfire MK111 (1967). Good engine, factory recon. gearbox (O/D). Askley hard top. Body rusty but repairable. £150 o.n.o. Tel: Castlemartin (064 681) 225.

1972 GT6 MK111, Red with black interior. Sunroof. New gearbox, alloy wheels, overdrive. Have recently spent £250 on new parts. One years MOT, current tax. Has a stereo cassette radio fitted. £1,000 o.n.o. Contact: Mr J R P Viner, 20 Emberton Bridge, Crewe and Alsager College of Higher Education, Alsager, Stoke on Trent ST7 2HL.

GT6 MK111, 1971, Valenci Blue, fitted with sunroof, overdrive, recent cylinder head rebuild. New front valances, spoiler, 2 new tyres, SAH exhaust system. £985 or swop for Spitfire MK1V/1500, cash either way. Contact Hugh Davies, tel Amesbury 23517 after 6pm.

Herald 13/60 Estate, F reg., MOT April, sound chassis, recent brake pads and shoes, ball joints, trunnions, battery. Very reliable, Radiomobile, reverse gear worn, so only £500. ALSO BAM 905B, Black Convertible Vitesse 1600. Original, complete and ripe for restoration, no reasonable offer refused. Contact: Derek Boldry, tel: Hartfield 598.

1964 Spitfire MK1, reg. no. 2690 KP, engine and gearbox sound, only 32,000 miles. Bodywork rough, ideal to restore. £250 o.n.o. Contact: R Austen, tel: Whitchurch (Bristol) 835302.

Vitesse 1969 MK11, 2000 Saloon in Gunmetal Grey. Just failed MOT on 2 brakepipes, 2 outriggers and a leaky shock absorber. Offers. ALSO Vitesse 1969 MK11 2000 Convertible, no MOT. Ideal for doing up, customizing or spares or scrap. Would prefer to sell whole, but will bossible break. Finally, Herald Estate 1967 for sale, no MOT. Please telephone Perranporth 3318 evenings.

Early 1960 Triumph Herald Saloon, possibly one of the first to be manufactured. Excellent both mechanically, structurally and bodily. Paintwork faded but requires very little work for MOT. i.e. Indicator switch rewiring, one steering trunnion worn. Must go as space required. £100. Contact: Alan Preston, tel: Derby 811123.

GT6 MK111 1973, Yellow. Recent new clutch and overdrive. 76,000 miles. Engine rebuilt last year. Wolfrace wheels. MOT until May '82. Road tax until May '82. £900. Contact: B Tyrrell, tel: (0502) 731115.

Triumph GT6 MK11, 1969, G reg. Metallic red. Body reasonable but would benefit from a re-spray. MOT'd until April '82. New clutch fitted. Minor electrical work required. Must sell due to urgent Spitfire restoration. Will sell for around £350. Contact: Eric Bailey, tel: Southend (0702) 206458 (evenings).

Vitesse 6 Saloon, 1962. Grey, grey trim. Only 32,000 miles. Excellent mechanically but chassis needs new riggers. Many spares for completing renovation. Please save from the scrappy. £150. Contact: R Evan Milne, tel: 0292 41789.

Herald 1200 Saloon, January 1965. 97,000 miles. Conifer Green. MOT'd until March. Body tatty, engine good. Uses some oil but not burning - will need some attention to outriggers when MOT due. Economical runabout. Reluctant sale due to hungry Vitesse and recently arrived company car. £150 o.n.o. Contact: Richard Cunningham, tel: Truro 78549 (after 6pm).

My name is Mimi - a once loved and garaged Triumph Spitfire. Now I have been superceded as my owner has a newer version of me. I am nine years old by my bodywork is in good condition and I have a reconditioned engine and am MOT'd. My colour is Mimosa Yellow with black interior and I have a radio/cassette. I'm a good runner, with overdrive and average 40mpg. I just need a good home. £900 o.n.o. Plus hard top available. Contact: P Trent, tel: Danbury (Essex) 5177.

