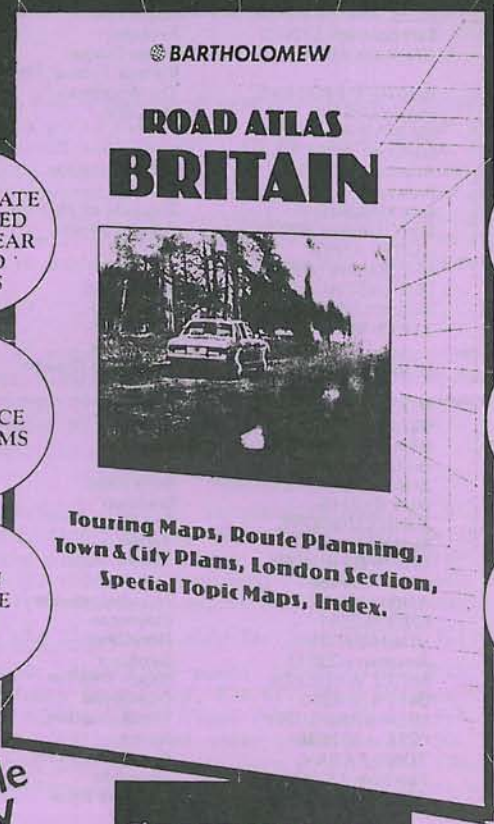


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JUNE 1982 No. 24

the monthly news publication of the
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Editorial

As you see from the front cover, the TSSC reaches yet another milestone in its rapid growth. Yes, 3,000 members! How can we cope, I hear you ask? Well, if we look at it from a professional angle, we need good management and, in my opinion, we have it with over 70 Officers, carrying the Club into another era which we can enjoy and celebrate. As in these days of gloom, it is refreshing to be able to tell of a success story because, believe me, it is a big success story from day one!

Paul Swanson, when forming the TSSC back in 1977, never dreamed that the Club would develop like it has but his early involvement paved the way and I think in membership numbers, we have only just touched the tip of the iceberg.

After going to the South of England Meet at Beaulieu, I saw how keen everyone was, enjoying the cars, making new friends and generally having a good day out. There was an atmosphere which kept people together whether they owned a Herald or a Special - so much common interest and surely, a tribute to Triumph cars. Many thanks to the organisers and we look forward to next year.

I seem to have Membership on the brain. Well, next month Jonty Wild will be launching another membership drive - full details in the July Courier.

As I stated in last month's Editorial about spares, some of you have responded and all I can say is keep the info rolling in with articles for the Autumn Turning Circle which, this time, concentrates on the Vitesse. So, if you are rebuilding, tuning, modifying one, let us know. Also reports for Turning Circle on national, international and generally interesting events - keep writing.

P.S. Sorry nothing to do with cars - congratulations to Watford Football Club for achieving FIRST DIVISION football. Like the TSSC, top flight success took only 5 years under good participation and management.

BILL SUNDERLAND

IMPORTANT NOTICE

1. Autotests:

There are one or two references to Autotests in the May edition of the Courier. THIS IS WRONG.

As an RAC recognised Club, we have to be careful to follow the regulations laid down by the RAC Motor Sports Association Ltd. To run a proper Autotest, there are stringent regulations that have to be complied with (14 pg 66) and competitors would require either a competition licence or to sign a suitable indemnity. No such events must be organised without prior approval of the TSSC Competition committee.

I am assuming that the events that have been organised fall within the 'Gymkana' status, i.e. 'and event held wholly on private ground and in which no event or test is determined solely by the speed of the vehicle and in which if there are to be timed events or tests, there will be at least an equal number of untimed events or tests'.

I would however remind organisers that even for a Gymkana they must apply to the RAC MSA for a Certificate of Exemption, at least 2 weeks prior to any announcement of the event.

THERE CAN BE NO EXEMPTIONS TO THE PROCEDURES LAID DOWN ABOVE AND ANY MEMBER WHO IS IN DOUBT WILL PLEASE CONTACT FIRST EITHER MYSELF OR THE OTHER COMPETITION COMMITTEE OFFICIALS.

JOHN GRIFFITHS

INTRO

Pam and I have just returned from the Lombard Golden RAC 50 Rally which was not only a total success for the organisers but also a great occasion for the TSSC. Dave and Liz Clements from Sidmouth completed the 3 day event in their 1961 Triumph Herald coupe with incredible ease, finishing 47th overall against 60 starters. This was a fine performance for a standard car which was nicely prepared and well driven and perhaps more important, was very well received wherever it went. Dave Clements will be preparing an in depth report of this exciting event, which will appear in the next edition of Turning Circle. May I take this opportunity of thanking Dave and Liz for agreeing to let me act as their support crew, which gave us free entry to all the venues. I don't think I need to thank Eddie Evans because he did not need to do very much and I know he thoroughly enjoyed himself as well!!

The season is now well upon us and there will, of course, be many opportunities for all of you to bring out your Triumphs and I hope that you will support as many events as you can. I look forward to meeting many of you over the coming months.

NEWS REVIEW

BASIL TYE

The RAC Motor Sports Association Ltd recently announced the sudden death of its Managing Director, Basil Tye. He had a vast experience of all aspects of motor sport, both nationally and internationally. Our sympathies go to his wife, Beryl, and son Hayden.

SPRINT/HILLCLIMBING

The list of venues for the year was catalogued in April Courier but just to remind you for this month there will be a round at Goodwood on 6th June, Gurston Down on 20th June and Snetterton on 3rd July. At the Guston venue there should be 10 Club members competing. In August we will be giving an in depth review of the Hillclimb/Sprint Championship, quoting positions and results to date. You may, however, be interested to know that the following members and cars have registered for this year's Championship:-

Paul Lucas	MK1 Spitfire
Andy Jones	MK11 Vitesse
Richard Bruford	MK11 Vitesse
Trevor Bendell	MK1 GT6
John Girffiths	MK11 Vitesse
Ray Lye	1968 Equipe
Kevin Ginger	MK111 GT6
Derek Bolt	MK1, 2L Vitesse
Ian Butterworth	13/60 Herald
Robert Chapman	MK111 Spitfire
William Haseldine	MK11 Vitesse
Martin Brown	MK11 Vitesse
T Shakespeare	Not known
Robin Fergusson	Not known
P A N Farmer	Not known
Anthony P Mee	Not known

BIRTHDAY BARBEQUE

May I take this opportunity to remind you about the Birthday Barbeque which is to be held on 10th July, an event which is well worth supporting. Further details to be found in this edition.

LITERARY SPOT

The following poem appeared in the Spring edition of the TR magazine 'Traction', courtesy of the MGOC and I am sure they will not mind me reproducing it here:-

'The TR7 is my car, I shall not want another,
It maketh me lie down in wet places,
It curseth my soul, it leads me into the path of ridicule
for its name sake
It leadeth me into slush and deep water, it prepareth
breakdowns for me in the wilderness
I fear such evil while it is with me
Yea, tho' I run down the valleys, I am towed up the hills,
It annointeth my face with oil,
Its tank runneth over.
Verily if this thing shall follow me all the days of my
life, I shall dwell in the house of the insane for ever'

TRIUMPH TUNE (UK) LTD

Terry Hurrel, who used to be the 'man' at SAH, now operates under the above name and advises me that he will shortly be opening new premises at Manor Road, Richmond, catering mainly for Spitfires and GT6s. Tel: 01 948 6666.

RAC MOTOR SPORTS ASSOCIATION LTD

The above association are asking for the help of all Clubs to attract more Doctors, Time Keepers and Scrutineers to motor sport. It is mainly in the lower echelons of the sport where the newcomers are needed. Anyone interested should contact the RAC MSA with Neil Eason Gibson being in charge of Doctors and Scrutineers and Les Needham in charge of Timekeepers. (31 Belgrave Square, London SW1X 8QH tel: 01 235 8601).

ITTBIT

Apparently a staff member of the newly titled magazine 'Classic and Sports Cars', owns a Vitesse MK11. Well done that man! We are well represented amongst the motoring journalists of today. Must say something for 'our cars'.

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We would be pleased to be of service to any of your members. Our labour rate at present is £8.00/hr less, of course, the discount.

MIKE MACARTNEY

OFFER FROM RAC PATROLMAN, CHRIS DIXON:

I would like to offer all the members of your Club a special deal on RAC membership. As you know, the cost of nearly everything connected with motoring is on the increase, so it is refreshing to find something which can really provide value for money, such as membership of Britain's senior motoring organisation.

The scheme I have in mind is this:

For each of your members who would like to join:

- a. ORDINARY Membership (RESCUE SERVICE) £1.00 REFUND
- b. FULL Membership (RESCUE AND RECOVERY) £2.00 REFUND

In addition there is a £1 discount when enrolling by direct debit.

PLUS as you will be acting as agent for the RAC, you are entitled to the AGENT's commission which is £2 for an ordinary member and £2.50 for a full member. This can be paid to the Club funds, or whatever, just tell me who the make the cheques payable to.

However, I must stress that this offer is available ONLY THROUGH ME, as I shall be giving up my commission and this is not general policy of RAC Salespersons.

If any of your members want to know more, please ask them to write to me at the address below and all postage will be refunded.

Let's hope that we shall all profit from this scheme - your members, with membership of Britain's best motoring organisation, your Club financially and me in Sales figures!!

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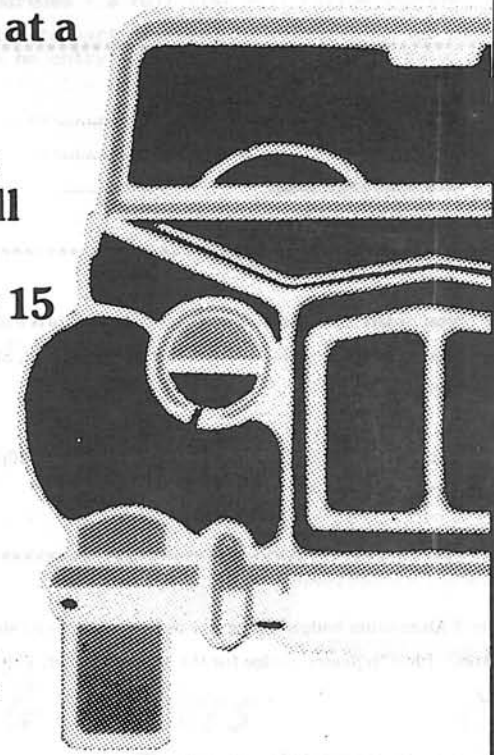
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★ DEVON AREA NATIONAL EVENT

World of Wheels Custom Festival, Sunday July 25th at Newton Abbot Racecourse.

This event includes Custom, Vintage, Veteran and Classic Car displays with trophies for the winners and souvenir plaques for all entrants.

Also the British Grand Prix for hot rod saloons, supported by autorods and bangers.

Our Area will have a stand with some of our best cars on display. Camping is available, so if anyone is interested, either in entering their car or just a good day out - ring me on Plymouth 700555. Stan Walters.

★ HERTS AREA TREASURE HUNT, SUNDAY 6TH JUNE, 1982:

The Herts Area invite all local and not-so-local members to their annual Treasure Hunt to be held on Sunday 6th June, 1982. The Hunt is to start at the area's established meeting place, namely 'The Woodman', Wormley West End and to finish at our other venue, 'The Red Lion', Offley, where bar food and evening meals are served.

This will enable all members in the county a chance to meet each other and discover where the other venue is (assuming they have not been to both) and for strangers to the area to lose themselves in deepest Hertfordshire!

ALL ENTRANTS SHOULD BE PRESENT AT THE WOODMAN BY 1.30PM. Entrance fee is £1.50 per car. A lot of fun is usually had at this annual event, so why not join us?

★ HERTS AREA CLUB NIGHT 30TH JUNE, 1982:

For our June Club night, we have arranged for a lady, by the name of Kitty Coleman, to talk to us about 'The Life On The Ocean Wave'. Kitty was, some years ago, the Head Steward on an Ocean Liner and is well versed in the subject. This should prove to be a most entertaining evening - a good turnout will make it even more so. Prompt attendance by 8.30pm will help the organisers.

★ ANGLIA AREA BARBEQUE AND AUTOTEST
SAT. 10TH JULY, 1982 2PM-11.30PM



Held on a new, bigger site this year. 3 miles from Old English Gentleman, 2 miles from Duxford War Museum. 'See Concord 01 on the Sunday'. What will be there? Autotest organised by the Essex Section... Spare Parts... Chef prepared Barbeque served 6pm approx... Trade Stands... Marquee full of Club regalia... Side Stands... Real Ale Bar open to 11.30pm etc. etc. ... Lucky tickets... Distance Awards... Grand Raffle... Entrance tickets bought in advance only, Adults £3.50, Children £1.50. SAE cheques payable TSSC. Camping on site Saturday and Sunday, toilets, wash basins and water provided only. £1.00 for site for caravan or tent - tickets bought in advance. HAVE A GREAT WEEKEND WITH YOUR CLUB AT WELLS FARM, WHITTLESFORD, NR. CAMBRIDGE. Send now for tickets, Barbeque and camp site, to Barry Newitt, 89 Shelford Road, Trumpington, Cambridge. Ticket sales close 3rd July.

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CUSTOM AND CLASSIC '82
From Essex Area Organiser

The Leo Club of Rayleigh are holding their 'Custom and Classic '82' event on Sunday 13th June, 11am - 6pm. There should be a wide range of cars on display together with a variety of stands and stalls at King Georges Playing Field, Rayleigh, Essex. Entrance fees are £1 for adults and 50p for children and pensioners. All the profits will be going to local charities. The Essex Area will be driving to the event straight from the Dukes Head, after their usual meeting so, if anyone else is interested in supporting the event, they will be welcome to join the convoy.

WEST MIDLANDS PROMOTIONS PROUDLY PRESENT THE WORLD EXCLUSIVE PREMIERE OF THEIR FUN WEEKEND!

Have you ever wanted to go back to your misspent youth (I don't believe you didn't have one!) and relive those days of Tiddleywinks? Have you ever wanted to wang your welly so far it would take you a week to find it again?

