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THE COURIER



AUGUST 1982 No. 26

the monthly news publication of the
Triumph Sports Six Club

Town & Country FESTIVAL

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FOLLOW TO PAGE 12 

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

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Editorial

Bonjour! Some homecoming, a full box of mail, hence a well-sized August Courier. To say it's been all go is an understatement.

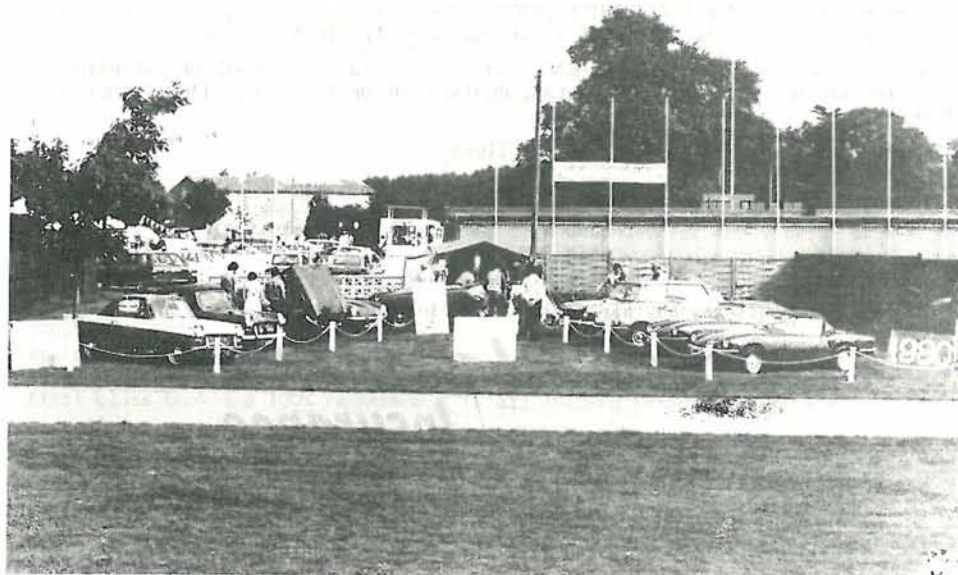
Firstly, Editorial and Membership Secretaries has a sinterlating holiday which included Le Mans. Full report in October Turning Circle.

As the Summer moves forward, the Club enjoys its busiest time with events every weekend around the country. The most recent event we attended was the Anglia Barbeque and what a superb event it was. They organise on a very professional level. It was very relaxing and the event ran like clockwork, with weather the UK rarely enjoys. Well done, Anglia Area, a shining example to all the organisers of events.

Yes friends, it's coming to renewal time and Trudi Squibbs has a letter inside plus renewal form. Please adhere as it makes things so much easier for all. We have 3,500 members and, obviously some won't re-join for various reasons, but make no mistake, the Club's success will go from strength to strength as we have an enthusiastic and friendly membership.

As I have said before, the October Turning Circle features The Queen, well, the Vitesse. Many have promised articles and now is the time to start sending them on to us. Let's make this issue as varied and interesting as possible, as even the Club's name, Sports Six, comes from the American name for the Vitesse. I know I am always asking but it is you, the Membership, that give me the tools for the job.

See you at Stoneleigh.



TSSC STAND STONELEIGH 1981

INTRO

One of the fundamental attractions of 'our cars' is their widely differing characters, yet a strong underlying feel of similarity exists. For example, a GT6 is a completely different car to say a HERALD saloon but go out and drive both and you immediately recognise the STANDARD heritage. Whilst we are occasionally reminded by the supposedly know-it-all press that our cars do have faults, to the enthusiast like myself, I look on these as idiosyncrasies. The early Vitesse, we all know, has inferior road holding to the MK11 but, nevertheless, the MK1 remains a very entertaining car to drive. When I first drove the MK11, I thought it had gone pansy but fortunately, with my 150BHP motor, have re-created the earlier MK1 excitement!

Some years ago now I owned a 1200 HERALD Saloon and at the time naturally wanted to progress onto a SPITFIRE (MK11 owned) and then a VITESSE (4 owned over the years). My acquaintance with the HERALD was re-established when I took part in the TRIUMPH SPORTS SIX CLUB HERALD ROUND BRITAIN TOUR, BIRTHDAY CELEBRATION in 1980. Many of you will recall that I borrowed a 1965 12/50 Saloon for the occasion and perhaps at that time, really came to appreciate the exceptional qualities and character of this car. As time passes, one tends to evaluate cars differently, appreciating them more and more, as modern tin boxes lose all sight of individuality and personality.

Last year you will recall that I owned my first GT6; a MK111. The GT6 remains perhaps the most attractive of all the Club cars and in addition, is deceptively spacious, very economical, yet fast and GRAND TOURING in the true sense. Last year I had the privilege to try the AMPHICAR, which I found exciting and will obviously remain a novelty for many years to come. To date I have no first-hand experience of either BONDS or SPECIALS. Perhaps someone will complete my educations soon!

Whilst I would say that my real allegiance lies with the VITESSE (SPORTS SIX), all cars appeal to me separately in their own rights. At the present time I am searching for a reasonable priced, clean HERALD COUPE but OH for unlimited finance, a garage of suitable dimensions and lots of spare messing about time!

"AUTOTESTS"

Sorry to bring this up again (see JUNE 1982 COURIER) but obviously some of you prefer not to read THE PRESIDENT'S INTRO. The July Courier contains to my knowledge two references to AUTOTESTS - Barbeque and Norfolk Area Event.

WRONG! You must run them as a GYMKANA and apply for a CERTIFICATE OF EXEMPTION from the RAC MSA. IF IN DOUBT, PLEASE CONTACT ONE OF THE COMPETITION COMMITTEE MEMBERS.

To remind you, the RAC address is as follows:

The RAC Motor Sports Association Ltd.
31 Belgrave Square
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NEWS REVIEW

BOOK REVIEW

THE TRIUMPH SPITFIRE and GT6

by Graham Robson

Published by Osprey Publishing Ltd, 12/14 Long Acre, London WC2E 9LP

Mike Long, the International GT6 Register Secretary, mentioned this important new work in last months Courier. I hope you have not all rushed out to buy a copy yet as you will find details elsewhere in this copy of a very generous discount offer from the publishers.

As many of you will know, GRAHAM ROBSON is an honorary member of the TSSC and when he told me last year that he was to produce a further TRIUMPH book, specialising on the SPITFIRE and GT6, I was, of course, delighted and have since then eagerly awaited a copy. On my return from holiday there it was. July 3rd was a memorable day, pleasantly spent inwardly digesting the text and feasting on many previously unprinted photographs.

The book is a must for all you enthusiasts detailing in depth the creation and success of the SPITFIRE and GT6. Many of the old unanswered questions have finally been answered with authority. There are also photographs of the Vitesse, the Herald and much more. To write a book on any one of 'our cars', requires a certain degree of cross reference and accordingly followers of all the SPORTS SIX cars, will find this an extremely good read.

I could wax long and lyrical about it but then any book such as this specialising on 'our cars', I find not only rivetting but flattering, in that the TSSC has and will keep these great cars on the map and the interest and enthusiasm shown by you the members has, of course, created and shown that there is a demand for this sort of work.

Rather than wax long and lyrical, I will ask you certain questions to which the answers can be found in the book. I would suggest that many of you will not readily know the answers.

1. Did the SPITFIRE through its 20 year life outsell the Spridget?
2. Did a 'production' Spridget ever beat a similar SPITFIRE on race or rally?
3. Which car was given the suggested name of ATOM BOMB?
4. When was the 'The Herald Sports Car Project' first mentioned in confidential boardroom documents?
5. Is it true that Harry Webster asked Michelotti to alter the door design so he could brush his fingers on the floor?
6. Is it true that Stanley Markland sanctioned the building of the Spitfire having noticed it one day (the prototype) lying under a dust cover?
7. Why was the first SPITFIRE known as the SPITFIRE 4?
8. Why did the launch Vitesse carry fake number plates? (3VC and 4VC)
9. Was the 'bottom-wishbone' rear suspension intended for the Vitesse or GT6 originally?
10. Which is GRAHAM ROBSON's choice of model?

Do you know the answers? If not, refer to the special offer elsewhere in this copy. Grahams strong regard and affection for our cars comes across in his writing which I personally felt (perhaps incorrectly) was dampened slightly by Richard Langworths contribution. Apart from this small criticism, this is a first class book and 100% recommended to all TRIUMPH enthusiasts.

Finally, I was surprised to read that Graham has not seen a GT6 with rear seat conversion fitted. Mike, we will have to arrange to show him one.

Also, Graham says that "No factory literature about the tuning kits survives". I have a photocopy of the original publication and hope at some future date, possibly with the completion of my own Spitfire competition history, to get this reprinted.

HILLCLIMB/SPRINTING REVIEW:

Not as much has been recorded this year about this important growing aspect of the Club. This month we intend to set this right, and Kevin Ginger one of the main protagonists has kindly agreed to write reports on the events to date. This leaves me to summarise the position and report on the success we have shared.

You will know that we allocate each Car/Driver a bogey (or handicap) time for each venue he takes part at. This enables drivers with little if any experience and unmodified cars to compete on equal terms with race prepared projectiles!

The championship consists of 16 rounds, 10 of these having already taken place. Five remain as one has been cancelled. They are as follows:

18th July	Oulton Park Sprint	Nr. Tarporley, Cheshire
25th July	GOODWOOD CANCELLED	
15th August	West Malling Sprint	Map ref. 188/668556:off A228 Kent
25th September	Goodwood	1½ miles North-East of Chichester
3rd October	Gurston Down Hillclimb	(alternatively Baitings Dam - all Club Members have elected to compete at Gurston)

Apart from Gurston on 20th June, Goodwood on the 9th May and Curborough on 23rd May, the venues have been lightly attended. Things are now beginning to hot up with 10 entered for West Malling, 9 for Goodwood (25th Sept.) and 15 for Gurston on 3rd October.

The unofficial results after 8 venues are as follows: Final confirmation still awaited.

1st	Kevin Ginger	19 points
2nd	Paul Lucas	13 points
3rd =	Andy Jones) Ian Butterworth) John Griffiths)	10 points
6th	Richard Bruford	3 points
7th	Trevor Shakespeare	1 point

With a maximum of 15 points available at Gurston 3rd October, (1 point allocated per number entered) the championship still is wide open. The positions have already changed following Gurston on the 20th June and Snetterton on 3rd July.

Let me tell you a little about the cars: The standard of preparation has been first class and we have not experienced scrutineering problems anywhere.

Kevin Ginger who is leading the championship, has entered an immaculately prepared 1973 GT6. Triple webbers, high lift cam, special exhaust system and lowered and stiffened suspension are just some of the mods. Kevin says it is producing 160BHP at the flywheel and with the present axle (3.89) is capable of 130+ mph. At the moment Kevin trailers the car but we are working on him to get it on the road like the rest of us! Could be exciting Kevin! He has performed outstandingly with the car and put up some very creditable times. I wonder if his job selling cheese helps him to go like stink!

Paul Lucas continues to campaign the very successful Spitfire 937 SDV. Whilst I understand that this is Stage 3 tuned with Pirelli P7 tyres etc. etc. I think Dave Bayliss is the only man who really knows what makes this car go so fast. Paul has certainly done a lot of work on the car and it can be seen competing on equal terms with the 2 litre machines. Paul is a very spectacular driver and usually manages a spin or two just to prove he is driving 10-tenths.

Andy Jones competes in a 1970 MK11 Vitesse Convertible. This car has only minor mods, probably stage 1 tuned with 195/60 Goodyear Rally Specials. Andy has made some very good improvements being nearly 3 seconds faster at Gurston this year, compared to 1981. Likewise, Andy has provided the specators with the occasional spin (remember the double at Goodwood!) and with this nicely presented car, stands a good chance of a place at the year end.

Ian Butterworth campaigned a 1970 13/60 Herald at the start of the year. Ian had made some very useful mods to the suspension and with its better weight distribution compared to the Vitesse and GT6, astonished everyone with its times. When Ian fitted Double Webbers, it went indecently quick, especially at Curborough in the wet. At Goodwood on the 6th June he came off and damaged the car and was subsequently seen at Gurston on the 20th June sharing Paul Lucas's Spitfire.

There is a rumour out that Ian is building his own Spitfire. Look out Paul and Kevin!

Richard Bruford has been the dark horse with a real up and coming threat to us all. Richard started the year with a 2.5 litre lump in his Vitesse, running on standard carbs. Then at Gurston on the 20th June, he turned up with petrol injection and did it go. Richard was delighted taking 3rd place and getting an official mention in Moting News. Richard was a whole 5.7 seconds faster than his 1981 time. Obviously, Richard can drive some too!

I have not yet seen Trevor Shakespeare's car but it is a fairly standard MK11 Vitesse Convertible. Trevor has just competed at one Gurston event to date but has intentions to partake at the remaining rounds.

I will summarise the remaining entrants due to lack of space.

Bob Chapman: 1970 Spitfire MK11. Twin Webbers etc. Unfortunately Bob had an off at Goodwood 8/9th May and damaged his car. We have not seen him since.

Derek Bolt: 1969 Vitesse Convertible. 175 Strombergs, SAH manifolds etc. Goodyear 195/60 Rally Specials. Paul Lucas is at present helping Derek with the preparation of this car and we hope to see it for the first time at West Malling on 15th August.

William Haseldine: MK11 Vitesse Convertible, lightened flywheel, balanced crank, gas flowed head, high lift cam, SAH manifolds, HS6 SU carbs. Modified suspension etc. etc. We have not seen Bill yet but he is entered for all venues from the 3rd July Snetterton one.

Martin Brown: MK11 Vitesse Convertible. As far as I know, the only modification is 165-13 tyres. Martin came to Gurston on 20th June and went up in 50.4 seconds. Trevor Shakespeare did 50.21 secs at the 23rd May Gurston meeting so there will be a close battle between these two on 3rd October.

Ray Lye: 1968 Bond Equipe. This is a standard car, having completed 85,000 miles. We are really pleased to have a Bond amongst our ranks and look forward to seeing Ray at Gurston again on 3rd Oct.

Trevor Bendell: MK1 GT6. Modified head, SAH 306 camshaft, SAH manifolds., modified suspension etc. etc. Gearbox problems! We saw Trevor for the first time at Gurston 20th June when he was just piped by Martin Brown's Vitesse. Watch him go when he gets synchro on his gears!

Robin Ferguson: MK11 Vitesse Convertible. Again, fairly standard, with 175/70 tyres, servo and negative camber spring. Robin's first venue is to be Goodwood on 25th September.

Pete Farmer: MK1V Spitfire. Fibreglass bonnet and rear wings, MK11V GT6 suspension. Well modified front suspension. 2 litre block (MK1) and MK11 head. 2 litre gearbox, SAH cam etc. We look forward to seeing Pete for the first time at West Malling on 15th August.

Anthony Mee: 1200 Herald. MK1 Vitesse engine, MK1 Vitesse suspension with Spax dampers and Speedwell stabilizer bar. Servo and GT6 wires, Firestone 175/70 tyres. Anthony will be at Snetterton this weekend which will be his first event; we wish him well.

Incidentally, Trevor Shakespeare has broken a bone, which prevented him competing at Gurston on the 20th June. We all hope to see you joining us soon Trevor.

I haven't mentioned my own Vitesse (DVT 784J) but then you will have read about it before in these pages. It remains the same, not having had it's carbs (triple Webbers) adjusted since 1979! It continues, I hope, to put out approx. 150BHP and on its 4.11 diff. has a maximum speed of approx. 120mph. I hope to compete at Goodwood, West Malling and Gurston. See you there.

SPECTATORS:

Hillclimbing/Sprinting is perhaps not the best spectator sport but it is always more interesting when you know the drivers. I am grateful to all you loyal followers and hope you will continue to give our boys encouragement and support. Sorry about Curborough. The weather was terrible and we all experienced trouble getting any power down. Not a good introduction to the sport for those of you who came for the first time.

I have written far too much this month and Bill and Jo will be cursing me. However, before I go I would like to say how much I enjoyed Donington Concours and express my gratitude to the West Midlands Area Committee for a job well done.

The number of events appearing in the Courier are amazing - something for everyone. I hope you all make the most of them and remember to show your appreciation to the hard, unpaid organisers.

Here in Devon, Stan Walters, the Devon Area Organiser has been working like a trooper (or should I say a Marine) and no doubt this is true of all Area Organisers throughout Great Britain. Well done to all of you.

Also, I would like to thank Chris Lonhurst: It wasn't until I actually started to hunt for my Coupe that I realised the real worth of all those first class Herald Register articles.

I don't normally advertise cars in my spot, but in the interest of history, two Coupes have come to light, which members may like to investigate:

1. 1959 8616 JH Comm. No. Y 13427. Non-original 1200 engine, with one seized piston. I have seen the car and whilst rough, is restorable. Offers invited. Tel: Teignmouth 5245.
2. 1200 Coupe. Re-registered 'R' (imported back from Africa). T/T £225. Gordon Simpson, Rosary Cottage, Brook, Nr. Lindhurst, Hants.

TITBIT:

HAS ANYONE FOUND THE ALICK DICK HERALD MOTOR CRUISER YET? Please refer to my article in the April Turning Circle.

P.S. TROPHIES

The following Area Organisers have placed orders for the new, unique TSSC trophy. They have promised to telephone me but to date I have not heard from them.

N Yorks - 3	Somerset - 1
Leicester - 3	Norfolk - 3
Worcester - 3	Ribble - 1
E. Berks - 1	Scotland - 2
Derby Jun 29 - 2	Hants and Surrey
Anglia - 2	Herts
Oxford - 2	East Kent
Thames - 4	Nottingham
Devon - 2	

The above plus the other Areas not mentioned please contact me as soon as possible to place your order. We need the support of all to make this a viable project.

PLEASE DON'T DELAY, TELEPHONE ME TODAY.

ADDRESS AND TEL. NO. AS ON FRONT INSIDE COVER.

HILLCLIMBING/SPRINTING:

I have recently received an amended calendar of events within the Combined One Make Car Club Championship. Please note that these are as follows. Those marked TSSC will count towards the TSSC Championship.

August 8th	Goodwood	Bognor Regis MC
August 15th	West Malling (TSSC)	
August 22nd	Goodwood	Surrey Sporting MC
September 12th	Goodwood	Sussex CC
September 25th	Goodwood (TSSC)	
October 3rd	Baitings Dam	MGCC - This event of course, clashes with our own GURSTON MEETING.