Spitfire MK1V 1972 1300. White with black soft top. Excellent condition throughout. Recently resprayed. New alternator and battery. 4 good tyres. Radio. MOT October. Tax June. £950 o.n.o. View Stafford, London or anywhere in between. Contact: Steve Rosser, tel: Hilderstone (088-924) 218 evenings or Stone (0785) 812131 work.

Triumph Herald 1200 1964. Brand new steering rack. Petrol tank 6 months old. Engine complete with distributor, cars. etc. Gearbox reconditioned (done about 8,000 miles) Plus complete clutch and pressure plate and remote control (rebushed and non-rattling). Radiator. Brand new exhaust (manifold end), still got paint on it. Dynamo, starter etc. Engine has had new valves fitted prior to MOT fail - the mechanics will vouch that it runs like a gem with lots of oil pressure and no leaks, rattles etc. Contact: D Hillier, tel: 0793 63781.

Spitfire MK111, hardtop. Mechanically sound but bodywork needs attention. 6 months MOT. £200 or will break for spares. Contact: D Jennings, Hatherton Hayes, Hunsterson Road, Hatherton, Nantwich, Cheshire.

Vitesse 1600 Coupe, 1966. Brown. 12 months MOT. Sound and smart car. Needs only new hood and little work for Concours entry. £425. Contact: Geoff Smith, tel: Plymouth 263145 evenings or weekends.

Spartan plus 2. Based on Vitesse 2L MK11, 1971. Red, black wings and trim. Complete mechanical renovation. New chassis and servo brake system. Tow bar. Electric fan. Goes like a bat! Haggle around £1,600. Contact: R E Milne, tel: 0292 41789.

## 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

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

**Reconditioned Spares:** Suspension wishbones, shot blasted, new BL bushes and repainted to original specification. Rear MK11 hub assembly c/w new bearings, shims, Rotoflex coup. repainted to original spec. ready to fit. MK11 Cylinder heads to stage 1 spec. It will only be possible to do the first two items if there is a fair demand but the cylinder heads are under way now, so I am hoping that roughly 8% to 10% reduction in fuel consumption is going to be an incentive plus, of course, the added zip when you flash past a clinker ridden Capri or something equally horrible. If anyone is interested the stage 1 heads will come to less than half the SAH price and we will let you know what the response is to the suspension units with a price accordingly but all exchange items will have to be servicable. We are trying to raise club funds with these items so let's have some response. Contact: Dave and Chris, 37 Raley Road, Locks Heath, Southampton, Hampshire SO3 6PA.

Herald N/S door, white/red trim, sound, £15. 948cc high comp head and twin carb manifold, £10. Pair 13/60 instruments, £5. Many small Herald bits (overriders, badges, wheel trims etc). Also Vitesse headlamp surrounds, £2 pair. Headlamp stoneguards, need rechroming, £5 pair. Contact: Mike Costigan, tel: 0636 814050 (Notts).

Complete overdrive conversion GT6/Vitesse. Reconditioned units £160. J type overdrive conversion and competition box GT6/Vitesse £250. SPECIAL OFFER: Spitfire/Vitesse 1600 overdrive units, reconditioned £45 each. New solenoid, £10. 3 synchro mainshaft, £10. Brand new GT6 overdrive, £80. Contact: Gareth Thomas, 26 Park Place, Ealing, London W5 8JY.

**SPECIAL DISCOUNT OFFER TO CLUB MEMBERS - AUTO TRIM, RETAIL SALES DEPT., ST. PETERS LANE, (OFF CHURCHGATE), LEICESTER, TEL: (0533) 22397:**

No doubt Triumph Sports Six Club members have already heard of 'AutoTrim' and are aware that we have a DIY facility. Should this not be so, may we take this opportunity to introduce our new retail DIY shop where we hold a very wide range of car trimming materials e.g. carpeting, fabrics, vinyls, door trims and draught strips, fasteners etc. In addition, we have available ready made seat covers, carpet sets, hoods etc. All at competitive prices.