Well, now is your chance, courtesy of the West Midlands Area. We are to hold a fun weekend of silly games, quizzes, five-a-side football, darts - that kind of thing (yes, and tiddleywinks and well-wanging too!). To be held at the Old Gate, Heathton near Wolverhampton, on the weekend of August 14th/15th and will run in conjunction with a concours (that's not a silly game!).

There will be food laid on such as chicken and chips, steak and chips etc. from £2 a head and live music and of course, a bar! Camping will be available on the Saturday night at £1 per tent (includes entry), 50p entry only and £2 if you wish to enter the concours (no, not you personally - your car!).

On the Sunday, there will be a convoy to the Severn Valley Railway, the Bird Sanctuary, or the car museum. We'd like to get some idea of how many of you would like the chance to behave like kids again, so if you're interested, could you let Janis and Tony Spicer know as soon as possible.

Their address is 336, Clarence Road, Four Oaks, Sutton Coldfield, W Midlands B74 4LU. (tel: 021 353 9961).

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SUMMER MEETING - TSSC

The Milton Keynes and Leicester areas of the Triumph Sports Six Club are holding a Summer meeting on August 22nd at the Fountain, Loughton (on the A5 between Stoney Stratford and Bletchly). The meeting is to be an inter-Club meeting and we are inviting drivers from the MG Owners' Club and from the TR Clubs. The meeting will consist of driving test, working car condition awards and some other competitions. There will be a meal and a disco in the evening. If you would care to come, please fill in the form below. Tickets are £3.00 for adults and £1.50 for children (the childrens ticket covers a childrens meal and for the entertainer, for part of the afternoon.

The meeting starts at 1.00pm until 10.30pm.

CUT HERE

I would like to attend the TSSC Summer Meeting and requiretickets @ £3.00 and childrens tickets @ £1.50

I enclose a cheque/PO for £

I would like to enter the driving test/car condition awards

My car is

My Club is

Please make cheques/PO to Geoff King

Name

Address

.....
.....
.....

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Ticket applications: GEOFF KING
31 HIGH VIEW
DEANSHANGER
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SPITFIRE WEEKEND:

There has been a good response to my advert in the February Courier concerning a 'Spitfire Weekend'. The event will be held, subject to confirmation, between 21 and 22nd August at a venue yet to be decided somewhere in the New Forest. Although this is a Spitfire Register Weekend, all local club members will be welcome. I hope to announce the venue in the next edition of the Courier. The only cost incurred will be the camping fee and, of course, travelling expenses.

NEIL WILLIAMSON
International Spitfire Reg.



Town & Country Festival August 28th-29th-30th

This event is being run over the August bank holiday again and we shall be entering the Inter Club Competition. Previous entrants in the individual classes will have been advised direct - please contact me before returning your entry, YOUR CLUB needs you. Other members who would like to compete as individuals and /or in the club team contact me for entrance forms etc.(SAE please) Final decisions as to which cars will appear on the club stand will be made subsequent to the concours - so I know what the cars are like and can decide which ones I want on the stand. Hopefully someone will be arranging a campsite for non-competitors camping charges will include season tickets, details to follow later. This years theme is "Holidaying in the U.K." anyone with ideas on how this can be incorporated into the clubs stand or who would like to help with any aspect of our involvement in this event please contact me.(Rob Jenner & Warwick group please note!!) This is the biggest event in the clubs calendar and it is not possible for me to organise it without help - if you can help in anyway, no matter how little contact me ASAP. If writing SAE please.

TRIUMPH SPORTS SIX CLUB - NORTH AND SOUTH YORKSHIRE AREA CONCOURS AND MOORS RUN
SUNDAY 5TH SEPTEMBER, 1982:

MEET AT THE ROYAL OAK, NORTON, MALTON (A64 YORK - SCARBOROUGH -BAR LUNCHES - TETLEY'S BEERS).

ANYTIME AFTER 10.00 PM. JUDGING 12.00 - 2.00 PM. PRESENTATION OF PRIZES 2.15 PM.
MOORS RUN 2.30 PM (bring flask etc.). CLASSES - SALOONS AND SPORTS (will split further if entries warrant).

It is hoped all entrants will join in the spirit of things and make our first Concours event a great success. The Moors Run (can you climb a 1 in 3 hill?), will finish about tea-time just above Whitby.

Entries with fee (£2.50) by 24th July if possible to:

JOHN GRISS, 87 Welham Road, Norton, Malton, North Yorkshire YO17 9DS.

ALL ENTRIES WILL RECEIVE A COMMEMORATIVE PLAQUE

Cut Here

TRIUMPH SPORTS SIX CLUB
NORTH AND SOUTH YORKSHIRE CONCOURS - 5th September 1982

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OWNER'S NAME

ADDRESS

.....
.....

Please return to JOHN GRISS by 24th July with £2.50

Cut Here

WHAT'S ON NEXT?

ROUSHAM PARK, NR STEEPLE ASTON, OXFORDSHIRE

SUNDAY 12TH SEPTEMBER, 1982

ENTRY FORM

Please reply to:
41 HILLSIDE
LITCHFIELD
STAFFORDSHIRE
WS14 9DH

PLEASE USE BLOCK CAPITALS:

Name: Tel No.:

Address:

Vehicle:..... Model: Year: HP.....

Club or Register: No:

Saloon/Tourer/Coupe: Car Reg No.:.....

Concours Yes/No Driving Tests Yes/No Distant Award Yes/No

INDEMNITY:

I agree to save harmless and keep indemnified the Standard Register, The Pre-1940 Triumph Owners Club, The Razoredge Owners Club, The Triumph Mayflower Club, The Triumph TR Register, The Triumph Sports Six Club, Club Triumph, The Triumph 2000/2500/2.5 Register, The Management of Rousham Park and all other individuals and organisations associated with this event, their officials, agents, servants and representatives from and against all actions, claims, expenses or demands in respect of death or injury to myself, however caused arising from or in connection with this entry or my taking part in this event, notwithstanding that the same may have been contributed to or occasioned by the negligence of the said bodies, their officials, representatives or agents.

Signed: Date:

If under 18 years of age, countersignature of parent or guardian

Signed: Date:

I enclose Cheque/PO for £3 being the entry fee for all competitions and free entry to Rousham Park and Gardens for Car, Driver and all Passengers, together with a souvenir Plaque. Please make cheques payable to STANDARD TRIUMPH INTERNATIONAL RALLY. Return to Colin Eastwood at the above address. Please note below any interesting details of your car(s) to help us to compile our commentary! (or on a separate sheet)



STOLEN CAR ***** STOLEN CAR ***** STOLEN CAR ***** STOLEN CAR ***** STOLEN CAR ***** STOLEN CAR ***** STOLEN CAR ***** STOLEN CAR ***** STOLEN CAR ***** STOLEN CAR *****

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Chassis No. GE22772DL Engine No. GE24959HE

Gearbox No. Factory Rebuild GB513417/53082 URB 53410

Identity Points: 'Securon' Baby Seat in rear, rear lower panel plus N/S quarter panel plus rear over-riders missing, Bonnet Locks both sides.

PLEASE LOOK OUT FOR CAR OR OFFERING OF ABOVE SPARES

Information please to: JOHN HOAD, Telephone UXBRIDGE (0895) 52737

International Marque Secretaries

HERALD REGISTER SECRETARY

Saloon to Convertible Conversion.

Can I take the roof off my saloon, put a hood frame in, and turn it into a convertible ?, you ask. The answer to this frequent question is yes..... you can take the roof off (very easily), but, turning the saloon into a convertible is a different proposition altogether!

A large number of upper deck and rear side panels differ between the saloon and convertible, resulting in the saloon having a longer body well and narrower B-posts. I have listed the panel numbers in the 'table overleaf'. This is mainly of academic interest as most of these panels are 'no longer serviced', but the list does illustrate the differences.

If you do want to turn your saloon into a convertible the best solution is probably to take the rear body section off of a scrapped convertible (rusty chassis, major front end damage, etc.) - I'll cover body removal in a later article. This convertible rearend can be transplanted to your saloon chassis. There are a few minor differences in the centre bulkhead section in that the convertible has threaded plates in the top of the windscreen surround to take the hood securing clips. It should be possible to make up plates and to slide them through the (enlarged) hole under the mirror attachment on a piece of wire. This will save transplanting the convertible centre bulkhead and disconnecting the brakes, electrical gear, etc.

An alternative approach might be to take the rear deck/ top of the wings & B-posts complete from a scrapped convertible (they probably won't be rusty) and weld these into the saloon lower rear section. Not impossible, but more difficult than a body swap.

Driving an unconverted saloon with the roof off is acceptable (tell your insurance company though) - I have tried it and there do not seem to be any more rattles or judders than with the roof on. The chassis are the same on both saloons and convertibles, and I do not think that the roof adds a great deal to body stiffness on the saloon. If you are planning to drive the saloon roofless for long periods it might be worth welding struts from the underside of the rear deck to the inner wheel arches.

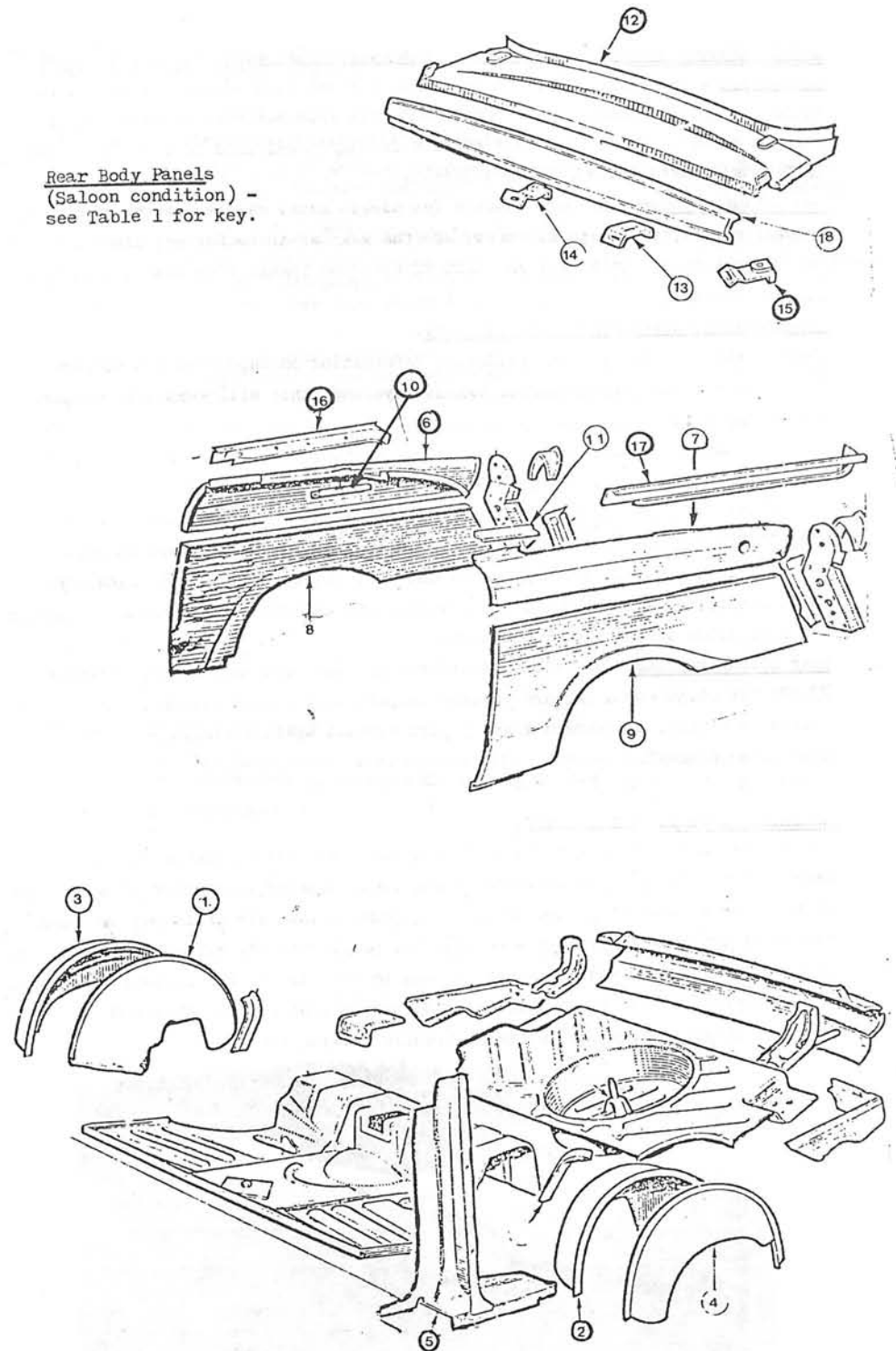
Weather protection would be difficult on a roofless saloon, but a tonneau cover could be made up (the original convertible cover will be too short) and tonneau studs attached to the saloon body. I have seen Coupes with clip-on roofs, and although this might be possible with a saloon the extra weight and loose side windows would make it a rather awkward proposition.

Table 1 Herald Convertible and Saloon - panel Differences (refer to diagram)

	Convertible	Saloon
1. inner wheelarch RH	012233	705708
2. " " LH	012232	705787
3. Outer wheelarch RH	802046	002046
4. " " LH	002045	002045
5. B-post RH	003709	005430
" LH	003700	005437
B-post closing panel RH	901093	-
" LH	901092	-
B-post filler panel RH	704323	-
" LH	704322	-
6. Upper wing panel RH	704420	903319
" LH	704419	902310
6. Lower wing panel RH	902271	902271
" LH	902270	902270
10. Panel - upper wing to rear deck RH	704295	703010
11 " " LH	704294	703009
reinforcement panel - to wing RH	003771	-
" LH	003770	-
" " - to w'arch RH	704760	-
" LH	704767	-
" " - support RH	704307	-
" LH	704306	-
12. rear Deck	003790	005799
13. Rear Deck - front edge	-	705706
13. Deck reinforcement - centre	-	600214
14. " " RH	-	600242
15. " " LH	-	600241
Stiffening plate	-	611646
16. waist rail RH	-	012232
" LH	-	012234
reinforcement - waist/w'arch RH	-	705705
" LH	-	705704
Centre deck reinforcement	704427	-
Side deck reinforcement RH	704420	-
" LH	704429	-
Tonneau support rail	902714	-

(To the best of my knowledge these panel numbers also apply to Vitesse saloons and convertibles)
 Don't forget to take the door windows (703795) & weatherstrip (713941) from the convertible!