I am also asked to bring to the attention of all members that the TRIUMPH SPORTS SIX CLUB is affiliated to the COMBINED ONE MAKE CAR CLUB which is registered by the RAC and a member of the EIGHT CLUBS. All members are accordingly entitled to enter any event to which the COMCC is invited and those of EIGHT CLUBS.

COMCC championships include RACING, SPEED, AUTOTESTS, TRIALS AND RALLIES.

Any Club Member who wishes to take part in any of the COMCC championships should let Alan F IVENS of the COMCC 51 Melbourne Road, Enfield EN1 1XG know. For trials, please contact Mark Hayward COMCC 122, Marlborough Hill, Harrow, Middx.

In order that I can know what is going on in the TSSC competition world, please also let me know if you are involved in any of the COMCC championships, or for that matter, any form of outside motor sport. It is helpful to gauge the over-all level of interest within the Club in order that we can assess future needs etc.

Any of the Competition Committee will also be pleased to help you in any Motor Sport matter.

JOHN M GRIFFITHS
PRESIDENT

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Engine capacity Value £	Costs	
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HILLCLIMB NEWS ROUNDUP:

By Kevin Ginger

28.3.82

Round One
GOODWOOD/CHICHESTER

Just 2 cars from the Club kicked off this start to the '82 season, Paul Lucas and myself. Paul spun his Spitfire onto the infield in practice, which collected a lot of grass and caused him overheating problems. I also had problems myself breaking down twice in practice, one due to carbs coming loose and secondly, due to running out of fuel. Fortunately, during the dinner break, we both got our cars sorted out in time for the afternoons racing. Pauls first run ended with him spinning his car in spectacular fashion, which casued him to lose a lot of time. Unfortunately, he also bent a pushrod during that first run which meant he had to retire from the meeting. My first run was uneventful with a moderate lap time to go with it. My second run brought about a spin, coming out of the chicane which left me buried in the bank - no damage was sustained. All this resulted in the cars not doing very well in their respective classes.

3.5.82

Round 2
SCAMMONDEN DAM/
HUDDERSFIELD

Saw just myself competing, after travelling 6 hours!!! To get there, I found the track too tight and too steep for my GT6, so a relatively unspectacular days racing saw me take 5th place in class.

8/9.5.82

Round 3
GOODWOOD/CHICHESTER

After this event had been much publicised, it was good to see such a good turn out of Club cars and spectators for Saturday Test/Funday. Saturday evening bought three Clubs together (the TR Register, Austin Healey Drivers Club and the TSSC), at a local pub for a competition of darts, skittles and beer drinking. None of us could play darts!! But we won the skittles and came second in the beer drinking - obviously a lot of us get good practice. The main theme for the weekend began on Sunday, this being the racing. 8 Club cars spearheaded the attack. On the other teams, as well as competing against one another. Practice saw Rob Chapman spin his Spitfire into the mustard covered infield, which, surprisingly seriously damaged his car and resulted in him having to write it off.

The afternoons racing saw the Club rise to the occasion. Paul Lucas winning his class and John Griffiths and myself coming 1st and 2nd respectively in our class. This left the TR boys wondering whether they should invite us again next year!

16.5.82

Round 4
LYDDEN HILL/KENT

Just myself from the Club competed in this round and after turning in the fastest time in practice for my class, I felt pretty confident for the afternoons racing. I was too confident, in fact because I spun twice in one lap on my first run, which led me to be withdrawn from my first run. After a re-run I was lying 2nd behind a modified Escort Mexico. The 2nd run saw me finally get it together and beat the Escort by 5 seconds to take the class win.

23.5.82

Round 5
CURBOROUGH/
BIRMINGHAM

After a successfull concours day at Donington, Sunday saw 5 of us get together to battle it our for different awards. After a mostly dry practice session, down cane the rain. This continued throughout the afternoons racing.

Paul Lucas drove superbly in the rain to win the Club side of the event very convincingly. John Griffiths did best overall to take 2nd place in this class, even after coming off the track in his first run - yes, he is human!

Hillclimbing News Roundup

6.6.82

Round 6
GOODWOOD/CHICHESTER

This meeting organised by The Lancia Club, saw just two Club cars entered for this round of the Championship - Ian Butterworth and myself.

The weather was superb for racing but disaster struck in practice for Ian. Whilst negotiating the ford water bend, he spun his modified Herald at 90mph and hit the bank and this resulted in him having to write the car off. That left only myself competing in the afternoon's racing. At the end of the, 2 seconds had seperated the first three cars of which, unfortunately, I was the third car, having to give way to a TVR and an Escort RS2000, 1st and 2nd respectively.

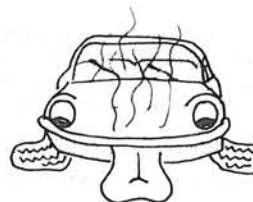
20.6.82

Round 7
GURSTON DOWN/
SALISBURY

Ten Club cars gathered together for this round which made for some very close racing. Practice went without incident except for Andy Jones' Vitesse which he pranged into the bank. Emergency repairs during the dinner saw him get it together for the afternoons racing, in which John Griffiths drove faultlessly to win the class. Myself coming in 2nd and Richard Bruford in his modified 2.5PI Vitesse coming in 3rd.

PLEASE NOTE: This meeting saw more Club cars together than any other meeting this year. Many thanks must go to those who competed but we need more cars competing before we can be as active in motor sport as many other one make car clubs are. Cars do not have to be super highly modified to compete, 75% of the cars which competed at this meeting were virtually standard. So come on all you Boy Racers and get your fingers out.

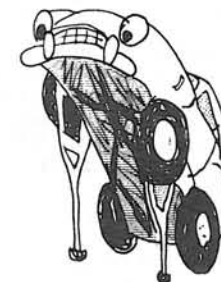
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We specialise ONLY in TRIUMPHS on the HERALD CHASSIS

ROAD TEST ON A TRIUMPH ACCLAIM:
BY DAWN STORTON

Being on the Organising Committee of this years Concours gave me the opportunity to prove or disprove to myself and other sceptics the merits of the Triumph (or Honda, depending on your degree of scepticism) Acclaim.

My local Leyland dealer, Colliers, rashly and unquestioningly lent me a HLS Acclaim for demonstration purposes on the Concours exhibition stand and I duely picked up the said car on the Friday morning with the comment, 'Try and bring it back in one piece!' What little faith in a woman driver, thought I.

Off I went, like the proverbial bat out of hell. Colliers had tried the sales spiel with me by saying 'You'll find it a very nippy car - just wanting to go!' and they were right. For a 1300cc (1335cc to be exact) twin carb, Japanese engined car, producing 70bhp, the power was very impressive and it held a MK11 Vitesse round the Melbourne loop (there were witnesses!).

All models have a five-speed gearbox, which allows you to do 2000rpm in 5th quite happily - red line is at 6000rpm - although the gate across the box is very narrow and once or twice I missed fifth and put it into third, which is not a good idea when you're already on the red line in fourth about to change up! The front wheel drive meant a long gear stick which after the Spitfire's, felt a little clumsy but things soon became easier and gear changes less hazardous.

I was rather worried about the road holding at one point when I put my foot down pulling out from a pub and the back end went all over the place, (yes - I was sober). So I took it a bit easier around corners after that.

I cannot agree with the comment by the Daily Telegraph's motoring correspondant that it is a 'typical Triumph', far from it. No wood to be seen and a typical Japanese styling inside and out. Useful little features, though, included two levers at the foot of the driver's seat to open the boot and petrol flap from the inside, and a knob to raise or lower the headlight angle, depending on the load in the back.

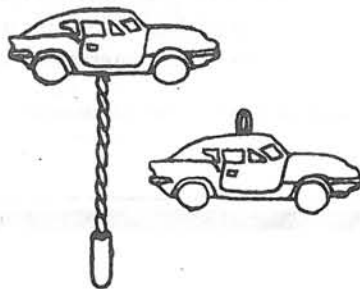
I am not saying we should form a Triumph Acclaim Owners Club, nor that we should adopt it as a Club car - no way! But is a comfortable and impressive (especially power wise) car to drive and those that came round the Melbourne Loop with me also shared the same view.

The thing most people have against it is that it was built in association with a Japanese company, although it has now been acclaimed (-get it? - acclaimed - Acclaim: Oh, never mind!) to be a British car. Being terribly patriotic, I feel the same but I also see that it has helped Leyland stay alive and (very) indirectly kept our Club going.

SOLID SILVER TRIUMPH GT6 STICK/TIE PINS AND PENDANTS. GOOD DETAIL AND ACTUAL SIZE AS ILLUSTRATED. ONLY £ 4.50 EACH (INCLUDING RECORDED POST).

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ACTUAL SIZE



FOR HIRE

Left hand drive Vitesse MK11. Mildly tuned and situated in Normandy for an excellent continental holiday, saving £££'s on the ferry and hassles. Contact: G Thomass, tel: 01 579 3649.

QUERY - FROM C TEBAY:

Could someone please help me? I have a 1966 Herald Saloon, 1200 and I would like to find out how much petrol is held in the reserve tank.

RECRUITMENT COMPETITION:

Already the competition has got off to a good start with a large number of leaflets arriving in each post. Judging on the response so far and as the Club membership has doubled over the past year, it looks as though I will be dealing with twice as much mail as last year.

One drawback from my point of view is that I am also dealing with twice as many non-members 'phoning at the oddest times with the daftest questings!

One thing I must take this opportunity to make clear is that this years leaflets are different to last years (yes, I know they look the same!). Despite my instructions to the local printer for any colour but red, he promptly returned the whole lot printed in RED.

The easiest way to see the difference is to look at the numbers i.e. 1600 now reads 3,000, 30 now reads 40 and there is a 2 in the bottom, right hand corner.

The two sets of leaflets have to be different because I am still receiving replies from prospective members who were given leaflets months ago. So, to be sure your leaflets are eligible for the competition, either use this years leaflets or write a 2 in the bottom, right hand corner and don't forget your membership number.

Also for members who are not lucky enough to be able to photocopy, more leaflets are available direct from me at the address below for from your Area Organisers.

On a slightly different subject and something most members don't realise, the amount of effort put into the Courier each month, even from posting the magazine. Having delivered the leaflets to Bill, I stayed to help pack the magazine. It took 8 people 4 hours - a fact which I certainly didn't appreciate before. So many thanks to Bill and Jo Sunderland, Chris and Trudi Squibbs and the other helpers of around Desborough. (Cheers, Jonty - Typist). Address & tel. no. see front cover Events Co-Ordinator.

CAR STOLEN!

My car was stolen from Birchen Grove, Luton Beds last Friday night. My car is a white GT6 MK11, reg. no. FHN 548J. It is fitted with 5½J MK111 type wheels and MK111 hubcaps on all the nearside and the rear offside wheels. It is fitted with a new but damaged bonnet which, therefore, shows signs of filler on the tops of both front wings and the power bulge. There are also signs of repair at the rear of the rear nearside wing. The rear offside indicator lens was broken. The car was originally Damson and is, therefore, that colour under the dash (it was given an inside out re-spray). The door bottoms were in poor condition (I am re-building another pair) but may be filled to disguise this. The car went very well and was mechanically nearly as new. A great deal of money had been spent on it. In the car at the time of the robbery, apart from the usual tools, etc., was a pair of half floors bought through the Club. If these were offered to anybody - there are only 2 or 3 pairs in existence as this is a new line. Contact: Patrick Faleur, address and tel. no. in inside front cover - Public Relations Officer.

It's renewal time again, time to look forward to another exciting year with the T.S.S.C.. As Membership Secretary may we take this opportunity to explain what happens at renewal time.

Everyone who has not paid the full years fee in July or August is due for renewal of membership. As you will see the form for this purpose is enclosed in this magazine and can we urge you to please note the following comments.

1. Firstly it very important that all members give their membership number.
2. Please print as clearly as possible your name and address in block capitals.
3. There is an extra space in which to fill in your local area, this is so that we know which is your nearest area to attend and enables us to break the membership down into local meeting places.
4. The vehicle registration details. Even if you have recently filled in an IVR form, please complete this section as we will need an up to date record of all cars presently in the Club. If you own more than one club car, you can either photocopy this renewal form or request extra ones.

As the membership approaches 3,200 against 2,400 this time last year and growing by between 10-15 new members every day, we would appreciate your co-operation as this is a very busy time of the year for the membership team. It will greatly assist and ease the workload enabling us to despatch your renewal details promptly.

Just as an added incentive to renew, don't forget that Turning Circle is published in October, this time featuring the Vitesse - so make sure of your copy by filling in your membership renewal form now.

Chris and Trudi Squibbs
Membership Secretaries

PAY YOUR FEE FOR 83

STONELEIGH **** URGENT — STOP PRESS **** STONELEIGH **** URGENT *** STOP PRESS
URGENT *** STOP PRESS *** URGENT *** STOP PRESS *** URGENT *** STOP PRESS *** URGENT

Camping :— Leamington Rugby Club. Location on A452 between Kenilworth and Leamington Spa. CARAVAN or TENT:— 80p. per person per night; with Toilets, showers, washbasins, fresh water and proper disposal points. Use of Clubhouse over the weekend; campers must become bona fide members, but at no extra charge.

Contact: MATT MAUDSLEY (Vice president) for tickets.

There will be NO Complimentary Tickets to the Show this year. Admission: £2.50 per person per day or £5.00 for a 3 day pass. Some entertainment will be organised in the evenings.

URGENT *** STOP PRESS — STONELEIGH **** URGENT *** STOP PRESS — STONELEIGH ****
STONELEIGH — STOP PRESS *** URGENT **** STONELEIGH — STOP PRESS *** URGENT ****

MEMBERSHIP RENEWAL 1982/1983

RENEWAL DATE 1ST SEPTEMBER

I WOULD LIKE TO RENEW MY MEMBERSHIP OF THE TRIUMPH SPORTS SIX CLUB FOR THE NEXT TWELVE MONTHS. I HAVE ENCLOSED A CHEQUE/P.O. FOR £11.00 (OVERSEAS £13.00). CHEQUES ETC. SHOULD BE MADE PAYABLE TO THE TRIUMPH SPORTS SIX CLUB LTD AND SENT TO:-

CHRIS AND TRUDI SQUIBBS, MEMBERSHIP SECRETARY, 24 PRINCE RUPERT AVENUE, DESBOROUGH, NR. KETTERING, NORTHANTS.

AMOUNT PAID £ _____ MEMBERSHIP NUMBER ____/____

NAME:

ADDRESS:

..... LOCAL AREA

PLEASE ENCLOSE S.A.E. AND COMPLETE THE FOLLOWING:-

INTERNATIONAL VEHICLE REGISTER
(Full vehicle details)

MAKE MODEL

BODY TYPE ENGINE CAPACITY (C.C.)

REGISTRATION NO. DATE OF ORIGINAL REG.

CHASSIS NO. ENGINE NO.

DATE OF VEHICLE ACQUIRED COLOUR
(Approx.) (Manufacturers shade if poss.)

ANYTHING DIFFERENT? (SUNROOF, SPECIAL TUNING, DIFFERENT ENGINE, ETC.)

.....

.....

This year you will receive a receipted Invoice with your Renewal. This will show the price of the Courier and Turning Circle and associated Postage, which is included in your subscription.

CUT HERE

WHAT'S ON NEXT cont'd .../

THE NORFOLK AREA INAUGURAL EVENT 4TH AND 5TH SEPTEMBER

This is a National Event, so put a note in your diary or cheque in the post.

Going on over the weekend it will include an gymkhana, trade stands, Club regalia and barbeque and disco on the Saturday evening.

On the Sunday, there will also be a convoy run to Caistor Motor Museum and a Treasure Hunt. During the weekend films will be shown and technical demonstrations given. There will, of course, be the usual distance awards, name the part and other side stalls.

Plenty of camping space will be available as well as a list of local B&B accomodation. The site has full toilet and shower facilities as well as a nearby (20 yds) cafe which will be serving meals throughout the weekend (including breakfast). All this will take place at The White Lodge Public House (freehouse) at Attleborough (All between Norwich and Cambridge).

TICKETS: £3 per head for weekend, including entrance to disco and barbeque (children half price). Entrance to Caistor Motor Museum is £1, payable in advance. Entrance for Treasure Hunt will be 75p. Camping charges have yet to be finalised but will be NOMINAL.

For tickets and map write to Ian Eastwood, 13 Newton Close, Trowse, Norwich - cheques payable to Ian Eastwood (TSSC). SEND AN SAE PLEASE.

Notice to Norfolk area members: Volunteers are still needed!!! Could you all bring a list of discounts to the next meeting so that we can make an Area list.

APPLICATION FOR TICKETS

Please send me ticket(s) @ £3 adult, £1.50 child.

I wish/do not wish to take part in the Treasure Hunt on 5th September
(entrance 75p per car, maximum 12 cars)

I wish/do not wish to visit Caistor Motor Museum on 5th September
(entrance £1 per person)

Camping charges will be 50p per tent for the weekend

I enclose a cheque/PO for £ payable to Ian Eastwood re: TSSC and an SAE

*Please send me a map and list of guest houses (*delete as applicable)

Ticket sales close 26th August, 1982 STRICTLY TICKET ONLY

Send to Ian Eastwood (address as above)

WESSEX REGION PRESENTS THEIR ANNUAL 'SOIR EXQUIS' AVEC LE GASTRONOME SIMON
A truly British night out to be held on Saturday August 14th, commencing at 6.30pm. Frivolities to include, mini-tractor driver of the night, roller wheel, skinny dipping (for the uninhibited), spot the clown on video, Barbeque, fun dancing and jolities through the night.

TICKETS IN ADVANCE ONLY are £3 or £3.50 if you are camping the night - for the extra booze you drink. The ticket includes Barbeque, booze, prizes etc.

TICKETS ARE LIMITED so rush your cheques to Simon James, Fryern Court, Fording-bridge, Hampshire tel: (0425) 53494.

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

MODEL OF CAR YEAR REG. NO.