Until further notice, we offer these DIY facilities to all Triumph Sports Six Club Members at 10% discount off our normal retail prices on production of a current membership card,

Should any of your members have any problems with their trimming, may we suggest that he/she discusses them with Mr M Sharpe, our Shop Manager, who will be pleased to advise.

For the members who do not have the time or the inclination to do it themselves, we offer a high quality and very comprehensive service at our workshop in Wesley Street, where we specialise in all aspects of modern and vintage trimming. (e.g. PVC/ hide seating panels etc., complete hoods, tonneaus, vinyl roofs, headlinings, carpets etc.).

Auto-Trim is one of the leading car trimming companies in the Midlands. Members with such problems would contact me personally at our workshops - tel: Leicester (0533) 64112, Peter Swann (Managing Director).

Bonnet for Herald 13/60, one year old, still in grey primer, with all fittings. £120 o.n.o. For Spitfire MK11, hardtop, £10. Windscreen, £5 and petrol tank, £5. Contact: Andy, Gosport (Hants) 88164.

Two complete MK1 GT6's consisting of:

**Car One:** Running chassis complete with everything. New ir rebuilt as follows: One Chassis shot blasted, rust treated and painted. Complete new brakes and suspension on back and front. Completely rebuilt engine, gearbox, overdrive, propshaft and differential with all new bearings and bushes with no mileage on any component. Six rebuilt knock on wire wheels, 4 with new 185/70 x 13" tyres. New starter and Kenlowe fan - reconditioned dynamo, carbs and radiator. Complete but separate body and interior with many new items (i.e. new front valence, doors and interior, wings, sills and battery box). Bonnet in very good order.

**Car Two:** Complete car with completely rebuilt engine and gearbox. Bolt on wire wheels with good chassis.

Both cars finished in white. £750 as one lot. Contact: Ian Watts, tel: Newick (E Sussex) 082 572 3118.



Parts For Sale cont'd .../

One cylinder head complete (inc. water pump and fan). One clutch release bearing (new). Bumper rubbers. Rear light units (inc. rear no. plate cover). Tel: Chapel-en-le-Firth (Derbys) 813624.

1966 Vitesse 1600 breaking for spares. All parts in good condition. Also pair recon. Strombergs carbs. off MK11 Vitesse, £40 o.n.o. Contact: R Jacobs, tel: 01 729 0745.

Pair of boot hinges and grease nipple for lower steering swivel for 13/60 Herald. Contact: Andy, tel: Coleraine 4141 ext. 430 or Portrush 822826.

FREE TO A GOOD HOME: Vitesse 1600 bonnet. Sides tatty but top good. If you can weld them, you can repair it. ALSO Herald 13/60 boot lid. Good but no stay and stay screw holes rusty. I can't deliver so new owner collects. For sale: Four 13/60 rims at £4. Spitfire MK1V Tonneau cover at £10. Vitesse lamps at £2 each (same with shells). Various bits for Spit. 111; cylinder head including head, water pump, rocker arm, manifold (outlet), tack drive, rev. counter etc. Contact: Ian Eastwood, tel: Norwich 663855.

Complete Vitesse 1600 broken for spares. Most parts available, all in fair to good condition. Contact: Dave, tel: (0327) 41840 (Northants), anytime.

MK1 Triumph Vitesse 1600 parts: One Water pump with pipes, £10. One radiator in good order, £15. One cylinder head (dekoked), £15. One brand new exhaust system, £20 (unused). For more info, contact: Bob tel: 01 561 0671.

Herald parts: Two rear suspension 'H' members. Holds rear trunnion (unused), £4 each. One stub axle, £1.50. Hub caps, 50p each. Skimmed disc plate, £4. Brake caliper, £3. Rear overrider, new, £4. Two rearlight lenses, £1 each. Drivers door handle, good chrome, £1. Two horn push, 50p each. One acc/pedal good condition, £1.50. Prop joint to diff., £2. Door trims black (2), £1 each.

GT6 parts: Front bumper (small dent) MK111 £5. Front valence MK111, £3.