Rear Body Panels
 (Saloon condition) -
 see Table 1 for key.



Herald Exhaust Systems (continued from April's Courier)

Correction - The gasket (pipe to manifold) and manifold gasket columns in the table in April's Courier were transposed. All 1200 manifold gaskets are 11851b, 13/60's 146092. Pipe to manifold gaskets for 12/50 and 1200 TC are 121595 and 1200 single carbs 121340, 13/60's 123415.

943 Exhaust System. The part numbers for single carb. saloons (front pipe, expansion pipe, rear pipe/silencer) are the same as those for mk1 1200's. The 943 Coupe numbers are as for mk1 1200 TC systems. Thanks Nick Bradbury (I think!) for the xeroxes.

Supersession numbers/parts availability.

Steve Baker has supplied the following information on supersession numbers and parts availability of Herald exhaust systems (this will keep your Unipart dealer happy!)

Manifold Gasket 11851b now G6G 615, 146092 now G6G 640. Front Pipe 304214 now G6A 1246, 304213 - still valid, 306403 - still valid, 305039 - not serviced, 214356 now G6A 1420. expansion chamber 122760 now G6A 6030. Silencer/ rear pipe 303775 now G6A 3197, 305635 and 307409 now G6A 3190. manifold to pipe gasket 121340 now G6G 717, 121595 now G6G 702, 123415 now G6G 701. exhaust/ inlet manifold (1200cc) 304951 still valid. The separate inlet/exhaust manifolds for F.C. 1200s are no longer serviced.

rear Silencer boxes. The silencers offered by Transpeed mail order, Brighton 774570 for £6.50 +pp & VAT are genuine Unipart units. John Kipping, our Spares Secretary, has Herald 2 and 3 part exhaust systems available at "very reasonable prices".

wheel Arch Panels (wing repair)

The panels mentioned in April's Courier (p.11) supplied by RSW panels are the same as those supplied by Abercorn panels (Feb. Courier). A number of people have written to say that they have tried these panels. The main criticism has been that they are not long enough - ie the rear panel does not extend forward to the floor pillar and the front does not go back to the edge of the bonnet. There were a few adverse comment about quality - the panels John Kipping showed me at Beauvieu looked o.k. and John has no trouble fitting them.

Chris. Longhurst

The Triumph Spitfire Story

INTERNATIONAL SPITFIRE REGISTER SECRETARY

The year is 1970 and the great British Leyland takeover is past. The demise of the Herald and Vitesse are imminent and the Spitfire is, yet again, to be updated for the Seventies.

To be honest, the changeover to the MKIV as MKIII's (notably the TR Spitfire) in America. These included a 1300 engine with the full offering of exhaust emissions equipment and also a MKIV dashboard. In fact, the MKIV bore little resemblance to the MKI, of eight years previous apart from the 63 brake horsepower maximum power output.

There was a much-improved rear suspension lay-out, 4½J wheels, a new 3.89 rear axle and a new all-synchromesh gearbox, which gave it better and smoother acceleration, but lacked the tuneful exhaust bark of earlier models.

The MKIV ran for 4 years and was then superseded by the last of the line, the 1500.

I have recently acquired some information on some new American Spitfire 1500 engines for sale in Dorset. Below is the complete specification.

TRIUMPH SPITFIRE 1500 ENGINES

4 cylinder over head valve

1493cc

Compression ratio 7.5:1

57 bhp at 5000rpm

91 octane fuel

MANUFACTURED IN 1973 BUT UNUSED.

The asking price for these units i.e. engine with gearbox, starter, alternator and carburettor (STROMBERG) is approx £500 (although they are open to offers)

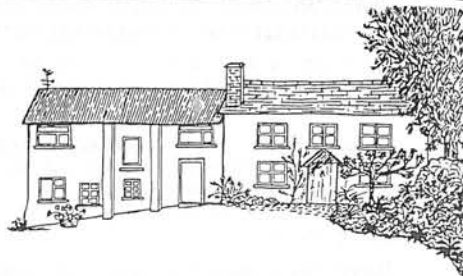
DETAILS FROM MR D SHEPHERD ON 0202 482434



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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

PEN TO PAPER

LETTER FROM JOHN PECKHAM, MANHATTAN BEACH, CALIFORNIA:

Well, time to let you all know what has been happening around these parts. First of all my radiator started leaking from what seemed like everywhere so, instead of repairing it, I installed a factory new one because the repair shop wanted almost the same price as the new one cost. I installed the larger radiator so as the car would run cooler in the summer, so the cooling system should be all right for some years to come. All the hoses have been replaced with steel braided aircraft lines, which they claim should last forever. About a week ago I installed a Monza exhaust system which has helped bottom end power a bit and it seems to have reduced its pinking to almost zero since the engine can now breathe a bit better.

Now about the future rallycar. The motor has come back from the machine shop and everything looks good. The crank has been reground and balanced, the block has been bored out .020" over. I almost have the bottom end finished; I'm waiting for the cam to come back from Iskenderian so I can install it and sew up the motor. Someone around here makes roller lifters for the Spitfire so if I find them, I will let you know how they are.

CALLING CAROLYN WILSON OF ORPINGTON, KENT:

I recently had a telephone call from a slightly distraught young lady living in Orpington Kent. She was interested in the 'Spitfire Weekend', which will be held in mid-August to coincide with a proposed Wessex Area barbeque. We got talking about cars and she told me that she had spent a substantial amount of money on her car (she's not the only one) but the car in question had to go into a garage to have some work done on the clutch and rear suspension. It appeared that the car would not engage gear and that when going over bumps, the car would jump two or three feet to the side.

As garages seem to me to charge extortionate prices, I would appeal to any members who could help Carolyn to contact her through the local area. The only other problem I have is that I am missing yet another VEHICLE REGISTER FORM. Now, Carolyn told me that she had completed one so I wait in hope. As it is, I cannot contact her with any words of wisdom until I have her 'phone number or address. If you read this Carolyn, give me a ring and I will complete a form for you and then I will know that I have it.

NEIL WILLIAMSON
INT. SPIT. REG. SEC.

LETTER FROM DAVE LIGHTFOOT, STOKE NEWINGTON, LONDON:

I am writing as a new member of the Club, having purchased my GT6 MK111 in February.

I have been immediately impressed by the quality of useful information contained in the Club mag., I refer, in particular to the letter from Keneth Rodmell in the April issue. I had been suffering from the problems of pinking, running-on and loss of power. Since the car has only done 30,000 miles and has been tuned recently, I read, with interest the suggestion that the timing chain might be the cause. Anyway, the job has now been done and surprised, surprise, the gremlins seem to have gone. So many thanks to Ken for the hint.

While I've put pen to paper, I would like to ask for info about two things: Firstly, I am planning to replace my exhaust manifold with the SAH smooth bore. Do Club members get any discount off SAH parts? And where can I get one for the least amount of pennies?

Secondly, I am interested in putting slightly larger wheels/tyres, to improve the handling somewhat. The question is, will this help enough to make it worthwhile and what size of wheels/tyres is regarded as being the best? I have seen some GT6's with much larger tyres and it seems to me that there is very little clearance which could do more harm than good. How about low profiles?

LETTER FROM G J BEECHING, EXETER:

Referring to the Devon Area report in the May issue, you may recall the discovery by a member of a pristine, early 1600 Vitesse, which had only 15,500 miles on the clock. There are still more of these cars awaiting to be unearthed, so keep your ears and eyes open!

Since writing the report, I have had some luck myself. I managed firstly to swap my TR6 for a MK11 GT6 (plus cash), which bodily is in excellent order and only has 63,000 miles on the clock. It had only covered 100 miles in the last MOT year, and has been hardly used since 1978. Although the interior is absolutely awful, carpet and panel-wise, it will be very nice in a few months time.

Secondly, my wife who has enjoyed driving my MK11 Vitesse lately, expressed an interest in having one for herself. Again I was lucky - I heard of a 1964 1600 Vitesse Convertible, with O/D in Swindon. Having spent a little time on it, the car passed the MOT easily and is now in Topsham awaiting restoration (the body and interior are basically good). The car hasn't been used for a couple of years and has covered only 71,000 miles since new.

As a member, I am always interested in hearing of good cars coming to light - has anyone else had a stroke of luck lately? If you have, please write in - we'd like to hear from you.

LETTER FROM MIKE STEWART, NANTWICH:

Has anybody got any ideas of how to do a good repair on a GT6 MK11. Leading front edge, roof section? The car is about to be resprayed and I am told it is a very difficult job to replat that part of the roof, due to welding problems. Also there is the question of a new finishing strip. Can anyone supply? Tel: Nantwich 0270 625322.

LETTER FROM J B BOOLE, LICHFIELD, STAFFS:

As a possible solution to a common problem for member of our Club, I enclose an arrangement drawing showing a relatively simple and easily constructed method of assembling the front spring and shock absorber assembly.

The two wheels used were, dare I say it, Ford fourstud wheels and the only other requirement being two lengths of $\frac{1}{2}$ " studding or screwed rod (any thread) approx 15" to 16" long.

Place two wood blocks on the floor with two studs sticking through diagonally opposite stud holes with washers and nuts fitted.

Place over the centre holes in the wheel the lower spring pan and then thread the extended shock absorber through this. Next, place the coil spring over the shocker and onto the lower spring pan. This is followed by the upper spring pan having first removed the locknut, nut, washer and top rubber bush from the shocker.

The second wheel can then be placed on top of this set, threading the top of the shocker through the upper spring pan and refitting the upper bush, washer, nut and lock nut in that order on top of the spring pan, and threading the two studs through the appropriate diagonally opposite stud holes in the wheel.

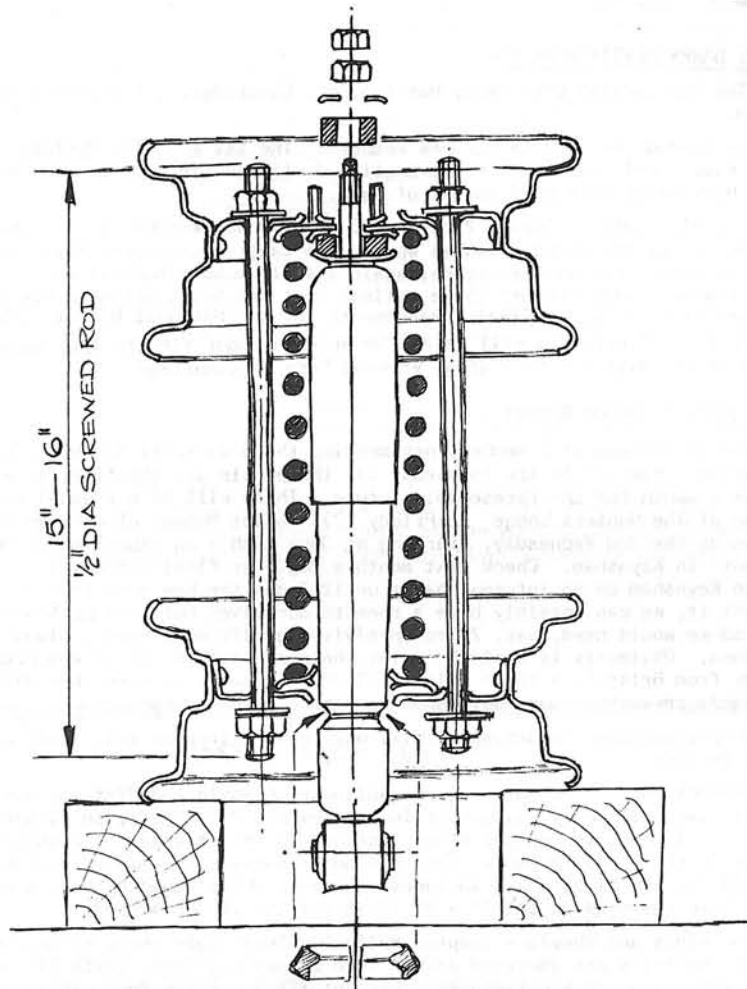
Fit the washers and nuts to the studs and tighten taking care not to let the studs turn.

The nuts may be tightened in turn evenly until the two wheels are close enough to allow the shocker to protrude through the bottom wheel until the groove for the collets is far enough through to allow the collets to be fitted. Hold these in position and carefully slacken the stud nuts (top) until the collets are correctly located.

Slacken off the stud nuts completely and remove assembly from between the two wheels.

NOTE: Great caution should be taken when performing any operation on compressed springs of this strength and in fact Haynes Manual and the other references suggest that the removal and replacement of spring and shocker assembly should be left to garages with proper equipment.

However, the arrangement described has been used many times by myself and has proved most satisfactory. I hope it helps those members who might have considered 'having a go' but have been thwarted through lack of equipment.



IMPROVED FRONT SPRING & SHOCK ABSORBER ASSEMBLY FIXTURE. USING SCREWED ROD & TWO WHEELS.

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 £3.00 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.

Nationwide

ANGLIA AREA NEWS, BARRY NEWITT REPORTS:

Meeting held at The Old English Gentleman, Harston, nr. Cambridge, 1st Thursday of each month at 8pm.

May meeting well-attended, welcome to our new members. The 1st of April Mystery Run was an April Fool - well we left the Old English Gentleman for the raun and within an hour, we were back again to a good spread of food.

April also saw a touring quiz on Sunday 25th April. A good day was had by the small number that turned up for the event. It was won by Tim Cant. Sunday 2nd May, there was a Sunday run to a race day at Snetterton; again a samll number turnout out. I do hope that a few more will support these outings that are being arranged for YOU by Tony Brandon and Giles Tinker. Final arrangements for the National B/O at Cambridge are now well under way. I hope you will be all be ordering your tickets very soon, limited number so do not miss out on a great weekend here in Cambridge.