OWNER'S NAME Please return to

JOHN GRISS by 24th July with £2.50

ADDRESS

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International Marque Secretaries

SPITFIRE HISTORY 1974 - 1980

In the final part of the 'Spitfire History', we look at the last model of the series. In May 1973, British Leyland started fitting de-toxed (without emissions equipment) 1493cc engines to the MKIV Spitfire, in preparation for the announcement of the 1500. This came in mid-74. The basic design was the same as the MKIV but interior refinements gave the car a more 'homely' look. Inertia reel seat belts were fitted and new, upholstered reclining seats gave the occupants a more comfortable ride.

An electronic tachometer was now standard, along with a cigarette lighter, seat belt indicator and the most notable change - the column light switch was replaced by a 2-speed wiper switch, Austin-Morris style.

It is sad to say that the 1500 did not have as good a finish as earlier models but the 1500 was certainly the most refined Spitfire of all. Production was terminated on August 25th, 1980, and marked the end of the 'cheap', mass produced sports car.

<u>Production Figures</u>	MKIV	70,021
MK1	45,753	
MK11	37,409	
MK111	65,320	

A total production of 276,459, 90% of which was exported, mainly to the USA.

As I have now outlined the history of the 'Spit' in previous issues, I thought it now appropriate that I should recap on some of the things that I have done in the capacity of Spitfire Register Secretary for the past seven months.

Apart from replying to owners letters and 'phone calls, I have been actively involved in the Wessex area which is continuing to expand. I recently helped Eddie Evans in the compilation of an article for 'Sports Car Mechanics' and I am, at the time of writing, preparing for a local radio show which will promote the TSSC as a whole. I think local radio is an excellent way of promoting the Club and should be used by other areas who wish to attract new members.

The 'South Of England Meet' was a great success and should certainly be repeated next year. The Annual Concours was, as usual, an interesting blend of cars at Donington Park and will, I hope, continue to be the most prestigious event in our calendar.

I recently ventured down to Devon with another Wessex member, Paul Mondey, to attempt a treasure hunt devised by Richard Bruford, late of the Wessex area, now of the Devon Area. I have never seen my temperature gauge go so high as on some of the hills around Dartmoor. It was good to see our President competing so bravely, especially as he came in last, just as we were all about to go home.

I hope that the next six months will be as interesting and as varied as the first six months. May I also take the opportunity to thank the many hundreds of people who have helped me since I took up this position within the Club.

As is the policy with all the other Marque Secretaries, it is up to anyone who writes to me and requests an answer, that they should enclose a STAMPED, ADDRESSED ENVELOPE. In many cases since I have become Spitfire Secretary, this has not been fulfilled. I must admit that, at first, I did reply to all letters, regardless of whether or not an S.A.E. was enclosed. From now on I will not be replying to any letter that does not contain one.

After my statement in the May issue of The Courier, regarding the amount of forms that I have received, I had a look at all the forms in my possession and found that I did not have the forms that were filled in before 1980. Maybe this is the reason why I have so little of the Register in my hands. I have frequently been told that the Spitfire Register is one of the biggest in the whole Club. I find this hard to believe, for obvious reasons. I think that the problem lies with people who had active positions in the Club when it was originally formed. I know for a fact that every form that Chris and Trudi Squibbs have received, has been sent to me very promptly and I thank them for that. However, the question is what do I do about all the pre-1980 Spitfire Register Forms? I hope that someone can answer this question for me.

NEIL WILLIAMSON

20

DRIVING IMPRESSIONS OF THE TRIUMPH SPITFIRE 1500

BY NEIL M WILLIAMSON

A sunny weekend at the beginning of June turned out to be an ideal opportunity to take a 1979 model Spitfire 1500 for a spin along the South coast. The female owner had come down from Buckinghamshire to participate in a Wessex Area Treasure Hunt and, as the afternoon was free to us, we crossed the New Forest in the 1500.

In we get, and straight away the refined interior is noticed with the important gauges right in front of the driver and not being obscured by the steering wheel. Into first, synchro is quiet and positive and through the box with overdrive on third and fourth being actuated by a switch in the gear-knob.

Although we did not have the hood fully down, the rear zip-window gave as much ventilation and we could still hold a conversation without shouting at each other. This particular model did not have an electric fan but the viscous fan was very efficient despite the front number plate being placed right in front of the front grille. Although this model is not the most powerful of the Spitfires, it is no slouch and will probably be faster than the MK111, which is the most powerful.

Comfort is the key word in this car and the reclining seats, centre armrest and wall-to-wall carpets are extremely pleasing the eye. All the controls are at your fingertips but the car could, and should, have had a nicer sounding exhaust tone.

My thanks to the owner of BYY 660V for the opportunity to drive this very nice machine, a credit to it's predecessors.



21

HERALD REGISTER SECRETARY

Know Your Heralds (2) - 12/50 Saloon.

The 12/50 Herald as first introduced in 1963, and was in production until 1967. In 1963 it cost £535 (ex tax); in 1967, due to 'massive single digit inflation', the price had risen to £550 (ex tax). The 12/50 was a slightly more powerful version of the basic 1200 Saloon, with a redesigned front grill and a sunroof fitted as standard. Front disc brakes were also standard, and an aluminium tread plate was fitted (self-tapping screws) inside the door. Until September 1966 it had 12/50 badges on the sides of the rear wings, the 12/50 badge under the Herald logo on the boot lid was retained throughout production.

Production started in December 1962 with Commission number GD1RS, sales started on March 3rd 1963. Commission numbers for later years were: Jan 1964 GD15755RS, Jan 1965 GD29034RS, Jan 1966 GD42716RS, Jan 1967 GD51363RS. The final commission number was GD55609RS in August 1967 when production was discontinued. A total of 53,267 12/50 saloons were produced, some of the commission numbers in the above series not being utilised.

The increase in brake horsepower over the 1200 was obtained by use of a different camshaft, 0.5:1 Compression Ratio cylinder head and a redesigned exhaust manifold (Fig.2). The early 1200 saloon with 0.0:1 CR developed 39 bhp at 4500 rpm, whereas the 12/50 gave 51 bhp at 5200 rpm. The 'name' 12/50 derives from a 12(00) engine developing 50 (ish) bhp. Later 1200 saloons also used the 12/50 camshaft and 0.5:1 CR cylinder head and gave 40 bhp at 5200 rpm. The 12/50 manifold still gave them a slight 'power advantage' over these later 1200 saloons.

The main 'attraction' of the 12/50 was the standard 'weathershields' sunroof (also available as an option on 1200 and 13/60 saloons) at a time when few other production saloons had this equipment as standard or even as an option.

The sunroof sliding section can be removed for renovation using the following procedure:- Open the roof half-way and, holding one side steady, pull the other side forward to release the nylon sliders from their metal runners. This operation should be repeated to release the runners on the other side. To completely remove the roof undo the four cross-head screws at the rear. Refitting is a reverse of the above procedure.



Fig.1 12/50 Saloon showing distinctive front grill.

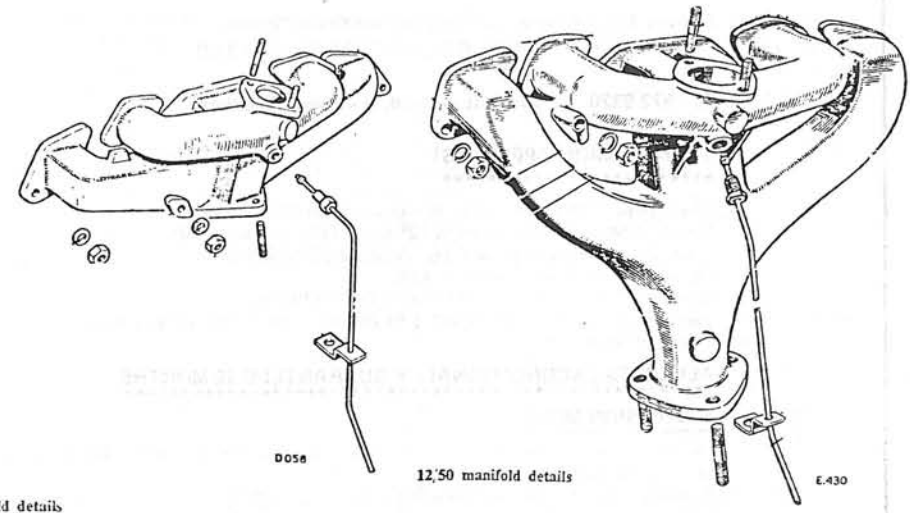


Fig.2: Herald 1200 (left) and 12/50 exhaust/inlet manifolds (not to scale)

if the sliding section needs adjusting the four screws at the rear should be loosened, the roof adjusted, and the screws retightened in their new positions. Slight leaks from the rear non-moving section can often be remedied by removing the old sealant under the sliding section and replacing it with 'Dum-Dum' putty (Unipart GwS122).

Stiff nylon sliders can be improved with a silicon grease or spray on silicon lubricant (eg Ambesil Silicone Formula 1).

Information wanted.

Black and white photo's of 940 convertible, Courier van and 13/60 convertible for future Courier articles. Thanks !

Chris Longhurst.

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Overdrive conversion for VITESSE, GT6, SPITFIRE.

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GT6 3.27 £105

ALL UNITS UNCONDITIONALLY GUARANTEED 12 MONTHS

SUSPENSION MODS.

Mk. II suspension conversion for GT6 Mk.1 and late Mk. III, SPITFIRE IV/V,
Mk. I VITESSES

Telescopic shocker conversion kits for Mk. II VITESSE

TRY US FIRST - WE ARE CHEAPEST !

Technical Feature

TO SWING OR NOT TO SWING - THAT IS THE QUESTION (with apologies to the bard!):

BY PETER HOLMES, LECTURER IN AUTOMOBILE ENGINEERING
WATFORD COLLEGE

My long time interest in suspension was awakened by our Presidents' article which appeared in the April issue of The Courier. He noted that in 'Bugantics', Arthur Mallock had sung the praises of the swing axle.

This is indeed interesting and it would be fascinating to have Mr Mallock expound upon this statement, especially since he is so experienced.

Alas, I cannot raise such enthusiasm but, before I get my teeth into swing axles, I must tell you that for 3 years I was the proud possessor of a MK111 Spitfire and am currently just as proud of my MK1 GT6.

I once read that 'Once properly set up, the Spitfire will corner with the best of them'. I would agree with this but it is not quite as simple as that. The following factors must be borne in mind. 1. Driving technique. 2. Wheels and tyres. 3. The 'setting up'.

Number 1 is very important when high speed cornering with our own swing axles and is a technique that has to be learned. Number 2 is rather more a matter of personal opinion. But number 3 of course is vital for high speed safe cornering.

Most of our members will, of course, be well versed in these matters. The negative camber is essential and the retention of same under cornering conditions is even more essential. If the outside wheel tucks under, it may call for a swift prayer to St Christopher! There are various ways of achieving this by modification of springs and shockers. But I recently heard of someone who fitted a strap from the body to the hub carrier so that neither side could exceed zero camber! Extra soft seats needed I think!

From my own experience, wheels and tyres can do a lot to help. Tyres are more a matter of personal choice and are coupled with driving technique. I recently heard a seasoned GT6 owner say how dissatisfied he was with Sir Robert Mark's product!

I found on the Spitfire the best combination was a good Radial on a 5½J light alloy wheel. The increased tread area and a minimum of unsprung weight are important. The weight of one of my wheels and tyres is only just over half that of the spoked wheels that were originally on the car. Not including the splined hubs.

These wheels with negative camber and correct driving technique made my Spitfire 'corner with the best of them'. But that technique is all important. It means entering corners with a cool head, a clear mind and having done your braking before you get there. Then the power goes on and STAYS on. This keeps the rear end down and hence a favourable camber at the rear end is maintained. If you dont believe me, just try taking your foot off the loud pedal when half way round the corner!

Strangely enough I find the same wheels and tyres on the GT6 have not yet produced such a good effect. This could be due to incorrect tyre pressures (I am always experimenting) and/or different weight distribution. The GT6 is 58/42. But there is an important factor when fitting fatter tyres which is often overlooked. By so doing, you increase the contact area for the weight available and rapidly reach a point where adhesion is on the decrease. This is especially noticeable in the wet. Big, fat slicks are out!!

To sum up, therefore, it seems that although twin wishbone and dull old beam axle rear suspensions are 'safer', our swing axles really can be made to corner with the best of them - if you handle it correctly. But let us not deceive ourselves. As rear suspensions go, we do not have the best. A well designed suspension will behave impeccably under all conditions.

A quote from 'The Motor' road test of a MK1 GT6 in 1966 is interesting - 'One vice mars the excellence of the roadholding and handling. By far the most stable and quickest way through a corner is under quite strong power. If you lift off or worse still, brake while cornering really hard, there is a sudden and quite vicious transition to oversteer'.
25

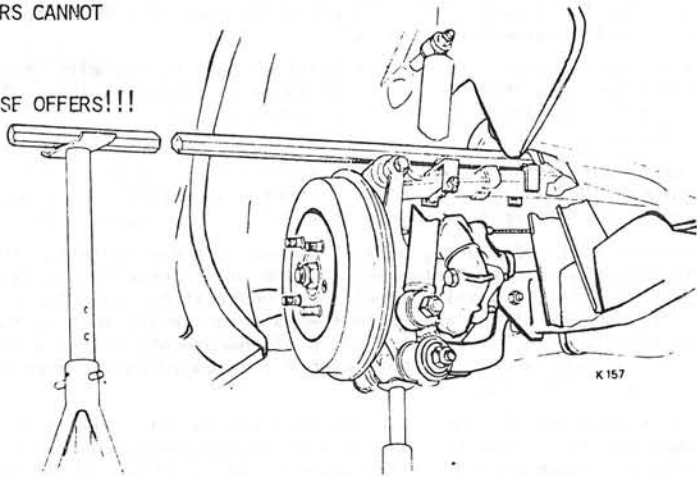
Cont'd .../ To Swing or not to Swing

And finally, a quote from a recent road test of a 25 year old 300 SL Mercedes Benz - also with a rear swing axle although of slightly different design 'The dreaded swing axles. I say dreaded because even at moderate speeds lifting off caused swift and rather dramatic tail-end breakaway....The technique for a gullwing seems to be, slowly into, then power progressively out of a corner. Under those conditions, the tail squats under weight transfer, the negative camber on the rear wheels increases and the car will drive through the corner smoothly and neutrally'.

We are not alone! Mr Mallock, over to you!

ALL CLUB MEMBERS CANNOT

BE WITHOUT THESE OFFERS!!!

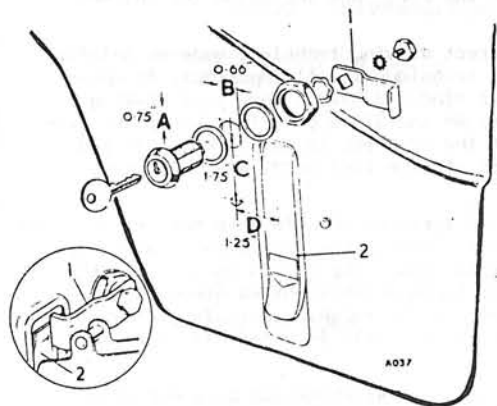


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PEN TO PAPER

LETTER DATED 22ND JUNE FROM J.R. DAVY:

Please address replies to:

51 Marine Drive
Bigbury-on-Sea
KINGSBRIDGE
Devon TQ7 4AS

Tel: Bigbury-on-Sea (0548 81) 446

FRANK CALLABY

After a period of paralysis which lasted for some time, Frank Callaby died in Walsgrave Hospital, Coventry, on 22nd May.

Joining the Standard Motor Company in the early 1930's, he was best known for his design of the post-war Triumph Roadster which, under Sir John Black's guidance re-launched the Triumph name with a most distinctive vehicle.

From 1947 he took over as Photographic and Film Unit Executive and in that year had two pictures accepted and hung at the Royal Photographic Society's 92nd Annual Exhibition in London. One of these was of the new Standard Vanguard. Internationally, he won a Gold Medal in Columbus, Ohio and for one of his films he took first prize in Czechoslovakia for a documentary.

His documentaries of numerous international sporting events in which Standard and Triumph cars took part, particularly during the TR and Spitfire days of the 'fifties and 'sixties, continue to provide much to the many enthusiasts who support these marques. Dapper, patient, meticulous - hardly the sort of man one would expect to find behind a camera in the pit lane at Le Mans - yet there he was, getting superb pictures which are this gentle man's fitting epitaph.

Even in retirement, he liked to be around cars and he was to have judged the first 'Standard-Triumph Cars in Camera' competition at the Standard-Triumph International Rally at Rousham Park on September 12th. Those of us who knew him well will miss the pleasure of his quiet company.

J.R. DAVY

LETTER FROM DBR WIRING LOOMS, 57 CONGLETON ROAD, BIDDULPH, STOKE ON TRENT, STAFFS.
TEL: STOKE (0782) 516825

DBR is a small business that specialises in one-off and limited production wiring looms. The majority of work is done for small car firms but the business is ideally suited to produce replacement looms for classic cars. Prices depend on quantity and complexity of the loom but as a guide, prices for a single loom (from a pattern or drawings etc.) starts at £75.00, a further five would cost from £42.00 each with the lowest price being reached for ten looms, costing from £35.00

It is rare that a loom costs more than an extra £5.00 due to complexity and quality is very high - each loom is hand made. Once a 'prototype' loom has been made, single copies can be produced at later dates at a reduced cost, so maybe your Club Members would find the services offered very useful. Friendliness is considered to be very important here, so free advice and help is readily available to back up the service. Looms can be fitted here at DBR (by prior arrangement) again price depends on complexity.

The looms are tape wrapped but if enough interest is shown, then cloth wrapping could be explored as a new service.

The service can include design and development work if required. Owners are welcome to contact DBR direct, but perhaps you as a Club could find sufficient members to have a batch of looms made to reduce the cost.

DAVID BIRD

LETTER FROM JIM DREDGE, SOUTHSEA, HANTS:

I have recently purchased a 1972 Triumph GT6 MK111, fitted with a re-conditioned 2500S engine of 1977 vintage, complete with matching gearbox and O/D unit. The previous owner did this delightful conversion but retained standard suspension, carbs and exhaust. If any member can advise me on simple and cheap modifications to help me get the full potential from this engine, by their own experiences of such conversions, I would be most grateful. I do not visualize fuel injection but again any experiences here will be much appreciated and put to good use in my long term plans with this car. Please 'phone me at Portsmouth 828560.