Vitesse parts: MK11 cylinder head (minus one valve), £20. Rosytle trims (4), £5 each. Two Vitesse rads., one leaks (small), other good, £4 and £9/ Vitesse bumpers rear and front, £1 each. Contact: Dave Ford, tel: 01 595 2438.

GT6 engine for sale or exchange for good 1600 engine and bits to fit Herald. Tel: Castlemartin (064 681) 225.

'Burgess' Powerline spray gun, consisting of gun and compressor. Ideal for car spraying, £60 o.n.o. Contact: Dave Greatbatch on Cradley Heath 633857 after 5pm.

Herald parts for sale: springs, all glass, boot lid, doors (not very good), seats, interior and exterior trim, heater plus much more. Old set of five wire wheels for club cars, together with hubs and spinners, plus five almost new 12" Radial tyres, £20 each set. Contact: John Yeomans, tel: 0543 481280.

1969 Vitesse body (Saloon) for sale. Parts and trim in good condition, engine and gearbox need attention. Plus chassis with new outriggers and waxoyled. Abandoned rebuild due to lack of funds. Contact: R Jacobs, tel: 01 729 0745.

Two MK1V Spitfire seats (drivers side torn). MK111 hardtop, servicable, £10. Contact: Andy, tel: Devoran 863301 (Cornwall).

GT6 MK111 completely dismantled for spares. No body parts except doors and tailgate but everything else available including wiring loom. Contact: Neil Grandison, tel: 061 941 2659 (evenings).

Triumph Herald parts: Stromberg carbs complete with linkage and manifold etc. Also a head gasket set. Please ring A Turner, tel: (Banbury (0295 59246 (evenings or weekends

I specialise in breaking all models of Triumph Spitfires. I've also just acquired a MK111 GT6 to brake and have some 2L Vitesse parts. I will be only too pleased to despatch parts mail-order. Contact: Terry Murphy, tel: (Chelmsford) 71883.

New Stanpart Spitfire hood, white with zip-out rear window, £50. New, boxed MK1 GT6 cylinder heads, £90 each. New Stanpart TR4A half and full tonneau cover set, £30 for both. Secondhand MK1 GT6 engine, £60. Also some other MK1 GT6 spares from dead restoration project. Contact: Roger Parton, tel: (Egerton, Kent) 023-376 531.

Parts For Sale cont'd .../

Vitesse MK11 spares for sale: All internal and external trim, radiator, doors, roof with fitted sunroof, body panels etc. For further info. contact: Hugh Davies, tel: Amesbury 23517 after 6pm.

Five wire wheels, complete with spined hubs, spinners and inner tubes, £75. MK1 Vitesse parts: Front suspension units inc. brakes and hubs, pair, £25. Complete rear suspension (no diff.), £20. Vitesse fuel tank, £5. Complete dashboard and instruments, £10. Middle section rear bumper, white tonneau cover plus hood recess cover - any offers taken. Engine and ancillaries, £45. Propshaft - non-overdrive, £5. Bonnet panels, glass etc., very cheap or free to good home. Herald Coupe roof and glass, £5. Herald Stanpart manual and early parts list, £10 or exchange for Vitesse ones (MK11). Contact: Derek Boldry, tel: Hartfield 598.

13/60 panels (new in primer). One pair for front wings, £40. Front valance for same, £25. Contact: Franc Jackson, tel: Keresley 2809.

Workshop manual which covers Herald 1200, 12/50, 13/60, Vitesse 1600, Spitfire IV and MK11 and MK111. It is secondhand but very good condition (no grease marks, £750. Tel: Dave, Coventry 82966.

MK1 Vitesse bonnet - rusty but repairable, fuel tank, hubs and drive shafts, prop. which probably needs balancing - not overdrive. All very cheap as garage space required. Contact: Oliver St John, tel: Budleigh Salterton 2621.