AVON AREA NEWS, JAMES STURGEON REPORTS:

As we seem to have an average of 3 members per meeting these days, it has been decided to try another venue. However to try to please all the people all the time, we will have two meetings a month for the foreseeable future. There will be our usual old favourite meeting at The Hunters Lodge at Priddy (?), on 1st Monday of each month at 8pm. In addition on the 3rd Wednesday, starting on June 16th - an experimental meeting at the 'Talbot' in Keynsham. Check next month's mag. for final information. We will go along to Keynsham on an informal basis until I can see how many turn up. If numbers warrant it, we can possibly hire a room to ourselves but this probably costs about £5, so we would need, say, 25 members/wives/girlfriends coming along to bring the cost down. Obviously it would be a lot cheaper for those of us who presently travel to Priddy from Bristol, a round trip of 50 odd miles. I am sure this distance is the only obstacle preventing many more Avon members coming to meetings.

Forthcoming Avon Area possible events which will only happen if some volunteers come forward to enter include:

June 20th: 6th Bristol Montage of Motoring, organised by Classic and Historic Motor Club. We usually have only one local member in this event, Mike Wyatt, so please give it some support. It is open to any car of any age but it is possible for Club cars to be sited together in the final Concour. Cars can be in non-mint or mint condition. Entry fee is £2.50 for all classes and includes a commemorative plaque. I have a few entry forms for those who send an SAE 5" x 8" (last entries 14 June).

Sunday, June 27th: Wings and Wheels - Shepton Mallett. Once again entry is on a one to one basis. All vehicles are admitted as the name suggests. Entry costs £1.50 per car including driver and up to 4 passengers. For details and entry form, write directly to either Don Whieldon, 55 Drake Road, Wells or Roger Allopp, 'Lyngfield', Downside Shepton Mallett. Last entries 2nd June.

August 14th/15th: Yeovil Festival of Transport. The big one for us, twice as much to see on the Avon stand this year. More details in due course. I hope we can really get things moving as an Area this Summer and if members will only turn up for things, more can and will be organised.

On another note, some members may not be aware that some local Leyland dealers will give us a 10% discount on most parts (not books) on production of membership cards and after a polite enquiry. Williams of Eastville and Hartwells of Bath are two. I must stree, this is probably informal and great care should be taken not to demand a discount.

I would like to hear from local members who can recomend good places to have Club cars repaired at reasonable cost in the area.

One final point, Bathwick Tyres in Bath do some very reasonably priced Firestone 5211 steel Radials around £14.50 last I heard for 155 x 13 (Club car size).

CORNWALL AREA NEWS, JIM DONNELLY REPORTS:

April meeting at the County Arms, Truro had a military flavour about it. John Doughty turned up in his 1956 Austin Champ, RR Engine which returns 18mpg - uses a drop more when you start the engine. A few old soldiers in the group just had to get behind the wheel to relive their National Service days. In no time at all the bar was sprayed with (?) gun fire, bridges demolished and two barmaids were reported missing. Thanks for bringing your Champ, John, you made two ex-Sappers of the Royal Engineers happy.

As usual the conversation turned to Chalkie Whites ancient Vitesse. He assured us that it had gone round the clock twice. Question is, which clock, St Austell or Camborne Town clock? Seriously Chalkie, thanks for all the laughs and I can assure you that the National Trust were very interested in buying your Vitesse.

Two new faces on the scene Friday, Nick Eddy from Flushing and Graham Whiting from Liskeard. I feel you deserve a set of trunnion bushes for coming all that way Graham. Hope you can make the next meeting.

Richard Doughty showed off his immaculate GT6, complete with new front wing and air dam - I thought that was a Dutch Cheese. Mind how you go Richard, try not to tease MGB owners.

Seven members and one prospective member attended but, sadly, no ladies - where are you all hiding? Please try and get to the next meeting at Hewas Inn, Sticker, St Austell Friday June 25th, and bring a touch of glamour into an old bachelors life.

NOTE FROM RICHARD CUNNINGHAM:

A point I would like to make - in the new Club Directory, the information about the Cornwall Area meeting states the 4th Friday of the monthly. Our meetings are on the LAST Friday of the month and occasionally there are five Fridays in the month (as in April).

Sort out your Spitfire

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30% discount on Leyland exhausts!

Spitfire I to III GT6 I & II	£175.00
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All models

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DEVON AREA NEWS, GARETH BEECHING REPORTS:

I am pleased to report that the Devon Area is continuing to receive good support, 27 people turned up at the meeting on Sunday 25th April at the Dartmouth Inn at Totnes.

The order of Devon Area sweatshirts was distributed to the proud recipients. Although some people didn't get the colour they ordered, the sweatshirts were good quality and I'm certainly very proud of mine - it hides the beer gut!

After the sweatshirts were handed out volunteers put their names down for the Treasure Hunt to be held on the following Sunday. We discussed the summer picnic scheduled for the 11th July and all felt a barbeque would be a good idea, so we're all going for a good time up on Dartmoor! Two sites were suggested for the event, either Postbridge or Bulliver and Stand Walters is going to see which site is most suitable for our needs.

We ended the meeting by discussing the Plymouth Car Show (29/30/31 May) where we have a stand and agreed that for the next monthly meeting we would congregate at the Exhibition centre at plymouth on May 30th.

ESSEX AREA NEWS, DAVID COOK REPORTS:

I gave up counting cars at the April meeting as the numbers are getting a bit out of hand. However, I was glad to see our first Essex Area special in the form of a bright yellow Spartan. This made a change from the usual run of GT6's etc and I'm sure there must be some more specials out there somewhere.

Rather too many of our familiar long-term members seem to have faded away in recent months, either from defection to other marques or devotion to mechanical duty. Despite this, attendances are holding steady due to a heartening influx of new members and ex-armchair fanatics who have appeared to fill the void.

Not much else to report at this stage but we've acquired a 13/60 Herald for prompt demolition and for a spot of 1st-hand breaking experience. Now, where are all those volunteers we were looking for? Don't all rush at once!

GRANADA AREA NEWS, JOHN BINGHAM REPORTS:

A certain Area Organiser had a bit of a red face recently, one evening trip out to visit another area's meeting - on the wrong night and a Sunday run out to Jodrell Bank and Mauldsworth (?) Motor Museum which found itself starting in the middle of the Daffodil Marathan. If at first you don't succeed, try again, so we had a treasure hunt on the 25th April. The weather was fine and all apparently enjoyed themselves, so it was you might say, a small success, with the result close on points, if not on mileage.

May 11th: Another well-attended meeting with visitors from Ribble in the Black Widow Spider and some new members joined the regulars from our area. Welcome Steve + GT6 MKIII from Whalley Bridge, Andrew and Al with their Biteses. Much material was added to our 'Triumph Library', progress on the display tent was discussed, some spares changed hands and we had a preview of the fibreglass gearbox tunnel covers. The main topics discussed were, of course, our participation in the forthcoming Donington weekend and the North West Motor Show. I hope to comment fully on these in the next issue of the Courier. The NW Motor Show is at Adlington Hall just north of Macclesfield Cheshire on 5th and 6th June and we will have an enclosure at the VSCC meeting, Oulton Park on 12th June.

HERTS AREA NEWS, ANDY FOLKES REPORTS:

We have been getting good turnouts to our clubnights for several months now, although we do not seem to see any new faces at The Woodman, until, that is the April clubnight where three newcomers arrived. The reason for the lack of newcomers may be that few people know where 'The Woodman' is. Therefore, I will take this opportunity to explain: Wormley West End is situated only a few miles from the A10, between Hoddesdon and Cheshunt. Therefore, not only does it cater for members living in Hertfordshire but those who live in the western parts of Essex, North East and North London. We have had members who have come from these other areas and they find that the journey to the Woodman is normally no more than 10 miles. So, if there are members who live near the A10, have a look at your maps and see just how close you are. You may be pleasantly surprised.

If you read this before 6th June, you may like to join us in our Treasure Hunt, which starts from The Woodman at 1.30pm. From the numbers I have at present (many) it should prove to be a great day out. Also clubnight 30th June, will be worth attending as we are being given a talk by Kitty Coleman (see May Courier) Hope to see you soon.

Meetings are as usual: The Woodman, Wormley West End (last Wednesday, 8pm).
The Red Lion, Offley (first Tuesday, 8pm).

MOTOR INSURANCE. CUT THE COST!

SPECIAL MOTOR INSURANCE SCHEME FOR TRIUMPH SPORTS SIX CLUB MEMBERS

Name	Social domestic & pleasure only <input type="checkbox"/>	Drivers other than yourself who will drive your vehicle
Address	Social domestic pleasure & business <input type="checkbox"/>	Name _____ Age _____
	Details of business use _____	Licence: Full/Provisional _____
	Excess _____	Convictions _____
Tel No. _____	Present insurer _____	Accidents _____
Date of Birth _____	Policy expires on _____	
Occupation _____	No. of years no claims bonus _____	Complete this form and post it to Lifesure Ltd, 34 New Street, St Neots, Huntingdon, Cambs PE19 1NQ. Tel: 0480 74604/75148
Are you a holder of a Provisional or Full British Licence? _____	Renewal premium this year £ _____	
For how long? _____	Any accidents in last 3 years? YES/NO _____	
Make & Model of Vehicle _____	If YES, when? (Dates) _____	
Year of manufacture _____	Circumstances _____	
Engine capacity _____ Value £ _____	Costs _____	
Is vehicle kept in locked garage? YES/NO _____	Driving convictions? YES/NO _____	
If NO Parked on road/off road _____	If YES details _____	
Comprehensive/TP, F&T/Third Party only _____	Dates _____ Fines _____	
Insured only/Insurer & Spouse/Named Driver _____		



MILTON KEYNES AREA NEWS, GEOFF KING REPORTS:

Quite a lot of news this month as it is a long time since I sent in my last report. The meetings over the last few months have had a very good turnout but I'm afraid this was not echoed at the photo hunt on 18th April but despite the lack of cars from the area, a very good day was had by all who attended. We arrived at the Fountain at 1.30 to find a contingent from the Leicester area and some of our members already there. After a pause for some refreshment, we travelled (with a few interested looks) in good old convoy fashion to Stony Stratford, where the hunt started. The cars, one Spitfire and six GT6's, were started off at timed intervals by Mark and Pam Doyle, who are responsible for the whole event and who I would like to thank very much for all the work they put into this excellent event. The hunt proved to be very well thought out and a very good run, which was enjoyed by all. We all finished back at base safely one by one, with the last car back by 5.30.

We then retired to the city centre for some well earned food (the convoy now increased by Mark and Pam's Spitfire and Lynn and Daves GT6, which raised even more looks). After a pleasing walk round Willen Lake and the famous 'Milton Keynes Peace Pagoda' (anyone who would like to see Bill Sunderland on his knees, ask Chris and Karen for a look at their photos). We all met back at the Fountain at 7 o'clock and that is where the fun and embarrassment began. Colin and his wife, despite starting first and finishing last, came in bottom of the list with 37 points (mind you, if one of their answers was anything to go by, their minds were not confined to the clues as the reply to one was 'not now darling'. Roger and Liz, Bill and Jo and Val and Ian all finished with 40 points. In third place, came Chris and Karen with 41 points and with pink faces, took back to Leicester a shield. In second place was Lyn and Dave with 49 points who also received a shield. With much embarrassment, I have to report that first place went to Julie and myself with 50 points, and with very pink faces, took home the winners cup.

In the last issue of the Turning Circle, there is the ticket application for the Summer Meeting so you can now start parting with your money and send off for the tickets as the more the merrier.

Sunday meetings for the next few months are as follows:

2nd May	The Queens Head, Long Marston
6th June	The French Horn, Steppingly
4th July	The Kings Arms, Cardington
1st Aug	Three Fishes, Turvey
5th Sept	The Greyhound, Marsh Gibbon

The normal monthly meeting is still at The Fountain, Loughton on the third Wednesday of each month, 8pm. I look forward to seeing you at any or all of these meetings.

NORFOLK AREA NEWS, IAN EASTWOOD REPORTS:

Even though I've been too busy revising for my final exams to attend meetings, I've still been trying to get a few things together.

1. Film Night, date yet to be announced. Probably to be held towards the end of July at our usual venue.
2. Our event is coming along - 4th and 5th of September, but I could use any help which was offered for its organisation, there's still lots to do.

Meetings - Kings Head, Hethersett, 2nd Tuesday at 8.30ish. Green Man Rackheath 3rd Sunday lunchtime.

NORTH LONDON AREA NEWS, STEPHEN WILLIS REPORTS:

Hello everybody. Well, you are now back as an official area again. We have been rather busy keeping North London Area cars on the road, jobs being welding, roto flexs, replacements etc., another passtime has been getting our years events ready. Coming soon on the 19th July is a joint meeting with the Alpine Owners Club at The Old Hall Tavern. Both East and West sections jointly.

Now for those of you who have not known that as of our last meeting, both venues have been changed for much better pubs. The Cambridge venue is now changed to the Old Hall Tavern, Waltham Way, Chingford E4 - junction with Hall Lane. On the second Monday in the month. The Royal Scott is now moved to the Rising Sun at Totteridge Lane, Whetstone on the last Monday in the month.

NORTH MIDLANDS AREA NEWS, DON HALLIDAY REPORTS:

Sad to report, a very poor turnout for our last meeting. It's still the third Thursday in every month.

By the time you read this, we will have made our visit to The Midlands Motor Museum. Hopefully a good turnout, although so far not a lot of interest is evident. Last month we welcomed another new member and his immaculate 'C' reg. Herald Convertible. We will be organising a Treasure Hunt shortly - details next month. The maximum entry is 12 cars, so let's have 12 entries.

Do please come to our meeting and do put forward any ideas you have for events and outings. Anyone who wants to contact me can 'phone (evenings) Little Haywood 881566.

NORTH WALES AREA NEWS, MIKE STEWART REPORTS:

It is some time since I have put pen to paper, so here is a brief summary of the last meetings held in our area:

Monday, March 15th at Stamford Bridge Inn, nr. Chester: This has always been a popular location for us despite being over the border. Approx. figures of attendance read like this - 10 GT6's, 1 Herald, 2 Vitesses (one absolutely immaculate example, 1972 model 42000 Genuine miles), 1 VOLVO ? (driven by two popular members, who shall remain nameless). Is there a Volvo owners Club? Meeting closed about 11.15pm.