LETTER FROM GJ BEECHING, TOPSHAM, EXETER:

At the present I have a few restorations on the (see previous issues) and decided to purchase some nice perspex, wipe-clean number plates. Having already had one set from Vale Automatics, I decided to order three sets, as they also add the inscription 'Triumph Sports Six Club' free of charge, in nice big letters at the bottom of the plates. When ordering the three sets, I enquired about the possibility of a discount for Club Members and, although they weren't very interested in this, I did get a £2 discount on the bulk order, which I am sure they would be prepared to do for other Club Members getting together and ordering a few sets. The plates are very good quality and come complete with screws. If you are interested in ordering, please ring Mr Goss at Vale Automatics. His 'phone number is Rhyl 2403. The standard charge for these plates is £10.95 per pair.

Whilst writing I note that someone in the Bristol Area wanted to know of anyone who restores Club cars at reasonable prices. Well, I'm having my cars restored at B A Motors in Starcross and Barry Payne (Sole Proprietor) specialises in Club cars - he's got an immaculate MK1 GT6 himself. Barry can always arrange the collection and delivery of your cars, if required, and his work is extremely good. If you want to contact Barry, you can ring him at work on Starcross 890753, or at home on Dawlish 863478.

LETTER FROM ROB CANNELL, WEST BROMWICH, WEST MIDLANDS:

Regarding the article by Chris Longhurst concerning turning a Herald Saloon into a convertible. I carried out this conversion on my Vitesse Saloon last year and as a result of the experience gained, would like to make the following points:

1. There is a tongue and groove locating catch fitted to the door frame and B-post respectively. The groove part is attached by screws, through the B-post, into a threaded plate which is welded to the back of the B-post. This plate is also present on the Saloon B-posts but is normally redundant. To make use of this plate, drill through from the B-post side (there are two indentations marking the points) taking care not to drill too far and damage the threads.

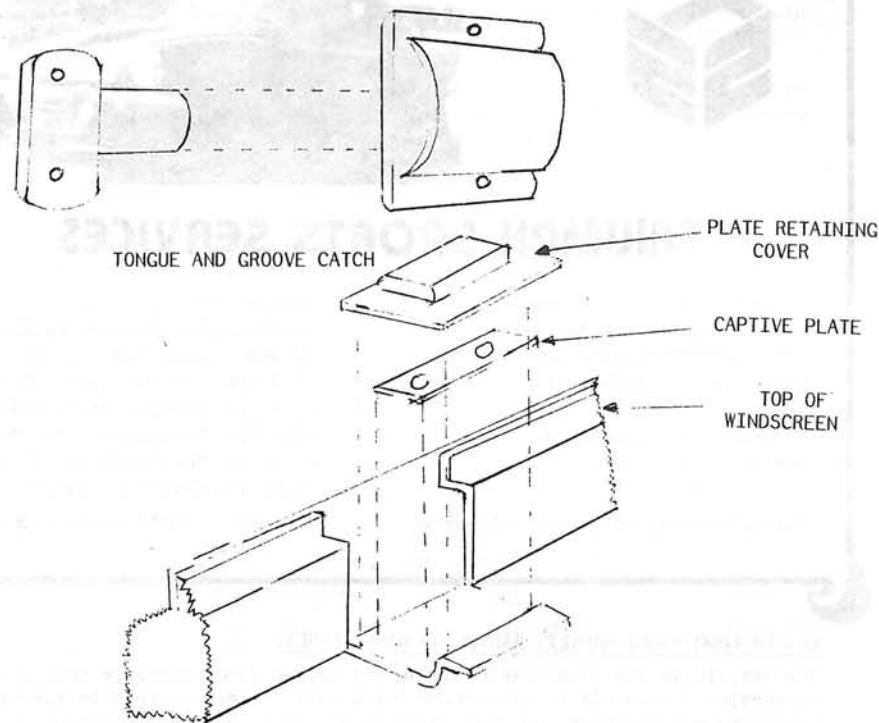
The tongue part of the catch is attached to the door in a similar manner but its plate is not welded to the door, so can be removed from a Convertible door - although this can be tricky if the plate falls into the door. If you lose it, attach the tongue, using screws, nuts and big washers.

2. If you wish to carry out the conversion by changing the individual panels (as I did), you should not need to change the B-posts. The main difference between the two types is the presence of the hood frame mounting bracket on the Convertible. This is spot-welded in place and can be removed with a hammer and chisel! There are several holes drilled in the B-posts on both models, these can be used to re-locate the mounting plates, as the paint which went through the holes onto the mounting plate lines up perfectly with the corresponding holes on the Saloon B-post.

3. As Chris pointed out, there are two captive plates inside the windscreen frame on Convertible models. An alternative to Chris' method of fitting these, is to make two cuts in the frame, drill out or carefully chisel open any spot welds holding the frame together and bend back the inside of the frame. The plate can now be put into place and its metal cover welded over it - this will stop it from falling inside the frame. The frame can now be bent back into place and welded up.

This operation may sound daunting but if car is taken, it is possible to do a very reasonable job. It has the advantage that the hood catches can be removed without fear of losing the plates inside the screen frame.

As a result of my conversion, I now have a roof with sunroof all in good condition. If anyone is interested in buying this, or would like any more information about my conversion, please 'phone me on 021 588 3146.



Also, regarding Dave Lightfoots letter asking about SAH exhaust systems. A company called Competition Silencers manufacture a straight through silencer which was tested by Cars & Car Conversions on a 120bhp Mini engine and measured a zero power drop. It is also said to be quiet! Apparently, these should sell for around £12 - this is cheaper than the SAH straight through silencers.

Can anyone help on the following questions?

1. Why does the SAH silencer system for the 6 cylinder engine have dual silencers, when the manifold has just gone from 6 branch into 2 into 1? Surely it would be better to either keep the system split into 2 all the way, or else feed the single pipe from the manifold into one big silencer, which by all accounts should still be able to flow gasses and silence well.

2. Do any other firms make or have ever made manifolds for the MK11 6? If so, what are they like, and is it possible to get one or the dimensions fo one?

HERALD - VITESSE - GT6 - SPITFIRE - EQUIPE



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LETTER FROM ROGER HARVEY, WALTON ON NARE, ESSEX:

The article in the June Courier on Herald Saloon to convertible reminded me of a conversion I once did to an earlier 'back half' of my convertible Vitesse. This was to extend the hood and frame back by 6½" so as to give more back seat room. There is plenty of near deck space between the boot lid and hood to allow this.

Using ? and cold ? I cut out the part into which the hood is mounted and fixed this about 7" further back after cutting out surplus body. Two extra 7" pieces were then needed each side to fill the gaps. The strengthening to the wheel arches needed replacing (very close to fuel tank).

The hood frame pivot mount was refitted about 6½" lower down and all the frame sides were extended accordingly - it is easy to have strengthening strips welded on. The London Trimming Company made me a special 6½" extra long hood for £1.10s, about normal price (it was some time ago now!). The hood fitted OK and the frame folded down almost as well as before after some adjustment.

Having done all this, it was possible to take the rear seat back by over 6" so making it far more comfortable.
(Unable to read two words in the 2nd para. Please write to Mr Harvey, 98 Woodberry Way, Walton-on-Nare, Essex for further details. Typist).

LETTER FROM PHILIPPE LARIVEE, FRANCE:

I am a French member of the TSSC and I should like to improve my English. I am proposing a visit to Scotland in my GT6 and would very much like to stay with a young lady - who does not speak French - living in this area. I am a 26 year old student engineer and I am fond of old English cars. I am, unfortunately unable to attend British events, Concours etc. or discuss with other members the availability of spare parts, which is very regrettable.
(I have slightly modified this letter so as to make it more understandable. Would anyone who is interested in helping Philippe, please contact Chris and Trudi Squibbs, stating Philippes membership number 2477 and full name. Typist).

LETTER FROM JAMES HIGGINS, WREXHAM, N. WALES:

Having purchased a MK111 GT6 with O/D almost 16 months ago, I am still being plagued by various heavy clonks from the area of the back axle, underneath the car and on both sides. This phenomenon only really occurs when the roads are wet or after very heavy rain. I seem to have inspected every bolt at the back and cannot find the source; I even replaced the back trunnions which did need doing but still I have not alleviated the problem. My GT6 has UJ, halfshaft, rear drive, not rubber doughnuts.

Although the back spring and shockabsorbers seem fine, this is my next step if no one has any advice (YUCK). I would appreciate hearing from any GT6 owners who may have solved this problem, as I have heard of other owners having it. 'Ah well, back to the ear muffs'.

LETTER FROM P S SAUNDERS, WHITTLESEY, PETERBOROUGH:

I am the owner of a 1974 Spitfire MK1V and recently, to my misfortune, the gearbox failed. Due to insufficient time, I was unable to carry out repairs myself. I was, therefore forced to have the work carried out professionally.

When the work was completed, I was faced with a bill of £280 for fitting a British Leyland factory reconditioned gearbox. £65 of the total charge was for labour and the rest for parts. On showing the Club Membership Card, I was told that I could not have discount on the gearbox as it was a major part. All in all I received £1.09 discount. Is the information I was given correct? I understood that there would be no discount on the labour but I was led to believe that there would be on all parts.

LETTER FROM CHRIS IVES, WORKINGHAM, BERKS:

I would like to start a register of all Club Members who have Citizen Band radios in their cars. The idea was suggested by Leon Guyot (Herald Angel) of the Thames Area. The breakers he has so far tracked down are as follows:-

Handle	Registration No.	Car	Area
Starbuck	BMR 778L	GT6 MK111	East Berks
Captin Pugwash	WPE 300G	Vit Conv MK11 2L	East Berks
Straight Six	GGX 199J	Vit Sln MK11	Herts
Bigfoot/Night Flier	MKN 384F	13/60 Vit	Herts
Herald Man	XRO 705F	1200 Sln	Herts
Lady Killer	RKK 759G	13/60	Herts
Mr Shifter	RLN 673E	Vit Conv MK1	Herts
Noah	FNO 795H	Vit Conv MK1 2L	Herts
Detector	HLW 669C	Vit MK1	Anglia
Dutch Rabbit/ Uncle Bulgaria	5372 WK	1200 Estate LHD	Thames
Herald Angle	RGT 543E	1200 TC CV	Thames
Night Flyer	NMD 91X	Spit 1500	Essex

Please write to me at the following address, giving your details of your handle, car reg., etc. and I shall compile a complete list.

61 BINFIELD ROAD
WOKINGHAM
BERKS RG11 5PT

We would also like to adapt channel '06' as the Club convoy channel. 'East Berks' ran a small convoy down to the Beaulieu meeting and we met Leon on channel on the way down and he duly joined us for the rest of the journey. Using '06', it will be easy to locate other Club members travelling to venues.

Well, I must give you all the Golden Numbers, this is Starbuck going breaker break, down and gone.

LETTER FROM PATRICK FALEUR:

If I may add to the already voluminous correspondence on the subject of pink-ing and running on, my GT6 MK11 suffered from both to a high degree (especially after Autotech tuned it at Donington!). I cured the pinking by retarding the distributor anti-clockwise. The running on disappeared completely after the cooling system was flushed out using a proprietary flushing chemical. The car runs much cooler and presumably the engine internals no longer reach a high enough temperature to ignite the mixture after the ignition has been switched off. I also changed the hoses.

LETTER FROM GJ BEECHING, TOPSHAM, DEVON:

I think that one of the pleasing things about the Club is the monthly magazine, The Courier which I eagerly await at the beginning of every month.

The standard of the magazine is very good, compared to a lot of Clubs, it is full of useful technical articles, nes, spares and a choice of cars! With the large influx of new members (about 3,300 by now at a guess) this obviously puts a strain on the resources of the Club as far as the Membership Secretaries go and also on Editorial staff for printing and sending out the magazines.

This will soon mean that we will have to have full-time staff in these areas (as does the TR Register), with a result that annual subscriptions may have to go up. I don't know how about the rest of you, but I think that £9 per year is a bargain and I'm quite prepared to pay up to £1 a month (£12 per year for the non-mathematical!) for the 1982/3.

With this extra revenue, we will be able to perhaps buy a word processor/mini computer to aid the Editorial and Membership Secretarial teams. How about it members?

LETTER FROM MALCOLM MCKAY - PRESIDENT, ST ANDREWS UNIVERSITY MOTOR CLUB, SOUTHAMPTON:

510 miles in 9 hours - 8½ hours excluding stops, an average of 60mph on the road - from St Andrews to Southampton, carrying all the luggage a student can amass in a year and including the Edinburgh ring road and the mountainous Edinburgh - Carlisle road, as well as country by-ways through Wiltshire and Hampshire.

Impressive? Even more so when you look at the fuel consumption over the journey - 37 mpg!

The car? A 1969 Triumph Herald 13/60 Convertible, 13 years old and 68,000 miles on the clock. What modern car can even equal these figures, let alone deliver the driver to his destination as relaxed and comfortable as I was?

GOOD FOR TRIUMPH!

LETTER FROM JACK LAW, UPPER NORWOOD, LONDON SE19:

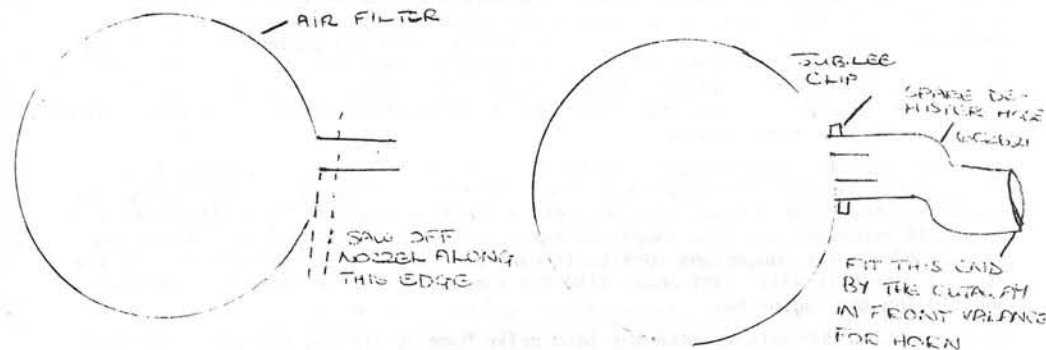
I have been reading the The Courier and Turning Circle about the troubles that folks are having with the horn. Some pretty extensive mods are described, that of Trevor Collett being positively sledgehammerish in order to crack what must surely be a 6BA nut. I suffered the same problem many moons ago with my 12/50 and later with my Vitesse (of which more anon). The absolute cure on both occasions has been simple. The telescopic plunger under the horn button has a solder blob at one end, to anchor the small piece of braiding inside the perspex tube. It is most important that the solder does not form any part of the contact surfaces. I fit my punger with the soldered end at the top. It is not sufficient to smooth the soldered end down to the brass level. The end must be counter-sunk - drilled to approx ¼", with a bore slightly wider than the diameter of the existing hole. Blow out all solder swarf and be sure that the braiding is still anchored i.e., don't drill too far. It is so long ago since I did what Triumphs should have done in the first place, that I cannot remember whether I applied oil to the lower end (non-is needed at the top), but I believe I did. Don't forget to clean out the brass contact ring as described in the mag and do disconnect the battery.

Cont'd .../ Letter from Jack Law

My Vitesse is 2L MK1 Saloon, VMH 790G, White. For the past 14 years it has been commuting me between Crystal Palace and West Hampstead most workdays by no means a sleepy vehicle this. It has been to Vienna at least 14 times, as well as all over Britain. Practically unmodified (an ammeter and radio in place of the ashtray just about sums it up), it continues it's duties with over 140,000 miles up, original engine. It may still do the ton, but I never have and (in Germany) settle for 85mph steady. Why am I an 'absent' member? Well, lots of hobbies, varying work hours and I am totally uninterested in Concours, Hill-climbs, hotted-up or severely modified (mutilated) cars. Oh - and pubs give me the screaming hab-dabs. Now if we could meet in a civilised place, such as abound in Europe, I think I would be drawn.

LETTER FROM KEVIN ATKINSON, CHEADLE, CHESHIRE:

On my 13/60 Herald, I have increased my mpg from 25 to 33 and reduced engine noise and increased power at the top end, by rigging up a cold air intake for the carb.



It might be worth getting a filter case from the breakers in case it makes no improvement in your particular car.

After this modification, the carb needs adjusting drastically but I have only enriched my mixture with the jet - not changed any needles etc. If anybody does change needles, I would be grateful to hear from them. 115 East Ave., Heald Green, Cheadle, Cheshire.

LETTER FROM ANDREW, CAMBRIDGE:

I saw with interest the 'snippet from Alan Cayless' in the July Courier concerning Peter Bird's bolt-on body kit for the Herald Chassis. Last week, at the East of England Autofair, Ipswich, a small open car caught my eye. It sported Herald wheels and dashboard, and on closer examination appeared to possess a Herald chassis. While I was upsidedown with my head in a wheelarch, a voice informed me that it was indeed built on a Herald chassis and it was called the Sienna. On returning to the perpendicular, I discovered further that the kit was so new, that there was no literature available!

It seems to be one and the same car as the one pictured in the 72 Car Mechanics. Presumably the present makers, ACM of 7 Willis Way, Fleets Ind. Est., Poole, Dorset, have bought the moulds and are starting production.

Cont'd .../ Letter from Andrew, Cambridge

The car itself is very pretty, being a four seater (yes, four!), open sports car reminiscent of the Morgan 4/4 on the old MG PA/B four seaters (except for the bonnet/grille!).

I shall be writing for appropriate literature when it is available and shall ask ACM to let the Club's Special Register Secretary have a copy.

LETIER FROM BARRY COLLINGS, BUDAPEST:

Like Dave Lightfoot, (Pen to Paper, June), I have been pleasantly surprised by the TSSC's magazine, friendliness and facilities. I only wish I was in the UK and able to join in things organised by the various areas. I look forward to returning home next June and meeting the Milton Keynes group.

My Herald 1200 Convertible is in pretty good nick for its year ('66). It was bought new by a Shell employee for his wife to use during their tour of duty in Budapest as the Shell representative here. It was passed on from Shell wife, to Shell wife until 1974, when one of the Embassy wives bought it. Again, it was passed from wife to wife, doing only local journeys and receiving the minimum of attention - until 1981. It then came across a wife who's husband appreciated cars and he renewed: Hood, carpets, tyres (!), brake shoes, pipes and cylinders and changed the oil. He left Budapest recently (just one month after cleaning the underside totally, acid etching, welding and undersealing everything) and so I became the lucky owner of what once was HHP 377D, some 31,000km after it first saw the light of day - it runs as sweet as new.