New, genuine Triumph parts for sale: Handbook for Vitesse 2L MK1/11, GT6 1/11, Herald 13/60, Spitfire IV/1500. Official workshop manuals for GT6/Vitesse 2L, Spitfire IV/1500. Parts catalogues for Spitfire 111/1V ('73 on), /1500, GT6 1/11. Engine, gearbox, axle, suspension, brakes, body parts in stock, all new, genuine and most below list. Special offers just now include Unipart silencers for GT6 111 at £20 and GT6 111 at £30. Tonneau covers for Herald/Vitesse, £15. Carriage extra. Send SAE for list to 5 Nevis Close, Loundsley Green, Chesterfield, Derbyshire S40 4NS, stating model and specific needs or ring John Mann, Chesterfield 71036.

Breaking 1969 Spitfire MK111. All parts available. Bonnet £20. Hardtop £30. Engine £30. Gearbox £20. Five wheels with good 145 x 13 Avon tyres £10 each. Also two Huntmaster high back rally seats, £10 each and five alloy wheels, two with new 165 x 13 Grand Prix S tyres, £100 the set. Contact: D Jennings, Hatherton Hayes, Hunters Road, Hatherton, Nantwich, Cheshire.

Petrol tank with sender unit to fit Herald 12/50. Any offers considered. Contact: S E Rowse, tel: 01 519 4902 anytime.

Triumph Vitesse MK11 Convertible. Complete less engine and gearbox. Rice indicates condition, £70. Contact: Bob Froggatt, tel: Lincoln (0522) 686969.

Abandoned Gentry project. 13/60 rolling chassis, hamerite painted. Engine new v-lav springs. All mechanical parts, seats red. Spitfire springs and tank with filler. The lot for £50, buyer collects. Contact: R E Milne, tel: 0292 41789.

1967 GT6 MK1. Breaking all mechanical spares, interior, wheels etc. available. Also offside suspension bracket - new. Contact: A P Clark, tel: Luton 881401.

GT6 MK111 bonnet, £100. Rear hatch window and glass £20. Passenger side sill (as new) £5. Contact: Anie Clarke, tel: Mansfield 54764.

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

GT6 MK1 D or E Reg., Royal Blue (colour code 56). Any condition considered. With or without MOT. Contact Mr K Haynes, tel: North Trowbridge (0225) 782655 (evenings)

O/S and N/S doors for GT6 MK11 or 11. Contact: Andy, tel: Gosport (Hants 88164.

To suit a 1500cc Spitfire a crank, preferably non-reground. 5 no. 5½" J wheels, steels or alloys. Good servo. Cash waiting and will collect within a reasonable radius. Contact: Gary, tel: Wolverhampton 762560 after 6pm.

Rear seat conversion, door sealing rubbers and tailgate badge for Triumph GT6 MK11. Contact: Steve Lucas, 143 Stanmore Cres., Carterton, Oxon OX8 3UH.

Hood stowage cover to fit Spitfire MK111. Interior door panel (N/S). Steel hardtop to fit Spitfire MK111. Overdrive gearbox plus ancillaries (electrics) Propshafts to fit overdrive box. Tel: Sheringham (0263) 823469.

Any type of special body to fit Herald chassis. Need not be fancy, anything considered. Contact: C R Talbot, tel: Stroud (Glous) 4082 evenings.

Does anyone have part number 601661 grommet for filler pipe to rear panel? Also a 13/60 boot plate? Best prices paid or swap for various parts (Parts For Sale section). Contact Ian Eastwood, tel: Norwich 663855.

MK111 Spitfire boot badge and MK111 Spitfire on a frame. Must be in good nick. Contact: Andy, Devoran 863301 (Cornwall).

Can anyone assist me with interior trim for modification of MK11 Spit. (particularly for the doors), door window weather strips and rear bumpers complete with brackets. Also, does anyone know how to operate Spit. twin carbs via a Herald cable rather than the more usual level system? Contact: John Yeomans, tel: 0543 481280.

Owner of Triumph Herald 948 Saloon. February 1960 model, (engine serial no. G22544HE) seeks replacement bonnet following recent crash. Contact: R S Salt, tel: 01 549 9412 (office) or 01 942 8650 (evenings and weekends).