Monday, April 19th at Fox & Grapes, Hawarden, in N. Wales but nr. Chester: This is another popular location, although it may not be in the future, unless the Landlord gets his priorities right for next time. Nice to see so many prospective and new members, IT DOES MAKE YOU FEEL PROUD. We are now affiliated to the 122 Squadron of Volvo Owners Club. Ray Basfords' CAR AUCTION is now held at our meeting. The GT6's still dominate our meetings. It would be nice to see more Vitesses etc.

Next Venue: Sun Inn, Trevor, Llangollen, N. Wales, June 14th

Note for all future meetings: They are not every 3rd Monday and the venues always change so if in doubt ring me at my daytime number.

TRIUMPH WAREHOUSE

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

HERALD	--	BONNETS, BODYPANELS, DOOR SKINS STEERING & SUSPENSION SPARES HOODS & CHASSIS SECTIONS.
SPITFIRE	--	MOST BODYPANELS, CHASSIS, GRP HARDTOPS CARPETS, TRIM HOODS, TONNEAU COVERS.
GT6	--	INTERIOR TRIM, BODYPANELS, BONNETS, CARPETS, BRAKE DISCS, STEERING & SUSPENSION SPARES.
GENERAL	--	WIRE & STEEL ROAD WHEELS, EXHAUSTS, EXCHANGE SEATS, SEATBELTS, ACCESSORIES.

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.

RUGBY AREA NEWS, ANDY JONES REPORTS:

Meeting held 10th May: A small gathering of 12 members attended with 6 Club cars, 3 GT6's, 1 Herald 13/60, 1 Herald 2L and my Vitesse. This is a good meeting at a good pub and deserves a good turnout (let's see more Vitesse's).

Meetings are held on 2nd Monday in the month at the Fox and Hounds, Clay Cotton, nr. Crick from about 7pm onwards.

SUSSEX AREA NEWS, COLLIN HARRISON REPORTS:

There was a good turn-out by Sussex members to the TR Register Goodwood Weekend and everyone seemed to be having an enjoyable time. Congratulations must go to the TR Register, for this event was well-organised. However, unfortunately by the time you read this we will have had a visit by the South Downs Group of the TR Register on 16th May.

A treasure hunt is being planned and I hope to announce a date in the near future. Meanwhile our next meeting is 20th June (Sunday) at the Five Bells Chailey on the A275 from 12.30pm.

THAMES AREA NEWS, LEON & CHRIS REPORTS:

South Of Englands Meet '82:

On Sunday 25th April, Thames Area stages its' first National event at Beaulieu, Hampshire. The event was very well supported, although it seems that of 200+ cars attending, only 135 found themselves able to book in advance as we had requested, this led, as one might expect, to some considerable difficulties at the gate, mainly concerning mis-interpretation of our adverts as read by non-members and also a few members in certain 'Classic car mags', however we were unable to prevent this, since we sent them all the info. we had and they decided what to print, indeed we were lucky to get advertising at all.

The programme of events ran approx to schedule but we were seriously hampered by a malfunctioning PA system. The raffle went down quite well, although we made a slight (predicted) loss on the tickets due to the value of the prizes. Winners were Alan Jux, a new member whose young son carried off the book 75 years of Triumph Cars, then Nigel N ?, who collected a TSSC radiator grille badge. Other prizes included various cars, cars products and a selection of soft toys - kindly supplied by Mrs Guyot (free of charge).

The Concours judging system we have developed seemed to work well, with about 55% of judging cards returned, although obviously more would have been hoped for.

CONCOURS RESULTS:

WINNERS

1. Roger J Collins/Spitfire 111/PAE 565F with 102 points
2. Paul Waterkeyn/GT6111/THO 924M with 89 points
3. Vincent Clowes/Vit. MK1 2L Conv./UPC 567F with 59 points

Cups kindly presented by Bill Sunderland

RUNNERS UP

4. DC Hawes/Vit. MK1 2L Conv./WGN 5G with 49 points
5. Leon F Guyot/Herald 1200TCCConv./RGT 543E with 39 points
6. Kevin Ginger/GT6 111 Modified/KF

HIGHLY COMMENDED

- Bill Sunderland/GT6 111/ UAB62/17 points
D Bennett/Spartan 1600/OPF610W/ 15 points
Nigel Morgan/Herald 13/60 Conv./JVE769F/14 points
J C Jensen/Vi. MK11/VHV814G/12 points
Dick A Kemble/GT6 111/YRR937M/11 points
Linda Hayes/Vit. 11/XUE775H/10 points
Tony S Farby/Vit. 11/UWV486J/10 points

The event as a whole seemed to work out, with several areas attending in force, apart from the Thames Area, (26 cars), East Berks Area, who set up the only really co-ordinated spares stand - superb, they really showed all the other areas how to do it next time. Then Hants & Surrey Area, Southern Area, Kent Area and even a representative from Milton Keynes Area, with most other Areas booking as individual members.

We have compiled a longer list (49 cars), which includes all cars that received votes in the judging - free on request IF YOU SEND AN SAE, with a note of your name and car reg. no. Thanks. Most important of all, everybody seemed to enjoy themselves, helped

I have no doubt by a really sunny, warm and dry day, perhaps the best this year? This first SEM has proved quite invaluable in terms of experience etc. to the Thames Area, who have been and indeed, are being encouraged to hold another one next year?. Although with several important changes.

If anyone really dislikes the idea of holding it at Beaulieu again, don't just criticise, try making some sensible suggestions, where else we could hold a 200+ car/400+ people event in relative privacy.

As next years event would also be on a Sunday at the end of April, it has been suggested that we have a larger co-ordinated Saturday night camp, since the inter-area camp was so very successful. Thanks to East Berks Area, although it will NOT be at Hollands Wood again. The ground is far, far too hard to sleep on.

Some planned changes for next year:

Adverts in the Courier, will appear much sooner, i.e. January 1983 onwards. Concour - one judging card per adult - bring a biro and fill in the card and hand it in please. Separate Concours classes e.g. Vitesse, Herald, GT6, Spitfires etc.etc., hence more trophies, also rosettes and certificates. Note: it is important that you all put your name and car reg. on the cards or else we cannot trace you. The Stag Owners and TR Drivers and 2000/2500 Clubs will be invited much sooner. P.S. If any of them came this time and are reading this, thanks a lot. We will have more regalia available, as it always runs out. A large program is to be displayed on the caravan, possibly individual ones too. A photo display, entries are invited nearer the time. More co-ordinated spares stands, Area Organisers please note, except John Reed. Cars to be parked in one-marque groups, it looks better. There will be driving tests etc. in the mid-afternoon, only suggested as possible to us after this years event. We would get catering, hot dogs, beer etc., laid on by Beaulieu, better loos and even a PA system that really works. Most important of all, ALL tickets to be purchased in advance, with no gate sales whatsoever, this would mean that 'Car Rally entry tickets' and 'Personal Beaulieu' tickets MUST both be ordered in advance, from us and they would be sent in your SAE with all other necessary enclosures.

P.S. Thank you to all members who helped make this another great TSSC day in 1982.

THAMES AREA GENERAL REPORT:

Firstly, I would like to thank all the members from the Thames Area, who actively gave their faithful support at Beaulieu.

Forthcoming events include The Mystery Treasure Hunt. Meet at The Bell, Hampton, 9am for a swift 9.30am dept on Sunday 20th June. Coffee should be available this time. Entry fee to provide trophies - a mere £1 to all comers - per car.

Next event will have a maritime air about it, i.e. The Southampton, Calshot Hot Air Balloon meet on Sunday 27th June, 1982. Meet at the Bell, Hampton, 8.30am for a 9.00am dept. - these are provisional times, ring Chris to confirm). There will be many attractions on the day including a Concorde flypast and The Thames Area sending up their British registered Hot Air Balloons - that's not all we send up.

We are hoping to run a visit to 'Nostalgie', which is a regular Classic Car meet and day out at 'The Goat', Hertford Heath at 12 noon on either Sun 4th July or Sun 8th Aug. This is run by Bob Leach, the car collector and we will be leaving The Bell at 10am on one of the two dates mentioned above - ring Leon on 947 7659 for exact details after 15th June, since they will not be available until then.

Chris and Leon are still waiting for your lists of secondhand spares that we know you all must have just lying about the place unwanted.

Lastly, let's hear it for Paul Sanderson, the member who was actually overheard having an (understandably) sentimental conversation with his GT6 111 (part is such sweet sorrow). Future meetings at The Bell in Hampton at 8pm are 24th June, 8th July and 22nd July., with an extraordinary meeting on 17th June at 8pm at 'The Streets of London' PH which is first right over the other side of Hampton Court Bridge from the direction of Kingston.

WESSEX AREA NEWS, STEVE ELLIS REPORTS:

Firstly, I'd like to thank Leon Guyot and Chris Childs for organising the Beaulieu meet: I'm sure I speak for all the Essex members who attended when I say it was a thoroughly enjoyable day out. Speaking for myself, It's good to see a meeting/rally held somewhere where there's entertainment for ALL the family: And that's just one reason why I will not have been seen at Donington this; the other reason is the rapid deterioration of the Vitesse gearbox, although that should have been effectively, if not inexpensively fixed by the time you read this!

The May clubnight noggin n' natter produced the usual good turnout of cars, including a GT6 for once - don't get many of those at our meetings: and it's owner, Steve Wilson, won our raffle prize of the evening. Caron Redding distributed entry forms for W.V.P.C. Motorcade '82. Several of us are going and I understand that admission will be available on the day. It is on 13th June, at Butchers Coppice. To find the place, from the west take A35 towards Poole and join the A3049 at Fleets Corner, to follow RAC signs. From the East, take A31 westwards, following signs to Poole via A348, then follow RAC signs. For the locals in Wimborne area, take A341 to Bear Cross, then follow RAC signs.

- June's events:
1. Paul Simon's Treasure Hunt, Sunday 6th June. Start 10am from Wimborne Square (all day event!!).
 2. Tuesday 8th, noggin n' natter at the Skittlers, Broadstone.
 3. Sunday 13th, Wessex Vehicle Preservation Club Motorcade '82 at Butchers Coppice.
 4. Sunday 27th, lunchtime meeting at The Horton Inn.

And finally, many thanks to Neil for producing the May Quiz. Personally I view questions on the material composition of bits of Spitfire trim with supreme disinterest but we all had a good laugh/snigger or two, so no doubt we'll hold another quiz when the brain cells have recovered. That's it for this month, get those hoods down/unbolt the roof, but above all, drive safely.

WEST MIDLANDS AREA NEWS, DAWN STORTON REPORTS:

Treasure Hunt: Sunday, 18th April dawned sunny and warm and saw us all in the Bull's car park enjoying the pre-Treasure Hunt stirrup cup. Despite 90% of us suffering from 'flu, the convoy of 7 cars and 5 non-Club cars set off for Bassetts Pole (where was the pole Janis?) and on to an adventure in unchartered lands! Local hens worked overtime providing the eggs needed for our treasure but trying to find a thimble in this outback was like looking for a needle in a haystack! No one got very lost, though some people did take longer than the allotted 2½ hours. The shield for the first non-Club car was won by Jeff and Julie Baker and their friends in the Capri (Jeff unable to use his Herald as his paintwork exploded - or so you'd think from his description!) and the prize of a stop watch and shield for the first Club car was won by Bill Hewer and Tina. Well done to both cars. Modesty prevents me mentioning who won the 'most mileage', but a majority of our 49 miles (the actual distance from A to B being 19 miles), was done in reverse! The least mileage was 17 and I think Ken deserves a prize for doing it in less mileage than that from start to finish! Despite the 'flu sufferers swallowing Paracetamol, by the end we all agreed it was immense fun! Thanks Tony and Janis for organising it.

May 4th: The meeting on May 4th was at the Old Gate, Heathton, near Wolverhampton and is proving a very popular venue with around 40 members arriving from as far a field as Coventry. Jeff once again took to the Magnus Magnusson position of quiz master, for our second quiz, which Adrian ('Mr Mister!') Storton, the Area Committee Treasurer, won. He'll go through to the Christmas grand final. All activity (drinking) abruptly stopped at 8.50pm for the 'Top Gear' feature on the Amphicars and there are several of us yearning for one now! Next meetings - July 6th at the Herald, Coventry and July 18th at the Chalet.

WEST KENT/EAST SURREY AREA NEWS, LYNDIA LEE REPORTS:

Our second meeting was a nerve racking experience - I am now on 20mg of Vallium and a nerve tonic to stop my hair falling out - 23 Club cars arrived, namely 7 Vitesse's, 2 GT6's, 7 Spitfires, 4 Heralds, 1 TR6, 1 TR7 and a VW Caravanette.

I would firstly like to thank various area personnel for attending our meeting - Leon Guyot from Thames, Martin Radford from Kent, Colin Harrison from Sussex and last but not least, Dave Bayliss our Area Liaison Officer and his wife. I am afraid the actual number of people who attended is not available as I lost count of the various

bodies floating here there and everywhere, as you can imagine with the amount of vehicles that turned up, trying to thank all of you was an impossible task. Anyway I would also like to thank everyone I did not manage to speak to. Our car park did look rather impressive with rows of Triumphs everywhere you looked, even the Mercedes convertible and the rusty van parking in the middle of one line of cars did not spoil the effect.

I would like to make one suggestion - perhaps we could all wear a TSSC sweatshirt to T Shirt. This will no doubt help all of us to identify each other.

As we are a new area, I am looking for suggestions regarding the activities this area would like to be involved with.

Keep up the good work and we hope to see you at the next meeting. I will sign off now as my next course of Vallium is due.