The demon rust is visible only in a few spots on the body and, of course, in 16 years, there has been the occasional bump. So I'll be driving the car through the summer and then come Autumn, I'll strip off as much as possible then drive down town to get it derusted, put into shape and resprayed (as close to original Wedgwood as possible). The Hungarians love their cars and do a really good job at spraying etc. I'm told it will cost about £150 for the lot - that includes re-undersealing and tidying the engine bay.

So by the time HHP gets to make the long drive home to the UK, she should be worth looking at again and we intend to make the most of it and the TSSC.

Finally, a word of praise for John Kipping, he really has been most helpful.

LETTER FROM JOHN KIPPING - CLUB SPARES SECRETARY:

The July edition of the Courier proclaims 3,100 members. The latest figures from the Register Secretaries reveals the following:

Herald	596
Spitfire	173
GT6	665
Bond	77
TOTAL	1511

Which either means a lot of members without cars or that a certain Register Secretary is not doing his job. I thought that the Club catered for Vitesse as well. In common with some other members I see little point in filling International Vehicle Register forms only for them to disappear into a dusty box in an attic somewhere in Sheffield.

(Just to confirm that as at July, our membership stood at the figure of 3,100 members. ED).

Car Mart

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

GT6 MK111, handbuilt, 1979. Black, years MOT with only 2 previous owners. New tyres. A clean car in very good condition, £1,200. Contact: Richard, tel: 01 310 0909.

Spitfire MK1V, 1300cc, 1971. Hard top, soft top, tonneau cover, new clutch and 1/2 valances. Radio. Good condition. £600 o.n.o. Contact: Martin, tel: Erith (38) 40541 after 6pm (Kent).

Spitfire MK1V, 1971. MOT body failure, otherwise good runner, chassis OK. 16,000 miles, Gold Seal engine, recent tyres, exhaust, suspension, good hood, taxed. Offers welcomed. Contact: Alan Smith, tel: 01203 3485 or 01 486 2436.

Spitfire MK111, 1970. Exceptionally good condition. New gearbox and clutch, O/D, 5 1/2 J wheels, new tonneau. Clock and radio. Tax and MOT. £675. Contact: B A Florance, tel: Brookwood 3300 after 6pm.

Spitfire MK1V 1972. Damsun with tan interior, excellent condition inside and out. Undersealed, good Grand Prix 'S' white lettered tyres, good hood. Many new parts, excellent runner, some spares available. Taxed to Oct '82, MOT to Mid-July '83. £850 o.n.o. Contact: Colin, tel: Downham Market 382284.

1969 (H) Vitesse 2L, O/D MK11 Saloon. Valencia/tan. In good condition and rot-free. Very reliable. For sale to finance trip to America - otherwise I'd keep it! £475 o.n.o. Tel: Potters Bar (0707) 50167.

1969 Spitfire MK111, H reg. Valencia Blue. Good bodywork (undersealed underneath and under bonnet when new). New sills, good mechanics and paintwork, new clutch, front brake pads, 2 new tyres, reconditioned engine and gearbox, hard and soft tops, tonneau cover, electronic ignition, clock, radio. Accident damage to offside rear wing but is manageable and car runs well. All offers around £295 considered. Contact: Andrew Hamilton, tel: (home) 0403 232616 after 7pm and all weekend OR 01 636 1531 extn. 3531 (work).

1963 Herald 1200 Coupe. Two owners from new, 55,000 miles. MOT. All original condition. Contact: Mrs Johnson, tel: Nordelph 312 (Norfolk).

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. De-coke and serviced for Summer. Company car forces sale. £325 o.n.o. Contact: Chris, tel: Chester 0244 44356.

MK11 2L Vitesse Saloon, 1969. Abandoned restoration due to lack of time and funds. Complete car (recent MOT). Dismantled. Every part is there plus brand new set of wheel trims and carb. embellishers. Would like to see somebody give it a good home and finish restoration. £100 o.n.o. Contact: A Shannon, tel: Pembroke (0646) 686681 - anytime.

Vitesse 6 Saloon with sunroof, 1963. This car is a reliable old friend (only one previous owner) which would appreciate some work on the engine by an enthusiast. Bodywork and chassis are in particularly good condition for the year. Offers please. Contact: J S Rees, tel: East Dean (03215) 3384.

Herald 1200 H reg. MOT until Nov. Extra instruments, plus new exhaust and tyres. Bonnet needs attention. Growing family forces sale. £250 o.n.o. Tel: Farnborough (Kent) 57180.

Lady owner selling a 1967 Triumph Herald 12/50. Very low mileage of 44,700. Just spent £250 on chassis and bodywork. All receipts. MOT'd until May 1983. Taxed until April 1983. Radiomobile with automatic aerial. Powder Blue, immaculate black upholstery, sunroof. Investment for collector. Serious offers to 041 357 3388 after 6pm.

Vitesse MK11 2L 1969. New tyres and O/D. Sunroof fitted. Only 4,000 miles since re-conditioned engine and gearbox. Good, solid car in very good condition. Taxed and MOT till Jan 1983. £650 o.n.o. Tel: Garston (Herts) 76811.

Cars For Sale con'd .../

MK111 Spit. E reg. O/D, wire wheels, reasonable condition. Good hard top. Lots of spares. (£375 o.n.o. Tel: Marlow 71155).

Herald 1200 Saloon. Valencia Blue with tan trim. First registered 1.4.69. No tax, MOT recently expired (June). Reasonable condition for its age. Will haggle at approx. £135. ALSO early 1200 Saloon 1200. First registered about 1962 or 1963. For spares only. Good chassis but bodywork leaves something to be desired. Bonnet requires some patching up in usual places round side panels but OK round side and headlamps. This car is one of those with 'Herald' across the bonnet front, instead of 'Triumph' as on later models. Contact: Nick Bradbury tel: 0278 662698 after 6.30pm.

Collectors Item: Triumph Herald 13/60 Saloon. Valencia Blue/tan trim. 1970 model. J reg. Genuine 4682 miles. Documented proof available, garaged. Offers. Contact: D M Smith, tel: Tonbridge (0732) 354875.

Abandoned restoration: GT6 MK1 Saloon, 1968. White. 4 months MOT. Needs attention. Offers invited. Contact: Mr Curd, 249 Kent Street, Mereworth, Kent.

GT6 MK111, 1971. J reg. British Racing Green. Sound basis for very good car but requires new engine or rebuild. Some bodywork repairs required, although generally in good condition. Genuine reason for sale. Offers around £300. Contact: Terry, tel: Hurstpierpoint (0273) 832959.

GT6 MK111. Reg. 1974 'M'. Last type made. Carmine. Excellent body and overall condition. O/D. SAH stage II tuned. 35,200 mileage. Tyres 5 v. good (spare hardly used). Ziebarted. Sunroof, occasional rear seat, aerial. New items: exhaust, waterpump, rear dampers and radius arm bushes (4), accelerator cable. Very recent oil and filter change. Servo overhauled. Tax Aug '82, MOT Feb. '83. £2,000 o.n.o. Tel: Swavesey 0954 30314 (Nr. Cambridge).

Vit. Conv. 2L MK11 with O/D. J reg. White with black hood, sound chassis and mechanics. Upholstery, dash, door panels etc. good. Bonnet and doors require attention. Sills cropped and replaced. Paintwork needs looking at. £550 o.n.o. Contact: Charles, tel: 02273 68571.

MK11 Spit. Unused for around a year. Rather tatty although complete. Will sell complete or for spares. £50. Contact: Miles, tel: 0536 741529.

Triumph Herald 13/60, 1968. Maroon with sunroof which has recently failed its MOT. £70. Contact: Adrian Sweet, 71 Westminster Road, Selly Park, Birmingham.

Bond Equipe, 1968. Spares or repair. Mechanics fair, £50 o.n.o. ALSO Herald 13/60, 1967. Good runner. £180 o.n.o. Tel: Southampton 770124.

1967 GT6 MK1. White with black trim. Standard in all respects. Fitted with rear seat conversion and new sills, rear $\frac{1}{2}$ panels. Sound chassis 'Waxoyled'. Generally good condition and low mileage. Some service history and original log books. Good home required. View Tewkesbury, Glos. £750 o.n.o. Tel: Graham, tel: 0684 295327. ALSO have MK10 Jaguar, 'phone for details.

GT6 MK111 1974. Emerald Green. Completely original spec. O/D. Sunroof, Sundym glass, E/aerial, radio/cassette. This car is of a very high standard having had much loving care and attention (bills available). Unfortunately, due to baby on the way, plus huge mortgage - she has to go. Good home wanted. £1,500 o.n.o. Contact: Clive, tel: Fordingbridge (0425) 52887.

Vitesse MK11 2L with O/D Convertible, 1970. Conifer Green. As illustrated in last October's Courier. One previous owner from new. Full history known. This car is in excellent condition. Verified 69,000 miles and stored each winter. Original in all respects except new hood (1981). Full MOT and tax. £1,500. Contact: P Heath, tel: 021 472 2740.

FOR SALE: 1969 'H' Vitesse Mk. II Saloon, Laurel Green (55), Matador Red trim (12). MOT failure due to tin-worm in rear chassis section. For sale as a whole or parts. Contact NICK BRADBURY Tel: 0278 662698 after 6.30 p.m. Cannot deliver parts or car - come to collect whatever you require. Suitable for enthusiast for rebuilding.

Cars For Sale cont'd .../

'F' reg. Vit. 2L MK1. Body and mechanics excellent, new exhaust, outriggers welded, needs UJ's looking at, ready for MOT. £250 o.n.o. Tel: Runcorn (0928) 717878. ALSO 'G' reg. Vit MK11, 2L. White, sunroof, O/D, excellent condition. 2 recon. carbs., cost £80, new cylinder head, £70. Must go to a good home. Taxed and tested. £600 o.n.o. Telephone as above.

Vit. 2L MK1. Bodywork and interior excellent, chassis and cylinder head need attention. Car was in daily use until failed MOT. Fitted sunroof and five new tyres. This car can be repaired quite easily and is ideal for restoration. Unfortunately the space is required for my GT6, hence I will reluctantly accept £150 o.n.o. Contact: K Peplow, tel: Wombourne (0902) 897792.

GT6 MK111, 1971. For restoration or breaking. This car could be returned to the road with a rebore and new exhaust. Any offers? Tel: Rugby (0788) 74347.

1962 Courier. MOT til June 1983. In good, useable condition and reputed to be one of only 6 still running. Offers welcome. Tel: Telford 614250 after 6.30pm, or weekends.

Vit. 1600. F reg. A fine, reliable car which has been recently resprayed. Wide wheels with near new Pirelli 175 HR70 tyres. All chassis outriggers recently replaced. Undersealed. Sunroof. Aerial. Very good condition. Adapted so that Saloon roof can be removed in good weather and tonneau cover put in place. House purchase forces sale. MOT till April 1983. Bargain at £400. Tel: Bishops Stortford 722 770. ALSO Herald 13/60 Saloon. J reg. A good car with a good chassis but some mild body bashes!! Mechanically sound. Worth an investment. Price depends on the amount of work we do on it before you ring!!! Must be sold, so price will be low. Tel: Merstham 4185.

1969 Vitesse Conv. MK11. One owner since new. Has just failed MOT due to chassis corrosion but the engine is fine - 1998cc. British Racing Green. Tonneau covers large and small, both in good condition. Ideal car for restoration. Contact: R Spalding, Tel: St Benets 281 (Norfolk).

Vit. Conv 1970 (late) 2L, MK11. Valencia Blue, new hood, carpets, head re-built, electronic ignition, gearbox and many more. First class condition, low mileage, full year MOT, 6 months Tax, fine example, £1,400 o.n.o. Contact: Jeff, tel: Luton 37175 (after August 16th).

Vit. Conv. MK1 1967. Dark Blue, 12 months MOT, taxed. Good condition. New hood, radiator, Grand Prix S tyres, carpet, SAH manifold and exhaust system and new dist. £650 o.n.o. Contact: Dominic Pimm, tel: Brierley Hill 78562.

1974 Spit MK1V, 1300. Carmine Red, tan trim. Soft top, 58,000 miles, new clutch, very original and in good condition. £900. Tel: Leicester 392562.

Spit. 1500. White. Feb. 1975. New MOT inc. new steering rack, needs new hood. Low milage. Body fair, stereo. £1,300 o.n.o. Contact: Nick, tel: 01 801 0219 (home) or 01 370 3129 (work).

1972 MK111 GT6. V.g.c. Red. O/D. Taxed to March 1983, 12 months MOT. Re-conditioned engine. Many recent new parts inc. stainless steel silencer, radiator, front and rear shock absorbers, brake discs and pads, steering linkage, optional electronic ignition, battery, stereo/radio cassette, carpets, anti-theft devices. Owner going abroad. £1,500 o.n.o. Tel: 01 351 4663 (evenings).

Herald 13/60 Conv. 1972. Sienna. Chassis and body re-built 1982, re-conditioned engine, new clutch, 4 new tyres. MOT May '83, tax Oct. '82. Tel: 0454 316513. £750 o.n.o.

GT6 MK11. V.g.c. Many new parts: New 9.800 tyres, 73,000 miles, O/D, stereo/radio. Tax and MOT. £1,000. Contact: Paul, tel: Gerrards Cross 88178.

GT6 MK11, 1969. MOT till May '83, taxed until October '82. Sunroof, towbar. Needs a fair amount of work hence £350 o.n.o. Lots of spares included - may break. Contact: Mr John Mc Stea, 11 Midland Road, Staple Hill, Bristol, tel: 570328.

Cars For Sale cont'd .../

Reluctant sale: Immaculate 1966 (D reg.) Herald 1200. Original Dark Blue body-work. Chassis restored recently. Genuine 60,000 miles from new. Only 3 owners, has been with present owners for 5 years. Garage stored for past 9 months and still runs beautifully. Will sell, preferably to caring owner, for £500. Tel: Redhill (Surrey) 71300 evenings and weekends.

Spit. 1500, 1977. Taxed and tested. Inca Yellow with tan trim. Soft top, cover and tonneau. Immaculate condition. 44,000 miles. £1,700 or possible exchange GT6 MK111, approx same value or + cash. Contact: John Anderson, tel: Wideopen 364858 (Tyne & Wear).

1500cc Spit. in Inca. May 1981 with Supercover till June '83. O/D, fully rust-proofed and undersealed, electronic ignition etc. Must sell this immaculate example by 1st August when boring company car arrives. Dealers offered £3,000 prefer to sell to a Club member for same. Also works hard top - offers. Tel: 0702 (Southend) 557145.

Spit. 1976, (R). Green, hardtop, fitted re-conditioned GT6 engine and gearbox - professional conversion. Taxed and MOT'd. Many new parts inc. tyres, bumpers, exhaust. A good looking solid car. The perfect combination. £1,200 or nearest. Tel: Shrewsbury (0743) 860658.

Herald 1200. 50,000 miles, engine and gearbox. New clutch. All other mechanics sound. Interior OK but rusted body and rear outriggers. No MOT or tax. £80 o.n.o. Whole car only. Also two doors, inc. window mechanism, £25 each. Four hub caps, £8 the lot. Two rear ¼ valances, £5 each. Contact: Tony, tel: 01 368 3476. Please ring before 30th August.

GT6 MK1. Royal Blue. 74,000 miles - known history. This car has been lovingly restored and is now in immaculate condition. Recent additions inc. 4 new tyres, shock absorbers, rear wings and respray - very reliable. Must go due to recent arrival of MK111 2.55. Contact: Jim Dredge, tel: Portsmouth 828560.

Vit. 2L MK11, 1970. MOT Sept. Royal Blue. Good, reliable runner. Bodywork needs time and attention, hence £275. Tel: Forest Row 2549 (Sussex), evenings.

1978 Spit. 1500. British Racing Green. 30,000 gen. miles and radio. New MOT and tax. V. g. c. £2,050 o.n.o. Contact: either Dawn or Chris, tel: 0276 27131 ext. 45.

13/60 Conv. G reg. Not run since Sept. '81. Rusted outriggers. Needs new clutch. Engine needs to be worked on. Any reasonable offers, whole car only. Tel: Southend 0702 554556.

Herald 13/60 Saloon. White/blk interior. Reg. NEL 789F '68. 65,000 miles, 12 months MOT, no tax. Good condition. Fully serviced. £220 - no offers. Contact: Steve, tel: W'ton (0902) 756038.

Herald 13/60 Convertible, tax, MOT, new battery, good tyres, re-con engine, 17,000 miles ago. Good runner. Offers E.T. Charlesworth, tel: Saddleworth 70946.

GT6 MK111, green, registered no. OLT 610L and has 78,000 recorded. One owner from new. Offers. Contact: N R. P. Smith, tel: Mansfield 516321.

Vitesse 2L MK11 Convertible. White. Body needs some attention. £550. Contact: Charles Champion, tel: (02273) 68571 (Kent).

1973 GT6 MK111 O/D in need of new home. £850 spent on engine, re-built and complete respray. MOT Oct. Any realistic offer. Tel: Bristol (0272) 621518 after 6.30pm.

Herald 13/60, March 1969, in ownership of one family since new. 72,000 trouble free miles. Good condition for year, 8 months MOT but could do with some work on chassis. £100 including spare gearbox and clutch. Contact: Mr Cook, tel: Huntingdon 73074.

Cars For Sale cont'd .../

GT6 MK111, M reg. Carmine Red with tan trim. Sunroof and twin SAH exhaust. MOT until Feb '83. 6 months tax. £900. For further info contact: David, tel: Ripley (Derbyshire) 43869.

Bond Equipe 2L MK11, reg. 1970. No MOT. O/D. 113,000 miles - head, diff, gearbox units a little over 20,000 miles. Contact: P J Baston, tel: 01 574 2388 ext 265 (8am to 4.30pm) or 01 890 3522 (6pm to 9.30).

Vit. MK1 2L. MOT till Jan '83. Taxed. Many new parts, reconditioned engine, gearbox. Four nearly new 165 x 13 tyres, new head only done 200 miles. Goes very well. £400 o.n.o. Contact: Dave, tel: (0327) 41840.

TR6 1972, K reg. MOT'd and taxed. Much money spent on new gearbox O/D 2,3,4. New carpets throughout. Shock absorbers. New hood/frame. Just resprayed Damson. Extras include: racing mirrors, twin spots. Make me an offer around £1,775. Tel: East Grinstead 314293 after 6pm.