Spitfire heater complete. Spitfire windscreen wiper wheelbox. Fuelgauge from Herald or Spitfire. Contact: Slattery, tel: Lisburn 77000 (Home) or Belfast 661155 ext 277.

Urgently required - a reasonably priced towing bracket and ball for a GT6 MK11. Needed for coming Club season to enable me to tow Club equipment to 1982 events. Anyone who saw my GT6 at Stoneleigh complete with roof rack will sympathise. I can no longer transport vast quantities of Club equipment in and on my car. Please contact me, Jonty Wild (Club Equipment Secretary), Royston (0763) 42058, preferably between 6 and 7pm. (Help Jonty to help us with your early replies ED.)

Urgently required - boot floor for GT6 MK11. New or very good condition. Contact: Chris, tel: 01 524 2479.

New rocker shaft and gear. Pair 175 CD Stromberg carburettors Passenger door (must be good) and rear and quarter valances. All required to fit to a Vitesse. Contact: Franc Jackson, tel: Keresley 2809.

Set of Spitfire or GT6 type hub caps and nuts. Contact: Oliver St John, tel: Budleigh Salterton 2621.

All Vitesse MK11 bonnet badges. Contact: Dave, tel: Coventry 82966.

One new rubber seal to fit bulkhead of Triumph Herald 12/50 c reg. 1965. Contact: SE Rowse, tel: 01 519 4902.

Vitesse bonnet overriders for Vitesse MK11. 3.27:1 diff and set of Sundym windows for GT6 MK111. Overdrive gearbox for GT6 MK111. Gearbox couplings to fit Vitesse MK11. Fibreglass bonnet for Spitfire MK1V. Chassis and body shell for Spitfire MK1V. Contact: Andie Clarke, tel: Mansfield (0623) 54764.

For Herald 13/60 1968 Convertible (URGENT), gearbox, pair of doors, interior door handle, drivers seat (black), front white rubber bumper section and complete valance for front. Contact: Denyse Hulett, tel: Norwich (0603) 810451.

Hood frame for MK1V Spitfire, preferably complete and straight. Please write and mark envelope 'Hood'. R S Flower, 17 Woodrow Park, Grimsby, S. Humberside.

New GT6 MK111 Bonnet wanted, would consider good secondhand example. Your price paid. Please help me avoid my car being written off by insurance company. Contact: Adrian Bowman, tel: 01 684 0124 evenings.

UB 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

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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.

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

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, ESSEX 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.



# TRIUMPH WAREHOUSE

ARTHUR STREET, REDDITCH, WORCS. Tel. REDDITCH (0527) 20880

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Please send S A E for lists — STATE MODEL & YEAR  
BREAKING ALL MODELS INCLUDING VITESSE & BOND.

HUGE RANGE OF STANPART AND BL ORIGINAL PANELS & COMPONENTS.

## AND FINALLY:

What a month! After my comments of last month, stating this is the time to get preparing your car, it seems someone 'up there' had other ideas, with sub-zero temperatures: When your coffee freezes after just a few minutes, even I get put off working outside on my MK11 GT6. It's certainly the time to 'Keep The Home Fires Burning', perhaps writing TSSC articles as well.

Chris Squibbs and myself are building a couple of MK11 GT6's, inbetween Club work, with the aim to race, hopefully circuit racing. I feel we have made good progress this winter but it may be 1983 before we are completely ready for the track. Still, we will make Luxemburg and the South of France in the Summer, flying TSSC colours.

Jonty Wild has explained his new job in this magazine. Please give him all your support in his endeavour to help the Club with What's On Next news. I will then publish 1982's events. (Keep up the good work Jonty).

I don't want to have to plead for information but if you hold office within the structure of the TSSC, please fulfill your commitments, otherwise the Club and Membership suffer. Perhaps in the March issue both events for '82 and an Area Meeting Directory will be featured.

Let's keep to the Club's moto - THE CLUB THAT'S GOING PLACES!

BILL SUNDERLAND  
EDITOR

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