WEST YORKSHIRE AREA NEWS, COLIN BELL REPORTS:

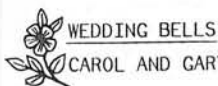
As briefly mentioned in last month's Courier, the West Yorkshire Area has changed meeting places, a circumstance brought about after a total unsolicited childish little outburst from a landlord with more money than sense and it's actually turned out to be a blessing in disguise. In a unanimous action, which would have brought applause from Arthur Scargill, the W. Yorkshire Area downed glasses (empty of course) and marched to the pub up the road (The White Bear), which turns out to be the MG Car Club's meeting and guess what - it was their night, adding insult to injury. We arrived earlier than them and occupied 'their room'. No hand to hand combat was reported (there's more of us), in fact we seemed to get on rather well, having at least one thing in common (Clue: MG Metro) and they have even invited us to a number of events. Anyone interested in a joint Auto-test on Sunday June 20th. Turn up at The British Car Auction car park, Brighouse at 10.30am. The Sunbeam Alpine Register is also involved.

Meetings are the first Tuesday (with the MG Car Club; nice), the White Bear, Norwood Green, Halifax, or Ring Nigel on Huddersfield 844682.

WORCESTER AREA NEWS, TREVOR BROTHERTON REPORTS:

Another disappointing area meeting. We had planned to have a slide show but, alas, we had very few people arrive, so we decided to have a discussion on the area's future and planning fixtures. On Sunday 13th June, with a visit to Elemley Castle, will start at 12.00 midday at the Mill, a pub actually in Elmley Castle. The best way to get there from Evesham is to take the Cheltenham road out of Evesham, follow the road on until you get to Hinton crossroads, then take a right turn. Follow the road on to Elmley Castle, turn left in Elemley Castle and the pub is just down the road, behind the other pub, The Plough. But, if you do have any queries on how to get there, don't hesitate to give me a ring on Evesham 6547. By the way, meetings are still being held at the Coach & Horses at Harvington on the last Tuesday of the month, so please pop along.

The other fixture we have planned is being held on Sunday, July 11th. Everyone to meet at the Arrow Mill on the main Alcester to Evesham road at 12.00 midday for a bite and a pint and then to proceed to Bidford on Avon, where we are going to hold a Best/Worst Concours event. This will be in the car park by the river. With wonderful surroundings and with wonderful cars, it should turn out to be a really good afternoon out. Hope to see you all there.
P.S. BRING A PICNIC.



WEDDING BELLS

CAROL AND GARY WEST, MIDLANDS AREA - CONGRATULATIONS ON YOUR MARRIAGE, MAY 29TH.



Car Mart

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

Herald 1200 Convertible, 1966. Unfinished rebuild. New hood, gearbox, carpets, wiring system, lots of bits plus rebuilt bonnet. Overall condition good but needs tidying up. Posting abroad forces sale. £350 o.n.o. Contact: Chris Player, tel: Huntingdon 52451 ext 242, 0900 - 1600 Mon to Fri.

Triumph 13/60 Herald, F reg. No MOT. Rusted outriggers. Interior trim (tan) v.g.c. Bodily (dark blue) tatty in places, others good. Engine, gearbox v.g.c. Runs well. 64,000 miles. Offers about £40, whole car only. Contact: Dave Lightfoot, tel: 061 928 5229.

Bond Equipe GT, 1964. 12 months MOT, 6 months tax. Body good for year, sound chassis, runs well. Rare car, only 500 made - as featured on the front cover of March '82 Courier. £350 or offers. Contact: Guy Singleton, tel: Salisbury 21902 evenings.

1967 MK1 GT6. Unfinished project (almost complete). Good general condition, wire wheels, various spares. Contact: David Evans, tel: Horsham (0403) 63845.

1967 Triumph GT6 MK1. White with black sills, fitted O/D, knock-on spinner 60 spoke wire wheels, fitted with sound 165 x 13 tyres. Extras (instruments): Ammeter, voltmeter, electric clock, radiator with Kenlowe thermostat. Warning Lights: Rad fan, handbrake, lights on warning buzzer, extra side indicators. General condition: Complete but tatty. Fibre-glassed where rust-bitten, regularly waxoiled, chassis sound. Not used for eight months, so not taxed or MOT'd. Open to sensible offers. Contact: Ken Marten, tel: Harlow 20720 evenings.

1969 Vitesse MK11, 2L Convertible. White/red upholstery. Excellent condition. Many new parts, including new hood. £800 or near offer. Taxed and MOT'd. Contact: E McCallum, tel: Wolverhampton (0902) 763449.

Triumph Vitesse 2L MK11, Saloon with O/D. Reg. '8E, date first registered, 2nd May '72, Chassis no. H052000. The car interior. Mileage: 88,800. The car has covered less than 100,000 miles. No accident damage to the vehicle. The vehicle is structurally sound. The engine has never been over 1800 rpm. The car was treated with wax in 1981, underside was annually treated with wax after removal of road dirt. Numerous spares to the included. Contact: Birmingham

WITHDRAWN FROM SALE

Vitesse 1600cc Saloon, 1964, only 35,000 miles, genuine mileage. Concours condition. Contact: A Dale, tel: Bodmin 850293.

Vitesse 6 Saloon, 1965. Excellent condition. Full MOT, recon. engine and gearbox. Black with cosmic wheels. £575. Contact: G Boulton, tel: Nazeing 2370 (Essex).

Vitesse MK11 2L, Saloon. 1968. Sunroof, O/D, towbar, HRW, foglights, other extras, respray Regency Red (Jaguar) with tan trim, Dunlop 5½ alloy wheels, Waxoiled, all very sound - no rot or rust and very smart. I think it is worth about £850. Will haggle or prefer exchange for 2000/2.5 PI, Estate or Saloon. It is now too small for growing family! Contact: Mike Tebbett, tel: Ledbury 3677.

1967 Spitfire MK111. Wire wheels. Needs some work. MOT Nov. '82. £350 o.n.o. Contact: P Bowen, tel: (Milton Keynes) 0908 501696.

Vitesse Estate 1967/68 MK1 2L. MOT, one year. Taxed, O/D, radio, new outriggers in last 12 months. Immaculate example and fitted MK11 wheeltrims. This unusual vehicle was built up by the owner from a 13/60 Herald Estate and a MK1 2L Vit. A garage full of spares includes a recon. Cylinder head (surface ground, seats recut, new valves, etc.). Complete engine, gearbox, O/D unit, diff unit, set suspension units front and rear, exhaust system, steering racks, steering wheel, instruments, dashboard, carbs, etc. etc. Too much to list. £850 o.n.o. Contact: A G Parsons, tel: Hereford 265269.

1968 Herald 13/60 Conv. Conifer Green with Gold stripe. New hood, recent carpets, twin SU's, spot lights, fog lights front and rear. Spares available. Car stored in garage since Nov '81 in Southport, hence no tax, MOT Aug '82. Decoke and serviced for Summer. Company car forces sale. £420 o.n.o. Contact: Chris, tel: Chester 0244 44356.

Cars For Sale cont'd .../

Vitesse MK11 Convertible, 1970, Gunmetal Grey with matching hood. Very good condition throughout but gearbox, diff and hoodframe all past their prime though perfectly serviceable. Car used daily. Offers around £700. Contact: Bill Hazeldine, tel: 01 660 0745 after 5pm.

Vitesse 2L MK11, 1970. MOT. Royal Blue. Goes well. Bodywork starting to require attention. £400 o.n.o. Tel: Wivenhoe (020622) 4667 nr. Colchester.

Vitesse J reg., 2L. O/D, Gun Metal Blue, recent clutch, MOT August, Tax October. Very good condition, only 69,000 miles with all records, 2 previous owners. £395 o.n.o. Contact: J L Bale, tel: 0272 669537 (Bristol).

GT6 MK111 M reg. Very reluctant sale. 54,000 miles, sunroof, Woolfrace wheels, stereo, O/D, professionally moulded front spoiler. Excellent condition. £1,795. Contact: K Butcher, tel: Sheffield 305183 evenings/weekends.

Vitesse 2L Saloon with O/D, H reg. MOT December 1982. New front outriggers and sill plus new tyres. Reliable and economical car. £295. Contact: Antony, tel: Rudgwick 2484 - evenings and weekends.

Triumph Herald Coupe. 948cc twin carb. Chassis no. Y128. Engine no. Y201E. Date of registration 27th May, 1959. Reg. no UKE 82B (not original registration - original was 5FKR). Colour Blue & White. Open to offers. Contact: W Peen, tel: Maidstone 831852.

Herald 13/60 Convertible, 1972 (L) reg. Chassis and body just rebuilt. Engine rebuilt and clutch replaced approx 5,000 miles ago. MOT to May '83, taxed to Oct. '82. Includes unused tonneau. £950. Contact: Keith Dan, tel: Chipping Sodbury 316513.

GT6 MK111, reg. '74, Mimosa Yellow. Immac. condition, new sills, valance, brakes and pipes, shocks, exhaust, new jets in carbs (late type), 11 months MOT, 5 good tyres, 45,600 miles. Many, many hours spent in getting her up to this condition but a labour of love. Undersealed, Sharp stereo, elec. aerial, rear fog lamps ect, Impending fiat purchase forces reluctant sale. £1,900 o.v.n.o. Contact: Mr Kemble, tel: 01 642 4797 after 2.30pm.

Vitesse 2L MK11, 1969 (G). White with black interior. Good chassis, mechanics, new sills, door steps, rear quarter valance. 60,000 miles from new. 2 owners, full history available. Almost immaculate. £650 o.n.o. Contact: BM Smallwood, tel: Preston (0772) 774485.

Vitesse 1970 Saloon. Gun Metal Blue. O/D. Power Brakes. New carbs. MOT 'till June 82. Twin horns. Carefully maintained and beautiful condition. 85,000 miles. Offers? Tel: 01 892 7860.

GT6 MK11, H reg. Valencia blue with beige trim. O/D. MOT ILL Nov. £400 o.n.o. Tel: 021 3535956.

GT6 MK111 (M reg.), Magenta, diff 3.27, tints, cloth seats and headrests plus rear seat. 67,000 miles. Engine rebuild 10,000 miles, total gearbox rebuild 6,000 miles. Good SAH twin exhaust. 175/70 tyres. Front spoiler, Halogens, fog lights, remote control mirrors and many other useful/sensible extra. Much admired example which must be seen. £1,395 o.n.o. Contact: Brendan, tel: Market Harborough 32646.

Triumph GT6 MK111, M reg., MOT December. Taxed. Adjustable rear shocks. Excellent condition throughout. £1,300 o.n.o. Tel: Freckleton, Lancs 635140.

Bond Equipe GT4S. MOT until February 20th, 1983. Taxed until end of October, 1982. F reg. Radio and tape player. £250 o.n.o. Tel: Tamworth (0827) 53178 or 60730.

H reg. Herald 13/60 Saloon. Beautiful condition. Runs like a clock. Drives well. Average mileage. Chassis sections either renewed or very sound. New rear skirts fitted. Bonnet excellent. First class respray in Valencia Blue and light metallic Blue twotone. Was our 2nd car but has to go. Offers around £425. Contact: Karen or Richard, tel: Bolton (0204) 55000.

GT6 MK11 1971. Extremely good condition due to complete rebuild, which included new rear wings, sills etc. Professionally recarpeted. £1,400. Tel: Leicester 703167.

Cars For Sale cont'd .../

Vitesse MK11 Convertible, BYL 6H. Signal Red. Viewing will confirm that this is a truly exceptional motor car throughout. Complete history from new including first service receipt, every bill since and original Triumph guarantee issued 1970. A delightful car to own. First £1,500 will secure, a bargain. Worksop (0909) 731467.

GT6 1967. Needs work. £250 o.n.o. ALSO spares for same. Tel: 061 456 8378.

White Triumph Herald, E reg., MOT until the end of June. No Tax. Body and interior in very good condition. Engine needs attention. Have original log book. £40 o.n.o. Must collect. Tel: Hereford 269291 evenings only.

Herald Convertible 13/60 1969 (G) reg. Needs new, careful, loving owner. Ideal for restoration. Reasonable condition for year. Good tyres, clutch needs attention. £300 but open to offers. Anyone interested? Tel: Byfleet 42737 after 6pm.

Spitfire MK11 1969, soft top, Valencia Blue, MOT and tax to Dec '82. New wheels, tyres, clutch and discs this year. Smart appearance and good mechanics. £400. Contact: John Roberts, tel: Dundee (0382) 66517 daytime or 69724 evenings.

New, unregistered GT6 Roadster with 2 litre engine rebuilt as new. The car is very near completion and is offered for sale now to enable the purchaser to specify final details. It is cellulosed white with black upholstery and carpets. Offers/enquiries tel: Padstow (0841) 520270.

One accident damaged H reg. 13/60 Estate. One owner since new, O/S door sill, bonnet wing and bulkhead ruined. Excellent engine, G/box and transmission, int. trim good. Selling complete or will break. Offers. Contact: Mr Allen, tel: Hemel Hempstead 49474 evening.

One Triumph Herald 12/50, C reg. Runner, tired engine. Excellent bonnet (rust stop) all parts available or complete car. Offers. ALSO Herald 12/50 D reg. 5 months MOT, good runner, new rings, reinforced rear suspension, 4 good tyres, good batt. MK1 Vit bonnet fitted. Rust stop applied. £150 o.n.o. ALSO MK1 Vitesse complete engine, O/D, G/box and prop, diff. Interior trim OK, body and chassis rotten. Offers around £100. Contact: W Gregory, tel: (home) Cheddington 661909, (work) H. Hempstead 42141 extn. 226.

Vitesse 1600 Saloon. A much loved and faithful, reliable workhorse requires a good home. House buying forces sale. F reg. Very good condition. Chassis extensively rewelded so that now all outriggers have been recently replaced. Undersealed. Recently resprayed. Wide wheels with almost new Pirelli P3 175 HR 70 tyres. Also has a sunroof. Has been converted so that the roof can be removed in summer. Tonneau and studs for fitment are included. MOT til May '83. £400. Contact: Jeremy Kneen, tel: Bishops Stortford 722770.

Vitesse 2L, MK11 Saloon, 1971. Red. Taxed, long MOT. Many new parts including sills, starter, battery and exhaust. £525 o.n.o. Tel: Ashwell 2593 day, Steeple Morden 852325 evenings.