Spitfire 1300 MK111 1969. Royal Blue. Fitted hardtop but frame for soft top available. Many new parts fitted. 3 months tax. £400 o.n.o. Contact: N Tyler, tel: 021 444 2665.

GT6 MK111 1973, L reg. Late model, hence tints, cloth seats, (including genuine cloth rear seat). O/D Taxed and MOT. Royal Navy Blue. Solid throughout, though some cosmetics needed. £875. Tel: Shrewsbury (0743) 860658 or (0743) 722138.

GT6 MK111 1973. Carmine. G.C. Taxed and test. O/D. Brushed velour seats. Tinted windows. £1,050 o.n.o. OR Herald Convertible and cash. Contact: Doug Goddard, tel: Thirsk 577371 ext 348 8 - 5pm.

Vitesse MK11 1969. 2 owners, O/D, sunroof. PB radio, recon gearbox, 3.27 final drive, new front arches, 2 new outriggers, decoked, ports polished, valves ground. 50psi hot, all new front brake parts and pipes, new rear brake parts and pipes, HD rear spring, undersealed and Waxoyled. Resprayed Brooklands Green. Fitted with link mats on new carpets, extra instruments, twin spots. Off the road last 2½ years or above work. £950. Tel: Bradford 585359.

Vitesse Conv. F reg, MK1, White. Hardtop, recon box, new UJ's, bushes, sill, outriggers, soft top, carpets, shockers all round. Full MOT. Overall very good condition. £795.

GT6 MK111, K. Pimento Red with black velvet trim. Sunroof, O/D with recon 3.27 diff., new SAH springs with F & R adjustable spax's, copper brake pipes, front spoiler, Jag type dash, rear wiper. MOT till June '82, tax Nov '82. £1,200. Tel: Coventry 616202.

1973 Triumph GT6 MK111. Yellow. New clutch, O/D and gearbox. MOT 11 months, tax 6 months. Wolfrace wheels. £700. Tel: 0502 731115 (after 7pm).

TR6 K reg, 150 bhp. White, soft top, in very good condition. Very well looked after, recent new wings and carpets. Undersealed and Waxoyled. Long MOT. Stereo. Offers around £1400. Viewing either in Leicester or London. I'm looking for something like a Vitesse/Herald Conv or a Spit - but it must be in excellent condition. Contact: Mike Smith, tel: Leicester 838343.

1200 Valencia Blue, Saloon. F reg. 12/50 engine with only 40,000 miles. V.G.C. MOT till May 1983. Gauges - amm. oil press., water temp. etc. Damaged passengers side, dented door and rear wing. Not structural - can supply another door. Hence offers around £150. Sale due to new Convertible. Tel: Bookham 53244 (Surrey).

Spit. MK 111 MVD 548F. White with matching steel hard top. Soft top, stove enamel wheels, O/D, 5 months tax, boot rack. As seen in Sports Car Mechanics magazine, issue 1, page 56 - top LH corner. Needs tidying to bring back to former glory. £350. Tel: Northampton 495119.

Bond Equipe GT4S, 1965. Reg. in Preston, it's birthplace, BRN 888C. Very good chassis, all outriggers sound. Good body. Recent engine rebuild. MOT Spet '82. This cars needs a good home. Come and see it and then let's haggle around £275. Contact: David Apps. Tel: Haverhill (0440) 61178 evenings.

Herald 13/60 Convertible. Wedgewood, G regn. Very well preserved body. SS exhaust, wiper delay unit, electric fan, new carb, brake hoses and steering parts this year. £675. Tel: Cambridge 245817.

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

MK11 Vit. Conv. (or Saloon with sunroof). Must be in really good condition as regards both bodywork and mechanics. Preferably in or near East Sussex or Essex. Contact: J S Rees, tel: East Dean (03215) 3384.

Vit. Conv. 2L. Preferably MK11 with O/D, in good condition, white if poss. All enquiries answered. Contact: Al Cooper, tel: 0383 823980.

Rust-free Herald in good order. Preferably 13/60 Estate but will consider any type providing the condition is right. Contact: Graham, tel: Garston (Herts) 76811.

Bond Equipe 2L. Preferably runner with MOT to restore. Contact: A Wilson, tel: Keighley 45579.

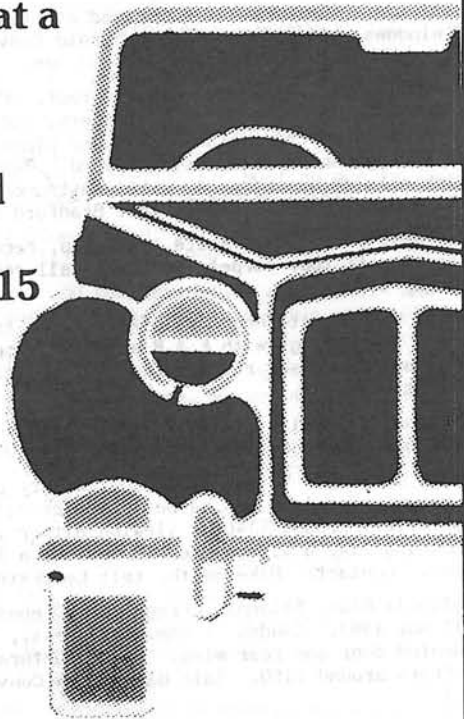
Herald 13/60 Conv. Good condition. Contact: Hugh Dauncey, tel: Ruthin 2515.

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

Herald 1200 engine, good inc. carb. manifolds etc., £15. Herald gearbox, no noise but gear selection 'notchy', £5. Herald diff., good, £10. Herald bootlid, good, £4. Pair of doors for Herald/Vit., good, £5 each. Herald rad., good, £4. Herald driver seat, Beige, good £4. Most other parts available from 1200 Herald - breaking for spares. Contact: Steve, tel: W'ton (0902) 756038.

Spit. MK111 door shells, £15 each. Boot, £10. Bonnet, £50. All re-built. ALSO instruments, £10. Tel: Coventry 616202.

Breaking 2 Vitesses MK11, 1970. Brand new r/body section, £100. Rest of body excellent - price negotiable. Perfect chassis, steam cleaned, blacked, Waxoiled, £50. New boot lid, door skins, good doors - offers. Lots of trim, Beige interior, black interior etc., etc. Secondhand MK11 Bonnet complete, £45. Good 3.89 diff., £60 R/suspension, pair £45. O/D prop., £15. Radiators, £20. GT6 and Spit. (racing) commemorative original Leyland brass dash plaques, £3 (inc. post). New GT6 111/Spit 1V door skins, excellent quality, £14.50. ¼ valances, Leyland, £25. Bonnet wings, £15. Spit. r/boxes, £14.50. GT6 111 locking petrol caps, £8. Rear bumpers, £20. Door handle/lock assy., £14.50. PLUS breaking GT6 111/Spit. 1V - both 1972. Tel: Shrewsbury (0743) 860658, 6 - 8.30pm. Rail/Securicor.

GT6 MK111: 1 new laycock pressure plate. Pair of 150 Stroms on manifold inc. linkage. 4 BRM 5½J x 13 Alloy wheels (3 with new tyres). Offers. Contact: Malcolm Rogerson, tel 061 789 3320 after 6pm.

Bond 2L: Breaking for spares - bonnet etc. Tel: Deal 2055.

Black Britax folding sunroof to fit Vit./Herald. It was on my car four days and cost me £150. Car was a write off. Roof complete and as new. Takes two hours to fit. Will take £50 o.n.o. Contact: Greg., Tel: 693/4576 Dulwich.

Breaking 1968 Spit. MK111. Most parts available at giveaway prices. Contact: John Cooper, tel: Kidlington 4984 (Oxford).

One brown apron to fit over Spit. soft top. Good condition, £15. Tel: 0782 619499.

Breaking Spit. 1V, 1972. Yellow boot lid and stay, £5. Fuel tank complete with sender unit and petrol cap, £17.50. Black passenger seat, £15. Twin carb., £17.50. Inlet manifold with throttle linkage bracket, £4. Entire dashboard, complete with instruments and switches, £20. Centre console bracket (for radio), new, £5. N/S and O/S rear light units complete with covers, £5 each. Front grille, £1. Contact: Richard Porter, tel: 01 863 3179 evenings and weekends.

Burlington body kit in new condition. Unstarted project. All parts less wings. Cash needed urgently. No reasonable offer refused. Tel: Sheffield 451017 after 6pm - weekend anytime.

Spit. MK1V and 1500 parts: 6 month old hood on original frame, hood made by Don Trimming, B'ham, is balck with fixed rear window and clear panel in roof. No marks on hood at all, frame in excellent condition; £68. Balck hood stowage cover, £6. Exhaust silencer box, used for 6 months, £5. Contact: Andrew Myson, tel: Cambridge 842901.

O/D mounting plates for Vit/GT6/Bond. Re-manufactured at £9 each. More expensive than BL price which used to be £3.50 for the stamped out variety but £17.50 for the Vit. 6 welded variety. ALSO re-manufactured inhibitor switch brackets at £3.50 each. Overdrive Conversion: GT6/Vit/Bond, inc. prop., wiring etc. MK1 - 111. Reconditioned gearbox and O/D POA. O/D problems? Reconditioned or new D-Type or J-Type units always available. E.g. GT6 MK111, £65 reconditioned. ALSO left hand drive parts for Spit. and Vit. a speciality. New 3.27 GT6 non O/D diff. Contact: G Thomas, tel: 01 579 3649.

Set of 4 5½" quartz Halogen headlamp units, £12. Water temp. guage c/w sender unit (from MK1V Spit.), £4. Electrically operated oil guage c/w sender unit and 'T' piece, £5. 3bar type window demisters, £1.50 each. Warning lights Bezel (as fitted to Dolomite, Stag etc.), £1. 2 clip-on mirrors (interior), £1 each. Dist. assy., (minus vacuum unit) for MK111 Spit but will also fit early MK1V, £8. 2 air cleaner assys. for Spit., £2 each. Mobelec model 130 electronic

ignition, £7. Steering Column assy for MK1V Spit. (may also fit other Club cars) c/w steering wheel, steering lock/ignition swich, switchgear, horn push and all mountings - will sell components seperately - offers. 2 nachelles to accomodate O/D switch, can be used on Club cars for many switching uses, £1. Windscreen wiper switch/washer pump for MK 1V Spit., £1.50. Steering column mounting type, O/D switch, £2. Contact: John Penn, tel: Bedford (0234) 44558.

Spit. MK11 used parts: Engine and gearbox c/w carbs and both manifolds, £45. Also radiator, £10 and set of instruments with MK111 (wooden) dash panel, £10. A few other odd bits also available. Everything in good, working order. Contact: Tony Jeanes, tel: 01 290 5944.

Garage clearout of Vit. parts due to pending house sale: Many small and large parts from badges and door handles to 1600 engine and gearbox. Also prop., front suspension c/w hubs and discs, manifold and twin solex carbs. Two starter motors, dynamo, wiring harness, petrol tank and sender unit, voltage regulator, wiper motor, brake and clutch master cylinders and pedal cages. Rear seats and backs, anti-roll bar, steering rack, steering wheel, sealed beam headlights, rear lights complete. Saloon O/S door, two complete sets of screens and windows, plus many other items too numerous to list. 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.

Matched pair of Dellorto DHLA 4S brand new, boxed. Cost £140, best offer over £70 secures. Contact: Doug, tel: Watford 32053.

MK1 or 11 Spit. parts: Bonnet, the usual wheel arch rot but otherwise sound. Bootlid, pretty sound. Glass fibre fast back, hard top - dismantled for repainting but all parts present. Doors, 2 used and 1 brand new o/s door. Tuned engine, currently awaiting assy., inc. re-bored block, matching pistons, matching cylinder head (gas flamed, ported and polished). Numerous minor parts, inc. fuel tanks. All reasonable offers on any items will be considered. Contact: Richard, tel: 01 854 9926 evenings.

Breaking Mk111 Spit: Good boot with rack, 2 doors - sound and ideal for reskinning, 2 Corbrea (?) seats. Diff., front and rear suspension, hard and soft tops plus much more. Tel: Shepshep 4387 (Leics) evenings.

Have broken MK11 Vit. Saloon: Gearbox, diff., bumpers, boot lid gone - many other parts still available. Contact: Richard Cunningham, tel: Truro 78549 (after 6pm weekdays or anytime weekends).

Herald Estate 1200cc, 1967, breaking for spares as it stands or in bits. Also Vitesse 2000cc engine and gearbox. Offers. Contact: Steve Jackson, tel: Perranporth (087257) 3318 evenings.

Desperate for space, breaking Herald 1200. All parts good e.g. engine, gearbox, diff., £10 each. Bonnet, boot seats, driveshafts etc., £5 each. All parts available. Also most Triumph 2000 MK1 parts, inc. gearbox, £20, diff., £10, Herald 13/60 Estate tailgate, £5, gearbox, £10 etc. TR2/3 rebuilt wires with tyres adaptors, spinners complete, £100. TR4 Blue trim panels, £1 each. TR4A O/D gearbox, £75. Bonnet, £35. Grille, £10. Doors £25 and £5. TR6, NEW Crown wheel and pinion, £40 (list £116). Contact: Bob Hebditch, tel: 0763 84673 (Barkway, Herts.).

Rare, genuine Stanpart accessories: Sun blind kit for rear window of Herald Coupes. This kit comprises of a venetian blind which can be remotely opened and closed via a cable and presumably would suit Vi. Conv. fitted with works hard tops. Yours for £20 plus postage. ALSO a pair of MK1 Spit. seat back covers (genuine Stanpart) in red vinyl, £10 the pair. For MK11 Spit., genuine Stanpart cushion covers (that's the bit you sit on) - one in red and the other in blue. Both with white piping. £5 each - all brand new. Contact: Tony Bailey, tel: Portsmouth 665449.

2 x 165 SR 13 and 2 x 175 SR 13 tyres all good condition and on Triumph wheels. £25 or exchange for 5 x 155 SR 13 tyres in good condition. Contact: Rod and Philippa Newnham, tel: Romsey 512644.

Vit. 2L MK1 and 11 spares: 2 doors, bootlids, 2 wheels, headlamp surrounds, heaters, generators, petrol pumps, dists, coils, several pairs of Stromberg CD150S, wiper motors, electric screen wash, voltage regulators, seat belts, instruments, wood dashboards, window mechanisms, interior lights, rear brake/sidelight clusters and reflectors, exterior lights, chrome trims and badges etc. Contact: John, tel: Brighton 506381 during day (spares kept at Eastbourne).

Spit. 1V parts: Twin carbs with manifold and air cleaner, £25. Outer sills, £6. Seats, £15. Hardtop, £135. Bonnet, £50. Other odds and ends. Spit. 111 bonnet, £20. N/S rear wing, fibreglass, £5. Bumper, £5. Contact: Bob and Jan Cox, 7 Challacombe, Thorpe Bay, Southend-on-Sea, Essex.

Vit. Bonnet (MK11). Very little rust, £75 o.v.n.o. Door, £7. Bootlid, new in primer, £20 o.n.o. Windscreen, newish, no scratches, £20. Rear wings Herald/Vit., new, in primer, £70 pair o.n.o. 2 Dunlop 5½J's to fit all Club cars c/w tyres, one good, other not, £17.50. Vit. 6 and 2L props. Vit 6 generator and starter motor, £3 each. Vit. 6 solex carbs. (rebuilt) and manifold, £7.50. Some instruments/switchgear to fit Vit. Tel: Potters Bar (0707) 50167.

1200 Herald Engine, good runner, £25. Gearbox, £10. Diff., £10 and assorted pieces for trim (red) and suspension from 1964 1200 Herald, also gearbox for MK1 Vit. believed 40,000 miles, £30. Contact: Colin, tel: Downham Mkt 382284.

Spit. MK1 or 11 short engine + 40 pistons, never used, £50. Cylinder head in v. g.c., £10. Tel: Keith, Bristol (0272) 602494.

GT6 MK111 body panels (new): Factory replacement O/S rear wing, £20. Door skin, £10. Both items, £25. Contact: R Cass, tel: Chelmsford (0245) 322097.

4 splined hubs with 5 spoked wheels for sale. 2 slightly worn - offers? Contact: Peter Holmes, tel: 01 950 6077.

5 Spit. wire wheels, with hubs and spinners. Need re-building but splines good. £50 o.n.o. Contact: Dave Bennett, tel: Weybridge 51608 evenings.

Breaking GT6 MK1 for spares: All parts in reasonable condition, seats and dash excellent. All bits really cheap; everything must go to make way for garage. ALSO rear spring for GT6 MK111, late type (5 leaf), good condition, £6. Contact: Derek, tel: 01 337 0470 evenings and weekends.

HS2 carbs and manifolds for Spit. MK1V. Just off the car, £45. Contact: Neil, tel: 01 650 8628.

Soft top for Spit. MK1V or 1500. Zip rear window, hood frame, excellent condition. £45 o.n.o. Contact: B Steel, Flat 2A/459 Crookesmoor Road, Sheffield S10 1BD.

Conv. hood and frame, white, good condition, 2 years old, £40. Conv. tonneau cover, white, good condition, £15. Conv. hood stowage cover, white, £8. Bond Equipe GT4S bootlid, £10. Spit. gearbox, £15. Diff unit, £10. Spit. MK11 rear bumpers, overriders and brackets, £10 complete. Contact: David Apps, tel: Haverhill (0440) 61178 evenings.

New, genuine Stanpart or BL parts for all models. Literature, mechanicals, running gear/brakes, electrics, body/chassis, trim - too much to list here in detail. For list, send SAE, stating model and specific requirements, to John Mann, 5 Nevis Close, Loundsley Green, Chesterfield, Derbys S40 4NS, tel: Chesterfield 71036.

Vit MK1 bonnet. Excellent condition, £75 o.n.o. Contact: M Middlewood, 99 Woodside View, Honington, .B.S.E., Suffolk IP31 1LX.

Garage Cleanance: All genuine BL/Stanpart and never fitted. Spit. MK111: front bumper one only, £40. rear bumpers, £8 each. Vit.13/60: Complete top section of bonnet panel, two only, £40. Buyer collects or pays postage. Contact: Stephen, tel: 021 426 5089 (B'ham).

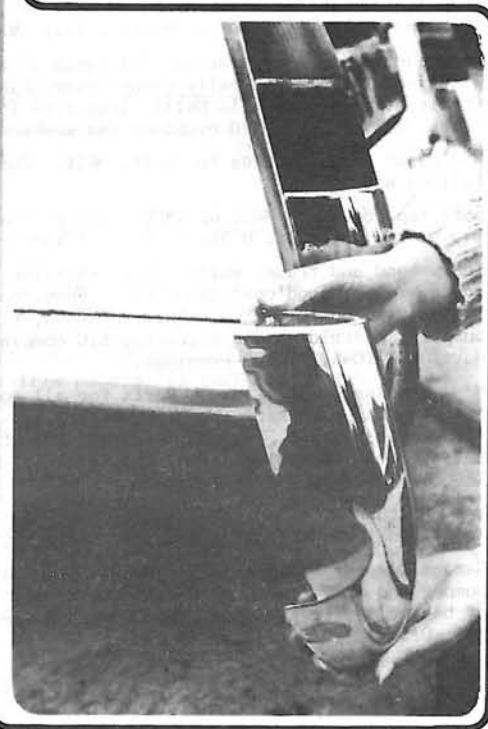
Parts For Sale cont'd .../4

OFFERS FROM JOHN HILL'S MGB CENTRE & TRIUMPH WAREHOUSE

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WORCS B98 8JY

TEL: Redditch 20880

Rear Bumper Overriders (pairs)	£23.00	inc. P&P & VAT
Bonnet Catches (1 pair)	8.50	inc. P&P & VAT
Tunnel/Gearbox Carpet (Herald) Tan/Red	10.00	inc. P&P & VAT
Sidelamp Indicator (F) Backplate (each)	12.00	inc. P&P & VAT
Herald Silencer Box/Tailpipe	5.50	inc. P&P & VAT
Vitesse MK11 Radiator Grilles	14.50	inc. P&P & VAT
Vitesse MK11 Hubcaps	18.50	inc. P&P & VAT



Parts For Sale cont'd .../5

Breaking 12/50 Herald. All parts available. V.g.c. 1200 engine, £35, 1200 very good engine, £25, both complete. Gearboxes, £10 - £15. Lots more, any reasonable offers excepted, must clear all parts shortly. Contact: Gary, tel: Bookham 53244 (Surrey).

GT6 complete engine approx. 60,000 miles, £100. Gearbox with O/D Vit. 2L, £60. Diff. for Vit 2L, £25. Tel: Runcorn (0928) 717878.

13/60 parts: 2 gearboxes in good condition. Petrol tanks Estate and Saloon (pre '69). Rear springs Estate and Saloon. Windscreen and side windows, Estate and Saloon. Rear and nearside steel 1/4 valance (new). Fairly new front springs. Rear light clusters. Beige and black Saloon trim sets (not perfect but free to anyone who will take them). Wheel trims. Inlet and exhaust manifolds. Any reasonable offers for these parts. Also, unused Spit. MK11 (2 by 1 1/2 SU) inlet manifold, £5. Contact: Eric, tel: Dinnington (Nr Sheffield) 0909 563599.

Cancelled re-build project. New panels for MK11 Vit. Bonnet for 13/60 in grey primer, no rust or dents, £120. Front panels for converting bonnet to Vit., £45. Complete brand new chassis in red primer, no rust, ready for finishing paint with brackets for MK11 suspension and lever arm shocks if required, box sections Waxoyled, ideal for thorough chassis rebuild, £220. Sills, £30 pair. Door skins, £20 each. Front valance, £48. Rear 1/4 valances, £12 each. Also many used spares inc. '66, 1600cc engine, running order, £25. Assorted panels and trim. Panel surplus to Spit. re-build needs - complete floor pan inc. foot wells, tunnel and seat sections - no rust or dents in red primer, £45. Contact: John Kelsall, on either 061 439 1067 or 0228 29472.

Good driver's side door (with key) for Herald/Vit. Conv., £10. Good Herald boot lid, £1. Vit. steering column, 2 steering wheels, FREE. Contact: Alan Jarvis, tel: 01 679 5872.

Breaking Vit. for spares. Very good gearbox and clutch, engine MK1 2L, smooth but low oil pressure. All engine ancillaries available. MK11 dashboard, most other parts available including good condition MK1 2L exhaust system. No reasonable offer refused as all parts must go. Contact: Trevor Griffiths, tel: 01 377 0865.

Vit. 1600 Conv: 4.11 differential, £15. Hood and frame, £25. Delco Remy D202 distributor, £5. Seats and interior trim (Red), offers? Contact: Chris Eagleton, tel: 0482 848414, North Humberside.

2 Vit. 1600/Herald/Spit diffs. 1 Herald diff. with large output flanges, (competition modified but not limited slip). GT6 MK1 chassis v.g.c. Vit/GT6 front and rear suspension, MK1 and MK11. Vitesse 2L gearbox (no O/D). Spartan 2L prop. (no O/D) 42". GT6 O/D prop. 4 heaters, various. 10 assorted wheels and good Radial tyres. GT6 rear door, no rust (no rear heater). New SU electric petrol pump, unused. Vit. Conv. well cover. Vit. Conv. front and rear seats. Vit/GT6 instruments and controls. Vit. windscreen, aluminium/steel/plastic. 3.27 diff. (strengthened but some backlash). Cooling fans. Steering column. Air cleaner boxes. Control regulators. Stromberg carbs. Front coil springs. Vit/GT6 water pump. Horns. Vit/GT6 diff. (3.89). No reasonable offer refused (none refused yet!!!). Contact: Chris Wren, tel: Locks Heath (04895) 84336.

Dismantling complete Vit 11 Saloon: I'd prefer to swap the lot for a good O/D box and prop. for a 2L Vit. but failing this, everything too big for me to store is available, e.g. Bottom half of engine with all ancillaries except distributor, £15. Newly recond. rear spring, £10. Doors (sound but surface rust in places, Midnight Blue), £10 pair. Black seats and trim, take your pick for the price of a pint. Ring towards the end of the month to find out what I didn't get round to removing as the car will then be scrapyard - bound. Contact: Robert, tel: 061 881 2301 (Manchester).

Parts For Sale cont'd .../6

Five new coil springs and damper units for Herald 13/60. Colour code on springs is either yellowochre (light brown) or some derivative of yellow. Believed to be uprated, £15 each. Also one spring /damper unit with purple colour code, £15. Contact: Nick Bradbury 0278 662698 after 6.30pm.

GT6 MK11 re-built engine, gearbox and O/D. Inc. new clutch. £300. Delivery extra, according to mileage. Contact: Paul, tel: Bury St edmunds (0284) 2308.

One tyre 5.20 x 13 crossply with approx. 50% tread remaining, £6 or offer. Herald 1200 Estate steering wheel (takes 155 x 13 tyre), £6 or offer. Full set Herald front and rear seats and trim panels, pale green (Cactus). Some front seams need re-stitching otherwise good condition. Contact: V Puttick, tel: Dover 0304 7 2684.

One wire wheel for sale, size 13" with splines 1½" deep. Origin unknown, £5. Contact: Keith Crew, tel: 0272 602494.

Spitfires: 2 engines, 2 gearboxes (MK11), diff, steering column, rack rear suspension and drive, 2 speed fan, lots of bits and pieces. Any offers? Tel: Marlow 71155.

O/D loom for Vit, including switch, escutcheon and relay. Vit. MK11 rad., no leaks. Vit. N/S (left) wing, genuine BL, still in primer, never used - will swap for very good condition GT6 non-O/D diff (with cash settlement of course). Vit. fuel tank - probably rusty. Vit. MK1 inlet manifold. Contact: Oliver, tel: Budleigh Salterton (03954) 2621 (anytime).

Vit. MK1 O/D gearbox, prop, relay mounting plate - in good condition. Also re-conditioned Vit. 1600 engine and quite a few other bits and pieces all for Vit. MK1. Contact: Dave, tel: (0327) 41840 anytime.

Herald 13/60: Nearly all parts available e.g. engine, cylinder head, £15. Clutch, £10. G/box, £15. Dist., £4. Carb and manifold, £10. Water pump, £4. Oil pump, £5. Generator, £5. Starter motor, £8. Petrol pump, £5. Bodywork: Bootlid, £5. Engine side panels, £5. 3 wheels £2 ea. 1 wheel and new X-ply, £6. Front valance, £3. Trim: Clocks, £4. Switches, £1. Dashboard, £7. Seat, £8. Pedals, £1 ea. Steering wheel, £2. Steering column, £5. Door handles, 50p. Rear axle and hub, £10. Front axle, £10. Hood frame, £10. And many more too numerous to mention. Tel: Al, Tring (044 282) 2765 for details. Will haggle as must sell due to mother about to commit murder unless I clear her house up!

Herald 13/60 new bonnets ex BL stock, £115 ea. Also new cross tube assy for front chassis frame, £10 ea. Breaking Herald 1967 Saloon - most parts available: Bonnet roush (!) but immaculate interior (Blue), seats etc. Anyone wants a TR3A original steel hardtop - about £50. Contact: Geoff Lebbon, tel: 021 358 7448.

Spitfire MK1V tonneau cover as new, £12. Chrome, adjustable bootrack, £7. Two Spit./Herald Workshop Manuals, £1 ea. Contact: M Hayton, 63 Maritime Crescent, Horden, Peterlee SR8 3SY.

One pair re-skinned Herald/Vit door shells, £20 ea. Herald g/box v.g.c., £15. Complete Herald 13/60 dashboard v.c.g., £5. Pair of front ver/link assys complete with calipers and discs, GT6/Vit 2L, £8. Tel: Plymouth 700555.

Herald 12/50 parts: Engine and g/box (40,000 miles + new clutch), £50. Prop., £10. Diff, £5. 2 ½ shafts and hubs, £5 each. 2 front hubs (complete with discs and wishbones etc), £5 each. White roof with sunroof, £20. 2 black front seats v.g.c., £5 each. Rear seat, £5. 2 Firestone Radials - used for 3,000 miles only, blanced, £8 each. Fuel tank with sender, £5. Plus loads of smaller items: headlights, speedo, brake and clutch cylinders and pedals, various rims, battery, horns, interior trim. Any offers appreciated or £100 for the whole lot. Contact: D Brothers, tel: Farnham 721478 after 6pm.

GT6 MK11 parts: One engine in need of overhaul, £10. One laycock clutch, £2. One front bumper, £7. One dashboard support bracket (includes radio mounting plate) £2. One central arm rest (small tear), free. Also one Spit MK11 g/box in bits. Some parts good, some worn (in put shaft missing). Includes extention, bellhousing and clutch slave cylinder, free to anyone who can use it. Tel: Maidstone 43860.

Parts For Sale cont'd .../7

Engine and g/box for Herald 12/50 and four good wheels and tures. Also dash-board, some window glass and trim bits. £30 the lot. Tel: Farnborough (Kent) 56801.

GT6 diff. 3.27.1. Only 18 months old. Have receipt for it from Dunham & Haines. Cost over £200, will accept £125 o.n.o. Also 2.5 PI O/D g/box and modified prop. for fitting into Vitesse. Offers. Contact: Charles, tel: Royston (Herts) 71711.

Abandoned re-build - Vit. MK11 Conv. F reg. Chassis quite good, painted with Hammerite. Bodywork poor but many usable parts. Contact: R Barwick, tel: 061 437 9324.

Vit. MK1 2L spares: Engine, highish mileage, £30. Chassis, main section solid but outriggers poor, £30. Bulkhead with screen (partly repaired), £20. Radiator matrix perished a little but dosent leak, £5. Roof with glass, £5. Seats and most trim, £10. Good steering rack, £10. Gearbox, £10. Dash and instruments, £10. Good steering rack, £10. Diff., £20. Other parts inc. dynamo, starter, heater, bonnet (free), light fittings etc. All parts in E London but leave a message with Mum at 041 881 7132.

Herald 13/60 rolling chassis: Complete with all running gear, engine, rad. and still with sound outriggers and side rail. 'F' reg., commission GE 14083CV and formerly a Conv. The lot at £40. Buyer collects, although can arrange for low-loader firm to contact, or make your own arrangements. Contact: R Loweth, tel: Leicester 393131.

Herald 13/60 Estate body parts and glass for sale (all green): O/S door, c/w glass, £12. Rear door glass, £3. O/S and N/S rear glass, £3 each. Roof c/w pillars, £4. Rear floor pan, £10. Main bulkhead c/w windscreen, £15. Contact: Jack, tel: Peterborough (0733) 66696.

PANELS GALORE!

WRITE OR 'PHONE FOR FREE STOCK LIST



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FIBRE GLASS

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

STEEL

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



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(except Hardtops)

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

Gearbox mainshaft for O/D Spit. iv 1300. GT6 MK111 bonnet, must be in good condition. Contact: Colin Knapp, tel: Stokesley (0642) 711306.

For Herald 13/60: Pale Blue, driversseat. Must be in good condition. Please write, giving details to: P Walsh Esq., 3 Littledale, Abbeywood, London SE2.

Tan front footwell carpets and SAH exhaust for Vit. 2L MK11. Tel: Potters Bar (0707) 50167.

Roll bar, 5½J wheels for MK11 Spit. And rear axle/suspension for MK1V Spit. Will collect. Tel: Andy, tel: Gt. Dunmow (0371) 810488.

Thermostat cover for Herald with sender unit for temp. gauge or drilled to receive one. Contact: F R Thorn, 31 Horsecombe Brow, Combe Down, Bath, Avon BA250Y.

Support brackets for backrest on GT6 rear seat. Contact: Steve, tel: W'ton (0902) 756038.

Diff. for 1965 Vit. 1600. Contact: Richard Cunningham, tel: Truro 78549 (after 6pm weekdays, or anytime weekends).

Spit 1V reclining black driver's seat, hood in good condition, front spoiler. Contact: Richards, 01 8633179 evenings or weekends.

2 or more 5½J x 13" wheels for MK1V Spit., preferably with oval piercings as on standard 4½J wheels. Contact: John Cooper, tel: Kidlington (Oxford) 4984.

Hood stowage cover, SAH exhaust manifold for Spit. MK1V. GT6 MK111 bonnet, any condition. Contact: Derek, tel: Coventry 616202.

Hardtop to fit Vit. Conv. Don't mind one with duff paint. Also, has anyone got a SAH exhaust and manifold they want to sell? Contact: Bruce, tel: 01 570 2716.

Urgently needed: Drivers side door for my MK111 Spit. Contact: Ian, 54 Blackhill Cres., Wrekenton, Gateshead NE9 7DN.

Shadow blue gearbox cover carpet (part no. 623167). Any interior trim and fittings Conv. Wedgewood Blue 13/60. Door cappings and wood steering wheel. Contact: M J Appleton, tel: Needham Market 720558.

One bolt on wire wheel (any condition), 5 spinners (with 'ears') any condition, including thread stripped. Dolomite/Saloon column switches. Calibrated voltmeter. Calibrated temperature gauge. 38" prop. Sports ignition. Herald lights. Tuning parts to suit MK11 2L. Inertia reel seatbelts. Distributor. Contact: Chris Wren, tel: (weekdays) work - Reading (0734) 585211 ext. 2969, (weekdays) evenings - Reading (0734) 863197, (weekends) Locksheath (04895) 84334.

One wire wheel, 13" with ¼" deep splines to suit MK111 Spit. Contact: Keith, tel: 0272 602494.

Gearbox for MK11 Vit. O/D. Must me in good condition. Contact: Dave Preston, tel: Lancs 077258870 after 6pm.

Inlet and 4 branch exhaust manifold for MK111 Spit. Suitable for twin 40DCOE's. Also GT6 radiator in v.g.c. Contact: Charles, tel: Royston 71711.

Vit. trim for Conv. Light blue. Contact: Dave, tel: Coventry 82966.

Vitesse trim. Door tappings, carpets (Red), bumpers. Contact: Ian, tel: Norwich 663855.

CLUB SPARES

JOHN KIPPING

It has become apparent to me that certain unscrupulous advertisers in the Courier are charging excessive prices for parts which are readily available from a local BL dealer. By ordering on V.O.R. a discount of 10% can usually be had on a production of a Club Membership Card, and delivery time is usually two to three days. I would advise all members to check the prices of parts with their local dealers before proceeding further - many of the older parts have low prices. In addition, parts which have been in stock for a long time can often be obtained at say 50% discount. Members can, of course, contact me for information on availability.

Here are some example prices of readily available parts:

Part No.			Full Price With VAT
703709	RH rear overrider	Herald & Vit	£9.20
703708	LH front overrider	Herald & Vit	£9.20
706155	RH front overrider	Herald 13/60 & Vit	£10.35
706154	LH front overrider (These are inter-changeable)	Herald 13/60 & Vit	£3.34
712091	RH Drivers door trim - blk	Vit	£6.21
611353	Gear lever gaiter	Herald & Vit	£2.24

I can supply all parts available from BL at the full price - however there will be an additional postage charge.

BL Heritage

This hard working group of individuals (with no monetary backing from BL), is dedicated to setting up a spares and information service for all models of cars which merged to form BL. They will only give their approval to suppliers meeting certain requirements. This approval would mean that correct parts to the correct specification would be supplied with the usual BL guarantees.

THERE IS NOT, AND NEVER HAS BEEN A BL HERITAGE APPROVED SUPPLIER TO THIS CLUB. YOU HAVE BEEN WARNED.

Spares this month:

I now have the spares from the last Spares Secretary - hence the list. A lot of this, particularly the big bits must go - I haven't seen my kitchen table for a few weeks.

My 948 has gone off the road for the summer. I was running out of halfshafts but the MK11 Vitesse Convertible has been dug out of the garden to perform its fair weather duties. However, I rather prefer the petrol consumption of a 948, so I am going to build a 1959 Convertible - that is if I have time from sorting out all these spares!

Six Clyinger Engine Block

Roof, GT6 MK11

Bonnet top - Herald 13/60, Vit

Bonnet top - Spit. MK1V, 1500

Windscreen - GT6 MK111/Spit. MK 1V

Panel between roof and boot - Spit. MK1, 11 and 111

Best offer for all the above secures.