Marlin Special. Vitesse 2L mechanics. O/D. Rebuilt mechanics, new parts too numerous to mention. Red with chrome, eight spokes, sidemount spare, bonnet straps, X reg. Superb, very fast, economical and different. Professionally built. P/ex any Club car. £3,000 o.n.o. Contact: Martin Burgoine, tel: Toddington 2385 (Beds).

1500cc Spitfire in Inca. One year old. Soft and works hard tops. O/D, electronic ignition. Many other extras. Fully rust proofed and undersealed. Years Supercover left, immaculate. No reasonable offer refused. Tel: Southend (0702) 557145.

Courier Van, reg'd. 13.8.62. Commn no. GA73358V, engine no. GA3384HE, 12 months MOT. This car is light blue, has good chassis, a new bonnet and side windows are fitted, (suspect 'official' conversion). Contact: J Wray, tel: Telford (0952) 614250 (after 6pm). Sensible offers please.

Spitfire MK1V, reg. CXG 477C, 3 owners from new, Signal Red and Black hardtop, also soft top and tonneau. Good chassis and bodywork, including radio cassette. Car with full years MOT. £400 o.n.o. Contact: Kevin, tel: 01 540 0515 (work).

1974 GT6 MK11, Mimosa, tints, O/D, cloth etc. Needs a reskin. However new panels will be supplied to prospective purchaser. Offers. Contact: Mike, tel: Nantwich 0270 625322.

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

3A Hood and tonneau cover, both genuine Stanpart complete and still in bags with fixing studs etc. Suit Convertible Herald/Vitesse. Hood (white) £85. Tonneau (black) £28. Also 13/60 Herald grille. Stanpart in bag £9. Can post. Please contact: Denis tel: Porthcawl (065671) home 2759, or office 2572.

One Laycock - three in one clutch Pack for Triumph GT6 MK1/11/111, Triumph Vit. '66 - 71, 2000 MK1/11 and 2000 TC, £22. Pair of drive couplings for a GT6 and late model Vit., £8. Clutch cover for Herald 1200/1250 '61 - '65, Spit MK1, Bond Equipe GT2+2 '63 - '67, £10. Clutch driven plates for Vit 1600 '62 - '65, Spit MK1, retail £20. All the above are Borg and Beck units. Front brake shoes for Triumph Herald 948 and 1147cc, £4. Rear brake shoes 2000 and 2.5, £5. Oil filters for Vit., 50p. New Lucas dynamos for Heralds, Spits., Vit., £9. New Lucas wiper motor for Herald, £4. Head gaskets for GT6 and Vit 2L, £1. Assorted light lenses and complete units for various Triumphs. Colin Blaikie, tel: Edinburgh 031 339 6555.

13/60 Estate tailgate (very good) and all trim and seats. Contact: T M Smithson, tel: Batley (0924) 478148 after 6pm. ALSO In the course of my job, I visit a number of garages in the North of England and I regularly find 'obsolete' parts for 'our' kind of cars. In fact, I recently discovered a brand new chassis frame for the GT6, this is at Lookers of Bradford Ltd., Nelson Street, Bradford, tel: 0274 22271. This garage has a warehouse full of old car parts. All are listed under original BL part numbers. New list price is always asked but they are all 'open to offers'.

Garage clearance of Vitesse parts due to pending house sale: Many small and large parts from badges and door knobs to 1600 engine and gearbox and prop. Also front suspension with hubs and discs. Manifold and twin solex carbs. Two starter motors, 2L radiator, 1600 radiator and heater tank. Petrol tank, two full sets of seats, brake and clutch master cylinders and pedal cages etc. Voltage regulator, wiper motor, anti-roll bar, steering rack, steering wheel, head lights, rear lights complete, Saloon O/S door, two complete sets of screens and windows. Many other items too numerous to list so phone me with your requirements. No reasonable offer refused as EVERYTHING must go before we move. Buyer collects. Contact: Dave Weaver, tel: Birmingham 021 632 5737 daytime or 021 559 1394 evenings and Sundays.

Triumph Herald 13/60 cylinder head. Re-built for me, now unwanted due to scrapped project. Also, unused de-coked set to go with it, plus the bills. Bargain at £70. For more info. Contact: Bob Rowland, tel: 01 561 0671 (Hayes, Middlesex).

Wheels/tyres - six standard GT6/Spit. wheels fitted with Radials (two of the tyres are almost new), together with four GT6 hubcaps, £50 the lot or exchange for one Cobra Supaslot (5½ x 13) with good steel Radial. Contact: GB Thomas, tel: Redditch 29550.

Vitesse MK1 bootlid in good condition complete with fittings, £15. Contact: Dave Barson, tel: Sandiacre (0602) 391478.

Herald front seat, Matador red. Good condition, £5. Contact: J R Wall, tel: East Grinstead 23482.

1600cc secondhand spares: 2 flywheels, 1 clutch cover, 1 inlet/exhaust manifold plus 2 solex carbs, 1 gearbox, 1 front suspension c/w steering rack, 2 hood frames, 3 radiators, 1 rear spring, 3 windscreens, 2 steering columns complete with steering wheels, 2 ignition coils, 5 wheel rims 4½J, 5 wheel rims and tyres 4½J, 1 steering rack, 2 bootlids, 1 set rear bumpers, 2 anti-roll bars, 2 differentials 4.11, 4 rostyle trims 6 wire wheels - 4 with good rubber (splines iffy), 2 outriggers, assorted trim. 1 2L MK1 engine - clapped. 1 2L MK11 engine - clapped. 9 (yes 9) 4 cylinder Lucas distributors (new). 1 1500cc gearbox. 1 Herald roof and glass. 2 1600cc Vitesse both cars with O/D, Convertibles. Both cars with rusty chassis. Contact: Nick Halford, tel: Deepcut (025 16) 6160 after 7pm, before 10.30pm.

Spitfire 1V 1972 - crash damage to front. New hood and carpets. Good mechanics Any offers? Contact: FF Vietti, tel: 01 368 3945.

GT6 MK1 engine and Goldseal gearbox, approx 70,000 miles including all ancillaries. £45. Can be heard running. GT6 MK1 head, requires two guides, £5. Vitesse 1600 head. New spring and decoke and valves recut, £10. Vitesse MK11 front suspension units complete, £20. Contact: Brian Grant, tel: Stamford (0780) 52513.

Parts For Sale cont'd .../

For GT6 MK111: 2000cc block with good crank, rods and pistons plus cam shaft. Pair Stromberg CD150 carbs. Deko Remy distributor. Bellhousing, gearbox case and extension. Rear light, rear bumper. Any reasonable offers accepted. Tel: Market Harborough 32646.

Diff 3.89:1, £25. Vitesse MK1/Herald chassis, very good condition, £25 (buyer collects). Also Vitesse 1600 engine in pieces and various Convertible trim, blue and black. Offers. S/H windscreen, £5. GT6 MK11/Spit. 111 front overriders brand new and unused, £10 pair. 13/60 prop. with new UJ's, £5. Vitesse MK11 non-overdrive prop., £5. Vit. bonnet, needs attention to one side, have part of another bonnet to repair it, £20. MK1, 2L engine, £20. Tel: 021 3535956.

MK11 Vitesse chassis, professionally re-manufactured with galvanized outriggers. Chassis steam cleaned, stripped to bare metal, painted with 2 coats of Hammerite and Waxoyled inside. Ideal for Spitfire, GT6 owners withing to build a kit. No sensible offers refused. Also MK11 rear spring, boot lid, windscreen and new TR7 O/S strut. Assbly including calliper, disc, hub, lower ball joint and lower aims. Tel: Sheffield 451017.

Breaking MK1 2L Triumph Vitesse, 1968. Competely stripped, abandoned restoration, for sale separately. Engine, chassis, all body sections, boot, front wishbones, starter motor (overhauled), steering rack (new track rod ends) carbs. and manifold (new needles, jets, diaphragms), exhaust manifold, complete interior, hood frame, petrol tank. Many other parts, all reasonable offers accepted. Contact: MJ Saville, tel: 01 698 3927 after 5pm or weekends.

Vitesse 2L MK11 cylinder block. Has hairline crack which expert could easily repair, £10. Tel: 0625 525650.

Breaking Spit. MK111, 1968, due to bodywork. Good engine, gearbox, steel top, soft top, bonnet, boot etc. or sell whole for restoration. Tel: Fairford (0285) 712236.

Engine and gearbox for Herald 12/50 and loads of spares including front seat, glass, trim, dashboard etc., etc. £30 the lot. Tel: Farnborough (Kent) 56801.

New/unused Stanpart panels for sale: One pair of Vitesse/Herald rear wing assbly complete, £70 (pair, may split). Herald 1200 radiator, £10. Spt. MK1V SAH manifolds, £35 (as new). Contact: Franc Jackson, tel: Coventry 591639.

New parts for all models - all genuine Stanpart or BL: Parts catalogues for Spt. 111/1V '73 on, 1500, GT6 1/11. Original Workshop Manuals for Vitesse 2L/GT6, Spit. 1V/1500. Unipart Workshop Manuals for Vit. 1600, Spit. 1/11/111, Herald. Handbooks for 13/60, Spit. 1V/1500, GT61/11, Vit 2L 1/11. A growing range of body, trim and mechanical items. Latest additions include some bumper parts for early Spits. and GT6's and all Herald/Vit. Some carpets for Vitesse 2L 11 (original moulded), plus various millboards for Vits. Door seals and most weatherstrips for Herald/Vit Saloons. Plus much, much more. For a list send SAE, stating model and specific needs to John Mann, 5 Nevis Close, Loundsley Green, Chesterfield, Derbys S40 4NS, tel: Chesterfield 71036.

Herald 13/60 engine, reputed recent rebuild, including rebore, new bearings and pistons, little mileage since, £50. Another 13/60 engine and gearbox, unknown but seems OK, £40. Herald/Vit hood frame, £15. Herald boot lid, good, £5. Herald rear suspension, diff. units, driveshafts, hubs, brakes etc. Two complete units £30 each. Herald rad. good, £10. Herald/Vit. windscreen, £5. Late Herald steering column with steering lock, £5. Set Herald instruments, £5. Will haggle on all above. Contact: Mike Tebbett tel: Ledbury 3677.

One pr. brand new GT6 MK111/ Spit 1V doors, one with very small dent £50 each. One N/S secondhand GT6111/Spit 1V door, excellent condition, Ziebarted from new, £45. One rev counter from one of last GT6 iii's, £10. One secondhand GT6 11 bonnet, good condition. £35. Contact: Jonty Wild, tel: Royston (0763) 42058 between 6/7pm.

Many new spares for sale at half list price, suitable for Club/Triumph 2000 type cars including water pumps, disc brake plates, clutch parts and much more. Tel: R Thorneycroft, tel: Chertsey 63806.

Parts For Sale cont'd .../

One brand new exhaust system complete - unused, £25. One brand new distributor cap and leads, £10 - unused. One 1600 radiator in good condition, £20. One pair of black seats for Saloon, £10. For more info. contact: Bob Rowland, tel: 01 561 0671 (Hayes, Middx.).

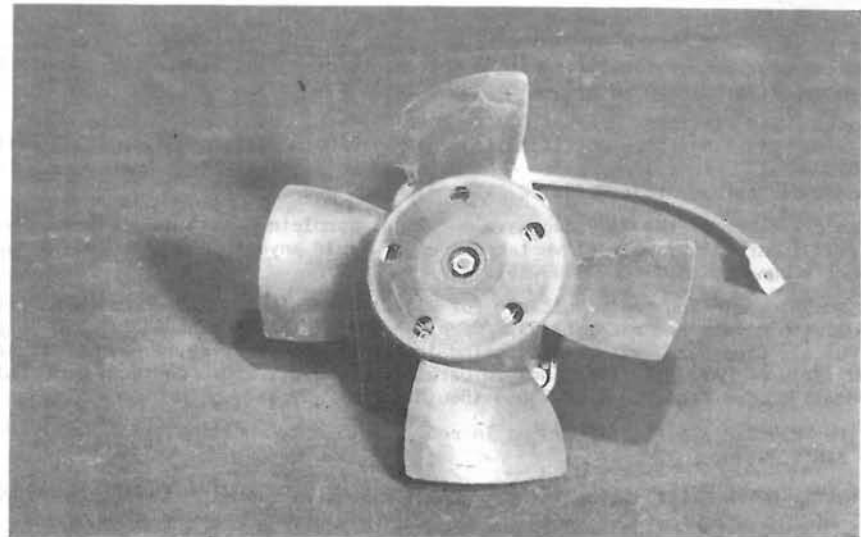
Tonneau Cover for Spitfire MK1V or 1500 (with head rests). Genuine BL, cost £70 - as new, £20. Contact: Graham, tel: Maldon, Essex 55897.

Spit 1V Secondhand Parts: Fuel tank with rubber sleeve and jubilee clips, £12. Fuel tank sender unit, £3. Chrome flip-up petrol cap, £5. Black PVC passenger seat, £20. Inlet manifold with throttle cable bracket, £4. Twin HS2 carburettors with throttle and choke linkages, £20. Complete black dashboard with instruments, £30. Front grille, £1. Two rear light internal covers, £0.50 each. N/S rear light unit complete, £5 each. O/S rear light unit (no inducator lens), £4. Boot lid and lock (with key), £10. Fascia centre console bracket, £5. Contact: Richard, evenings and weekends tel: 01 863 3179.

JOHN HILL'S MGB CENTRE & TRIUMPH WAREHOUSE
ARTHUR ST. REDDITCH, WORCS B98 8JY
TEL: REDDITCH 20880

Having re-established our stores now at Arthur St., we have recently discovered and put to one side the following Triumph items:

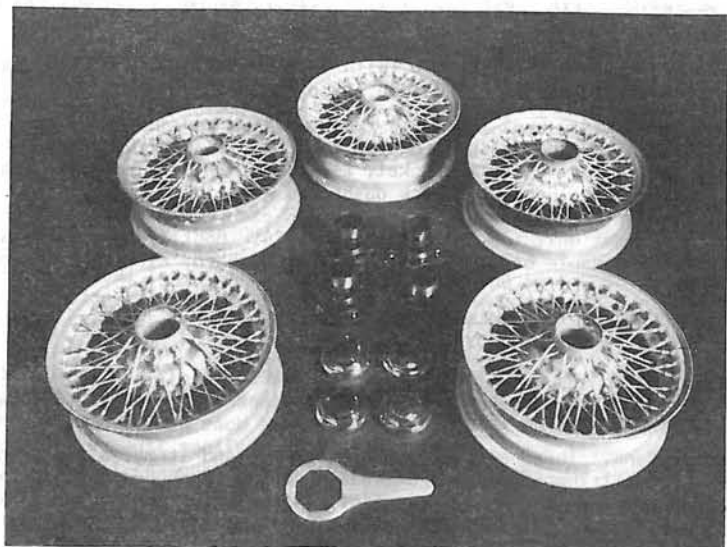
Electric cooling fans. These are genuine British Leyland items, although not standard equipment on the Triumph. They are ideally suited to anybody who is having over-heating problems or required an electric fan. The price of these fans, which includes the motor and the fan and wiring is £14 inclusive of VAT and postage.
SEE BELOW



ALSO (as per over page):

We are currently campaigning the sale of a number of Triumph Spares mainly for the Spitfire enthusiasts. One of the particular range of Spares suitable for restoration/repair of these models is the supply of a complete conversion kit suitable for converting wire wheels.

These are available as two options, either the UK Specification with the chrome spinners and hammer, or the export pattern with octagon nuts and special spanner. These wheels are the splined type, original equipment and we are able to offer these items singularly to those that already have these wheels fitted.



Herald 13/60 bonnet, brand new, no rust or dents, £110. Vitesse MK1 2L bootlid, secondhand but in good condition with number plate/reversing light, £15. Contact: Brian Lees, tel: Royston (0763) 46128.

New panels and fittings: Herald 1200 - front valance, £26. Rear valance, £12. Front wing, £13. Spitfire MK1/11/111 rear wing, £25. Spitfire (all models) sill, £5. GT6 MK111. Front wing, £13. Also UJ's and ball joint kits. Must more. Enquiries, contact: Antony, tel: Rudgevic 2484, evenings and weekends.

I am an ex-member of the TSSC and have an almost complete set of Herald Saloon parts from a 1967 car (1200) which I've taken apart. Would anyone be interested in spares. Contact: W Duncan, tel: (0604) 830631.

Triumph spring listing tool, suitable for all Club cars, invaluable for halfshaft removal with safety and ease, £7.95. Carriage extra. Triumph bonnet locks, suitable for all Club cars, with full fitting instructions. Only £4.95 pair. Carriage extra. Triumph Herald 13/60 bonnet in Dark Blue, v.g.c., £50. Contact: Mark Knight, tel: Penn 5388, or Paul, tel: SL 75066 (South London? Typist).

Spitfire MK1V factory fitted hardtop in red. Excellent condition, £135. Tel: Minsterworth 610 (Glos).

Breaking Spitfire MK111. Also MK1V bonnet and exhaust. Contact: Derek, tel: Coventry (0203) 616202.

Vitesse 2L MK1 breaking for spares, all parts in reasonable condition. Would like to sell complete if possible but will carve up if necessary. Offers for complete car around £100 or will haggle over individual bits. Also re-con. Vit. 1600 engine and various other bits and peices for same. Contact: Dave, tel: (0327) 41840.

Spitfire MK11 bonnet, £15. Spitfire MK1/11/111 N/S rear wing, glassfibre (new), £4. Spitfire MK11 (1147cc) camshaft, £5. Steering rack (overhauled), £10. 'Fly Off' handbrake assembly, £4. Sealed seam light unit - 7" (new), £3. Stanpart tool kit in original red wallet - as new - a must for concours - £5. Contact: David Apps tel: Haverhill (0440) 61178, evenings.

Vitesse bonnet for sale. Wheel arches repaired with steel panels, and now totally rust-free - no filler. Outer surface stripped to bare metal and finished in grey primer, £75 o.n.o. Contact: Tony Bailey, tel: Portsmouth 665449.

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

One or two wire wheels for my GT6. Must be in good condition. Also hub adaptors for the same. Contact: Marc, tel: 01 668 3770 (Purley).

Inner and outer door handles for GT6 111. Mummies fed up with climbing over the hand brake. Contact: John, tel: 01 906 2484.

Set of Vitesse wooden door trim, outrigger to radius arm mounting bracket. 2 engine mounts. Spitfire 1V RH side engine valance. Drivers seat (Herald or Vitesse). Contact: Ian Eastwood, tel: Norfolk area organiser.

Driver's side rear wing and bumper and back panel required urgently for Spit. MK111 - all offers considered. Also a good soft top hood (with or without frame attached) in good condition required for same car. Contact: Andrew Hamilton, tel: Worpleston (0483) 232616 after 7pm weekdays.

Hardtop (steel) to fit Triumph Herald 13/60 Convertible. Contact: Dave Marsden, tel: (021) 552 6420.

URGENTLY WANTED for Equipe GT4S, one or both doors, fair to good cond. Will travel up to 150 miles. Contact: Roger, tel: Stevenage (0438) 68569.

Engine and O/D gearbox wanted for Vitesse MK11. Also O/D prop., solenoid, relay and switch to convert non O/D to O/D. Top price paid but must be excellent condition. Preferably within 40 miles N Hertfordshire to Bristol. Contact: Peter Bridgman, tel: Berkhamsted (04427) 2760.

MK1 Vitesse in 'As New Condition': front overrider assembly, r/h drivers side - part number 706155. Aluminium bumper, rear side, r/h drivers side - part number 806503. Contact: Roy Dyson, 35 Orchard Drive, Ackworth, Pontefract, Yorkshire WF77DS. Tel: Hemsworth 612298.

SS277 key for my Heraid 13/60 glovebox. I can get it cut from another but not from the code alone. Contact: Kevin Atkinson, tel: 061 437 5776.

Spitfire MK1V remote control assembly for O/D gearbox, or just gearlever would do. Also Spitfire 1500 seats, will collect. Tel: 0675 64914 (Warks).

GT6 MK111 bonnet (fibreglass or steel). Contact: Derek, tel: Coventry (0203) 616202.

Wanted for Spit. MK1 but MK11 and MK111 parts should be compatible: Boot floor, rear valance, rear wings, boot lid (preferable with lock and key), LH and RH sills grille, contact: Barry Parkinson, tel: 021 422 9797.

2L rocker assembly or rockers. Must be A1 condition. MK11 outer drive shaft req'd in order to obtain oil seal, buss and dirtshield so it need not be in good condition. Tel: Sheffield 451017.

GT6 MK111 new bonnet. Contact: Mike, tel: Nantwich 0270 625322.

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

Left hand drive Convertible 2L Vitesse in reasonable condition. Needed for European friend who developed enthusiasm for my car when I visited. Contact: Steve Krikler tel: 01 346 8638.

Vitesse MK11 Saloon with O/D. Must be in good condition. Contact: Brian Lees, tel: Royston (0763) 46128.

CLUB SPARES

CLUB SPARES FROM JOHN KIPPING

By the time this edition of the Courier comes out, the Concours will have passed. As I intend to have a lot of spares there, I have no idea what will be left and therefore thought I would devote this issue to replacement metal panels.

Firstly, however, a brief story about everyday life in Coventry. Whilst busy myself getting lunch one day - in the local chipshop - the owner seeing my tri-tone 948 (purple/white/primer), mentioned that he worked at the Standard in 1959, and put the gearbox covers in the Heralds when they first started coming down the track. He also said that he had a yellow Courier Van with black trim as a special order for the Australian market and in theory, was unobtainable in Britain. The chips were very good as well. In a similar vein, it appears overdrive gearboxes were available on Heralds (to special order), usually with Spitfire engines and rev counters. The prop-shafts were specially made to the dimensions mentioned by Chris Longhurst. Does anybody have one of these?

Notes for Overseas Members

I realize that the Club has a number of overseas members who probably have difficulty in getting fairly simple parts overseas to order. As a rough guide the surface parcel mail from Britain to the US and Europe is £5 for 1Kg + £1 for every additional kilo. Therefore the more parts ordered, the (relatively) cheaper the post. In addition, I can keep accounts for overseas members i.e. send £50 for an order, I will process it and tell you how much credit you have left. Incidentally, does any American reader need a rear light lens (all red) for a Herald/Vitesse (sports six) - one new one only for £3. Left hand drive dashboards (wood piece) for 13/60 Herald and MK11 Vitesse available £2 each.

Metal Panels

I now have a supplier of metal panels - amongst his customers are The Jaguar Club, Sunbeam Owners Club and Triumph Clearance! Some of these parts I am having specially made for the Club, so get your welding kits out and in case anybody is wondering, a 140 amp arc welder will both cut metal off and weld it back on. All parts with original thickness metal where appropriate.

Herald/Vitesse

Sill, £3.85. Front outrigger, £2.45. Centre outrigger, £2.45. Rear outrigger, £2.80. Side rail, £2.80. Boot rigger, £3.50. Front wheel arch, £4.75. Filler panel under sidelight, £2.80. Tread plate (with swage line), £1.50. Rear inner wheel arch (two parts) Repair panel wheelarch to sidelight surround, front (Vitesse). Repair panel under front grille between siddights (Vitesse) - prices not yet confirmed.

Spitfire 1/11/111 and GT6 1/11 (some also for Spit. 1V/GT6 111)

Front floor panel, £3.50. Rear floor panel, £4.20. Door skin, £11.20. Under door panel, £1.40. Front valance (complete), £22.40. Rear valance (repair panel), £22.40. Boot floor (complete), £22.40. Boot floor (main section only), £11.20. Boot floor (raised corner), £11.20. Filler panel under sidelight, £2.80. Front wheel arch, £16.80. Rear wheel arch, £16.80. Front inner wheel arch, £14.00. Rear wing, bottom, £7. Sill, £4.20. Stainless steel cover sill, £10.50. Front outriggers, £2.80.

Ways you can help

As time goes by, the parts which BL can supply will diminish. Bearing this in mind and to help me sort out spares for the future, it would be a help if people could drop me a note of unobtainable parts they want. Re-manufacturing can then be considered but only if the demand is there. Keep those £10 deposits for Convertible hoods coming in.

CLUB DIRECTORY ... 1982

AREA ORGANISERS, names, telephone numbers, meeting place of area group and meeting day(s).

AREA	AREA ORGANISER	VENUE	MEETING DAY
ANGLIA	BARRY NEWITT 0223 - 841407	Old English Gentleman Harston	1st Thursday
AVON	JAMES STURGEON 0272 - 568170		
CORNWALL	RICHARD CUNNINGHAM 0872 - 78549	Various	Last Friday
DERBYSHIRE	ANDIE CLARKE Junction 29 [M1] Mansfield 54764	Elm Tree Heath Village	1st Wednesday
DEVON	STAN WALTERS 0752 - 700555	Dartmouth Inn Totnes	Last Sunday
EAST BERKS	JOHN REED 0628 - 33365		
ESSEX	DAVID COOK Rainham	Dukes Head Little Burstead	2nd Sunday
GRANADA AREA	JOHN BINGHAM 061 - 477 1907	Dog & Partridge Stockport	2nd Tuesday
HANTS & SURREY	PAUL WATERKEYN Farnborough 512074	Royal Oak Pirbright	Last Sunday
HEREFORDSHIRE	JIM RICKARDS	Green Dragon Bishops Frome	1st Wednesday
HERTFORDSHIRE	ANDREW FFOLKES Hatfield 69783	The Woodman West End.	4th Wednesday
KENT	MARTIN RADFORD Dartford 21056		
KENT (EAST)	BRIAN BUTLER Ramsgate	Cock House Inn Detling	2nd Monday
LEICESTER	IAN MCKEGGIE Mkt. Harboro' 63934	Shoulder of Mutton Great Bowden	4th Wednesday
MILTON KEYNES	GEOFF KING Milt. Keynes 567263	Various	3rd Wednesday 1st Sunday
NORFOLK	IAN EASTWOOD Norwich 663855	Kings Head Hethersett	2nd Tuesday
NORTH LONDON	STEVE WILLIS	Rising Sun Whetstone	Last Monday
NORTH MIDLANDS	DON HALLIDAY	The Three Crowns Stone	3rd Tuesday
NORTH WALES	MIKE STEWART 0270 - 625322	Various	Various
NORTHERN IRELAND	BERTIE HADDON Hollywood, Co. Down.		
NOTTINGHAM	CHARLES HENDERSON 0636 812115	Bulls Head Breaston	2nd Wednesday
OXFORD	JOHN CUDMORE Stonesfield 555	The Grapes Yarnton	2nd Wednesday
RIBBLE AREA	CHRIS GARDNER 0772 - 54469	Anchor Hotel Esprick	2nd Monday
RUGBY	ANDY JONES 0203 452541	Fox and Hounds Claycoton	2nd Monday
SALISBURY	HUGH DAVIS Amesbury 23517	Greyfisher Salisbury	1st Thursday
SCOTLAND	NIGEL WADDELL 041 - 427 4340	Beech Tree Inn Dumgoyne	2nd Wednesday
SOMERSET	NICK BRADBURY 0278 - 662698	The Rising Sun Knapp	Various
SOUTHERN	TONY FARBY Fareham 232605	The Good Intent Hordean	1st Tuesday
SUSSEX	COLIN HARRISON	The Five Bells Chailey	3rd Sunday
SWINDON	PETE BOYAR Swindon 22768		
THAMES	CHRIS CHILDS 01 - 947 0426	The Bell Hampton	Various Thursdays
WARWICKSHIRE	CAROLYN TOCKER Warwick 494398	Racehorse Warwick	3rd Thursday
WESSEX	STEVE ELLIS 0202 - 693797	The Skittles	2nd Tuesday
WEST MIDLANDS	Tony & Janis SPICER 021 - 353 9961	Various	Various
WORCESTER	TREVOR BROTHERTON Evesham 6547	Coach & Horses Harvington	4th Tuesday
YORKSHIRE	D. Stringman/J. Genders 0302 - 770742	Oakville Hotel South Milford	1st Wednesday
NORTH & SOUTH YORKSHIRE (WEST)	NIGEL WEEDON	White Bear Norwood Green	1st Tuesday