	Price each
Steering rack - Herald MK1 and 948	£12
Cylinder Head - Spit MK1V	£10
Differential - Herald 948 Coupe/Conv.	£30
Propshafts - Spit. strap drive (O/D and non-O/D)	£12
Brake Master Cylinder - Vit. 2L, GT6	£12
Clutch Master Cylinder - all cars	£8
Vertical Links - all types, right hand and left hand	£12
Clutch Plates and cover Plates - Vit 6	£12
Front Flexible Brake Hoses - all Spits, disc brake Herald & Vit 6	£2 each
Petrol Tank - Spit	£12
Exhaust Pipes, Long Branch Manifold - 1147cc	£20
Front Exhaust Pipe - Herald 1200	£4

Club Spares cont'd.../	
Front Exhaust Pipe - Vit 6	£5
Front Exhaust Pipe - 2L MK1	£4
Front Exhaust Pipe - Spit. MK1	£2
Exhaust Box (rear) - Herald	£4
New Rear Springs - 11 leaf (inc. Vit. MK11)	£35
Rear Springs -6 leaf (inc. GT6 MK11)	£30
Boot lid - Herald 1200	£10
Rear Wing Top (near side) - Saloon/Convertibles/Estate	£5
Rear Wing (offside) - Spit MK1, 11 & 111 and GT6 MK1 & 11	£16
Front Wings (offside) - Spit MK1 & 11	£16
Front Grille Surrounds - Herald, 948, 1200	£7
Front Grille Surrounds - Spit MK1 & 11	£7
Front Grille Bars (plastic) - Herald 13/60	£5
Front Grille - Courier Van Herald 'S'	£3
Door Driver Side - early Spit	£20 each
Inertia Seat Belts - Spit., GT6	£18 pair
Front seats - Courier Van	£10
Seats, Red & Blue only - early Spit	£8
Rear Seats, Black only - GT6	£30
Boot Floor Mats - Spit	£2
Hood Well Cover - White Only - Herald Vit	£15
Hood - White Only - Spit MK11	£35
Bumper Pop Rivets - Vit	3p each
Thermostat, Winter and Summer - All Cars	£1
4 Top Wishbone Bushes and Bolts - All Cars	£1
Front Trunnions and Bushes etc. - All Cars	£20
4 Lower Wishbone Bushes and Bolts - All Cars	£1
Front Trunnion Seals - All Cars	£2
Front Wheel Bearings - Herald	£5
Rear Wheel Bearings - Vit MK11, GT6 MK11 & 111	£8
Radiators - Herald (large)	£20
Radiators - Vit 6	£25
Radiators - Spit	£20
Carpets (Blue) Main and G/box Tunnel - GT6 Herald	£15
Carpet (Charcoal Grey) Full Sets - Herald 1200	£45

Sending Parts:

Virtually all the above parts can be sent by post/lorry - the cost depending upon size and weight. For example:

Up To	Cost	
1kg	£1.20)	
2kg	£1.57)	POST OFFICE
3kg	£1.90)	
10kg	about £5)	BY LORRY
20 kg	about £7)	

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

AVON AREA NEWS, JAMES STURGEON REPORTS:

I am pleased to report a good reception of the new meeting held at The Talbot in Keynsham. Despite the fact that the pub has three separate bars, all the interested parties came together in one of them. About 10 people turned up in all, with 7 Club cars, including an X registration Herald Conv., owned by a new member. This car has been imported from Jersey and, therefore, is right hand drive.

At the Keysham meeting I asked those present to complete a short questionnaire which proved very informative. Eventually, I will probably send some questionnaires to members I do not see at meetings in an attempt to find out what I/we are doing wrong.

To move on to Avon Area's participation in local events, I was the only other member to enter my car for the Ashton Court Montage of Motoring on 20th June in Bristol, besides regular visitor Mike Wyatt. While Mike's Herald is absolutely immaculate, my Spitfire is best described as smart but not spotless. However, I managed to pick up a shield for second prize in the current cars section (vehicles built between 1970 and 1980). I was almost as delighted as I was surprised and am now so confident that I am entering the Kingswood (Wotton-Under-Edge) Classic Vehicle Show and Fair day on Saturday, September 4th. The official closing date for advance entries is 15th July but entries are possible on the day, the fee being £1. Details can be obtained from Rob Alexander, 'Fourways', 1 Wotton Road, Kingswood, Wotton-Under-Edge, Glos. GL12 8RA, tel: 0453 385 3398.

The next major event will be the Yeovil Festival of Transport on 14th and 15th August. Organisation for this is mainly in the hands of Angus Hart.

We have been invited to take part in the Bitton Steam Society's Festival of Steam on Sunday 19th September. The Society has a station at Bitton, near Bristol and runs steam trains along a short stretch of track on selected days. On this occasion, every type of steam vehicle will be in attendance and there will be a run from Bitton to Bath and back. We have been asked to provide not more than six cars as numbers must be limited. Anyone wishing to take part should contact me. On the local spares front, I can report the following personal findings regarding the cost of a rear silencer for my Spit. MK1V: I rang around Bristol, using my Yellow Pages and after about 10 quotes the cheapest place I found was Muller Road Motoring Centre, Horfield, cost £21.39, who take Barclaycard. The point being to ring several places and different types of outlet i.e. accessory shops, exhaust centres, garages etc., if you want to fit an exhaust yourself as I always do.

EAST BERKS AREA NEWS, JOHN REED REPORTS:

Those of you from East Berks, Hants & Surrey and Thames areas, who attended 'Auto-Sunday' on 4th July, will agree that this was one of the best public meetings to have taken place and, certainly from our Clubs point of view, considering it was our first year of participation.

Our final entry of 11 cars in the 'TSSC' concours, sponsored by Foster Foods, resulted in the following places:-

1st Paul Waterkeyn	GT6 MK111	34 points
2nd Matt Goudge	Spitfire 1500	31 points
3rd Leon Guyot	Herald 1200	30/ points

The judges, Mike Long and myself, found close agreement on score, which was very close in the first six places. No doubt I will receive some 'stick' at our next meeting for not ensuring a placing for an East Berks Area member! I have learnt that the Rotary Club raised over £7,700 for charity - twice the amount of last year, brought about by over 15,000 visitors paying just 50p entrance. 'Auto-Sunday' was deliberately not widely advertised in the Courier, because it was not known if this could be classed as a suitable 'Club' event. However, this must go down in the Club Event Diary for the future!

Future area meetings should now be fixed for 'Uncle Toms Cabin', Cookham Dean, Nr. Maidenhead - every second Wednesday in the month at 8pm. This assumes that all who attended 14th July meeting have agreed. I was beginning to feel like Moses leading a lost tribe to the Promised Pub!

I now have a register of nearly 40 members in the area - some of whom we don't often see. Please make the effort to attend meetings so that, like the Club motto, we can go places!

CORNWALL AREA NEWS - RICHARD CUNNINGHAM REPORTS:

Sunday 8th August - Cornwall Vintage Vehicle Club Rally at Falmouth (contact me for details).

Friday 27th August - County Arms Truro

Sunday 5th September - Inter- Club Rally, organised by Cornwall MG Club at Helston Aero Park (details to come).

Friday 25th September - County Arms Truro

Friday 29th October - County Arms Truro

Sunday 26th November - County Arms Truro

Sunday 19th December - Lunchtime at the County Arms Truro

(The County Arms is in Truro on the A390 near County Hall. All Friday meetings start at 8 - 8.30pm).

DEVON AREA NEWS, GARETH BEECHING REPORTS:

At the June meeting on the 20th at the Dartmouth Inn, there was another good turnout of 27 people. We said goodbye to two members leaving the area and welcomed two more refugees from Wessex Area, namely Jon Burton and his friend Allison. We also welcomed Fin Egelard, a Norwegian who has a very nice Bond Equipe 2L MK11 - where are you other Bond Equipe owners in the Devon area?

The following weekend saw Club members gathered at the Cornwood Classic Car Rally nr. Plymouth, where the Devon Area had its own stand with 8 cars. It was certainly the best 'One Make' stand at the Rally and put the Morris 1000 Owners Club to shame (pop-riveted panels, hand painted, seats stuffed with newspapers, etc.). Stan Walters gave a display of chamoising, never to be forgotten - at least four times getting the water off his car. It must have been this super human feat which helped 'Chamois-Plated' Walters win the trophy. For the Best Triumph Runner-up was 'Woody' Ask for his very original Vitesse 2L Convertible. Although it dazzled all day there was a lot of interest from the public and we handed out quite a number of Application Forms to prospective members. Devon Area members are now looking forward to the next two show events, namely the Newton Abbot Festival of Wheels on the 25th July and the Yeovil Festival of Transport on the 14/15th August.

My report finishes with the Club Summer Picnic held on Sunday 11th July. We all gathered at Portsbridge on Dartmoor but the weather persisted in persisting, as it were, and we all drove about 15 miles to Synon Country Park near Newton Abbot. The drive was quite eventful as 'Roadburning' John Griffiths, who loves to 'toe' his Stage 111 Vit Conv, damaged his oil cooler and lost his oil with the result that he found himself 'towed' by a R-v-r 3500! Having catered for about 40 the 25 that actually came had plenty to eat, needless to say, with plenty left over. Pauline Beeching did a marvelous job providing such a wonderful spread, including delicacies like 'Keiths Lorraine' and banana cake and was grateful to Sandra for lending a hand with the sandwiches.

Finally, an intriguing question for all of us - will Stan have his wiper motor chrome plated in time for the Yeovil Festival of Transport and how about his nuts (rocker box, of course!). (Gareth, had a little problem reading your writing - my eyes I expect - but do you think you could print names and places in future please. Cheers. J0).

GRANADA AREA NEWS - JOHN BINGHAM REPORTS:

9.30am, 22nd May, 10 cars assembled at the D&P, ready to 'convoy' to Donington. Then Gaye arrived so we departed. Atop the Penines, a pause, good weather, down with the hoods and onwards. Ten minutes later down came the rain naturally!!! All arrived at Donington, behold a field of Triumphs. It was great to see them. It was even better to wander round the 'goody' stalls and disappointing to discover no-one had the bits I wanted. All geared up for the Herald competition, we decided upon a test run, just as well - our Herald owner has a rare model, only three wheel studs! Dismayed but not beaten, we looked to an alternative Herald, alas, different plugs and a distributor which positively prohibits removal of 40.3 plug - a MK11 spit. engine. Needless to say, we withdrew. Later an enjoyable evening was had by all except a few who found very little in return for their meal ticket. Sunday and each to their own, two cars went over to Curborough and spent an

Interesting afternoon dodging showers and watching the JDC and TSSC competitors bravely negotiating a track which varied from wet to very wet. Again it was good to see so many Club members spectating.

June 5th and 6th - North West Motor Show. Thanks to all who exhibited their cars, 7 Vitesse Convertibles, 2 GT6 MK11's, 1 MK111, 1 Spit. MK1V, 1 Bond 2L, a MK1 GT6 chassis and yes, no Heralds. Thanks also to those who visited our enclosure.

HERTS AREA NEWS, ANDREW FFOLKES REPORTS:

This month, unfortunately, I have some bad news. The landlord of the Woodman made it quite clear (in several ways) that he does not wish us to be there anymore and so we must assume that 'his' pub will no longer be an Area venue from the end of July. Had it not been for his conduct, which could only be described as appalling and pathetic, we may have come to some agreement. So for the time being, The Red Lion at Offley will be the only Area venue.

June's Clubnight went down very well, when Kitty Collman came along to talk about her life upon the open seas. She even managed to ignore the Landlord's bad manners!

The outing to BL Heritage, Syon Park, was not particularly well attended, i.e. 3 turned up, which to me seemed surprising (even though it fell on the same weekend as the Cambridge Barbeque), since the majority of members requested this visit. However, us 3 had a good look round and were surprised to find no Triumphs on display. There was also a small exhibition on vehicle restoration where we found amongst others an incredibly rotten Morris Minor, which had been half restored (one side) by the Morris Minor Centre. I remember thinking at the time how valuable this exhibit would be to anyone contemplating buying or restoring a Minor, since all the available repair panels were shown on and off the car.

Reminders:

1. Members interested in the Milton Keynes and Leicester Area's Summer Meeting on 22nd August, should send for their tickets with SAE by 7th August, price £3 adults, £1.50 children.
2. IBCAM Motoring Festival, Stonleigh 28/29/30th August.
3. Don't turn up at the Woodman at the end of August - I expect to have a good turnout at Offley though.

Meetings are: The Red Lion, Offley (First Tuesday, 8pm).

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KENT AREA NEWS, MARTIN RADFORD REPORTS:

People who rely on the Area News to find out what is happening, may be forgiven for thinking that the Kent Area has died! This is far from the case, however, the only problem being my ability to meet Courier deadlines.

The major event to report on is the Kent Area Camping Weekend: This took place on the Bank Holiday weekend of 30/31 May. We were given the use of part of a local authority campsite at Fooks Cray. The site is run by two wardens who don't know what each other are doing. This led to us ending up with our third choice of site rather than the one that had been agreed with a warden 6 months earlier.

The first arrival was Barry Newitt from Cambridge on Saturday 29th. Other early arrivals were three Kent Area cars, one from Baskinstoke and a Renault from Club Triumph Holland. We were also joined by local members who were not prepared to camp so they commuted to the event throughout the weekend. Later in the day in fact so much later that it was nearly night, another Cambridge car arrived.

Saturday evening now a very well organised barbeque. It consisted on a few potatoes being thrown onto an enormous bonfire. These were retrieved some time later. In addition to this, pies and chips were provided (thanks for going to the 'Chippy' Dave). Vast quantities of alcoholic beverages were also consumed. Too vast in some cases.

The following morning we awoke to remove the cinders from our cars and discover people putting tents up in part of our area. When diplomatic means of removing them failed, a task force of Vitessees were then sent into the area to surround them, preventing their spread. Although the people complained to the campsite commandant, they did move and the campsite authorities apologised for the inconvenience.

Throughout the day we were joined by more Cambridge cars, numerous Kent cars, a few Essex cars and some Surrey. Ther was a lot of buying and selling of spares and all of the usual chatting, drinking and general nosing around under other peoples bonnets.

In the evening, peoper barbeque equipment was set up. All food and drink resources were pooled and a very enjoyable evening with live music by the Cambridge Area, dead music from Kent ensued along with friendly rivalry and joke-telling and a never-ending game of 'Give Us A Clue'.

On Monday morning we broke camp fairly early without having time for breakfast. There was a very informative briefing on how to get to Bromley. I was to lead the convoy and another person, knowing area, was to bring up the rear. As everyone dashed off I was the last one to leave. The first half of the convoy got slightly lost and arrived at Bromley after the second half. On arrival we were given free plaques and programmes. Practical Classics magazine had asked the question whether the TSSC would be the best represented Club at the event. The answer was. YES. We counted 80 Club cars in the One Make area and we needed 3 rows whereas other Clubs had one or two.

Thanks to everyone who helped make our first camping weekend a success, especially Elaine, Lorraine, Steve, Dave and Tony.

In addition to our own meetings, there are groups of us who have been attending Surrey and Essex Meetings and we had a few cars at the Thames area Beaulieu Meeting.

The July meeting was a very good turnout. It included 3 GT6 MK 11's (I thought they were rare) and 2 Bonds as well as plenty of Spitfires and Vitessees, Fords, Vauxhall and a Hillman. Where have all the Heralds gone?

Due to the success of the camping weekend, we are pleased to announce the next Kent Area, earth shattering, spectacular on the third weekend in Spetember at Broadstairs and Ramsgate. Final plans are not yet ready but it will include a

sand castle competition, a barbeque, overnight camping and a visit to a local motor museum. Watch this space (or WHAT'S ON NEXT) for further details.

Many Kentish members moan about their spares dealers because of unhelpfulness and inconsistency regarding discounts. It your dealer fits this description I suggest you go to Lex of Bexleyheath where you will get 15% and good service, or BDS Motor Spares, Lowfield Street, Dartford where you will get good service and cheap spares. Parpaint, the body panel people will give trade discount to anyone producing a Club card.

Monthly meetings take place 2nd Monday of the month at the Cock House Inn at Detling. See you there.

WEST KENT/EAST SURREY AREA NEWS - LYNDA LEE REPORTS:

Don't forget meetings are held on the 3rd Tuesday of each month at the Grasshopper Inn, Moorehouse, Westerham Kent. See you there!

LEICESTER AREA - VISIT TO WREST PARK, 30TH MAY - PHOTOGRAPHIC DAY:

4 Club cars - 2 Heral Convertible, 1 GT6 and a Spitfire left The Six Packs Inn at Market Harborough and travelled in convoy through Northampton, Bedford, on to the George Public House at Maulden, where we were joined by a Vitesse, Spartan, Herald, Spitfire and a prospective new member in a Vitesse (picked up in the car park). After an excellent buffet lunch, the convoy of now 9 cars, continued to Wrest Park where photographs, video and cine films were taken in front of the impressive mansion of the former De Grey family. The rest of the afternoon was spent picnicing in the grounds. We hope to see all the photos at the next Club meeting.

LEICESTER AREA NEWS, IAN MCKEGGIE REPORTS:

At last we are organised! We now have a committee with all the benefits that go with it. The members are as follows:

Area Organiser	Ian McKeggie	Tel:0858 63934
Asst Area Organiser	Chris Lane	Tel: Hallaton 247
Secretary	Karen Guymmer	Tel: 0533 773173
Finance	John Thorpe	Tel: 0533 739256
Events	Phil Basher	Tel: 0533
Membership	Mick Maidment	Tel: 0533 386626
Spitfire/GT6	Dave Cooper	Tel: o858 67447
Herald/Vitesse	Andy Jones	Tel: 0203 452541

We are here to help you. This is your Committee to use.

The Leicester/Milton Keynes Meeting (our chance to prove our worth) is but a few weeks away. So what can you expect. 1. A chance to meet and compete against TSSC, TR and MG Club Members, in an Inter-Club Concours run of National standard rules. 2. Inter-Club Driving Competition. This is not a speed event, it will involve knowledge of your cars handling ability around cones, i.e predict where you will finish if you drive forward of full lock through 180°; how wide is your car - predict with cones and drive through etc. 3. Side stands with spares, regalia etc. 4. Fun games. 5. Entertainment in the afternoon. 6. Food. 7. Disco. 8. Booze. 9. Lots and lots of fun. Now you know what to expect, you can appreciate it will be a good day. Tickets are available from Geoff King, Milton Keynes. SEE WHAT'S ON NEXT FOR FURTHER DETAILS. So; come on you lot, this is a day you can't afford to miss!

Good news for those who cannot either make it to Great Bowden on the last Wednesday of each month, the 2nd Monday of each month, the Rugby Area (with the Leicester Area) are holding meetings at The Fox and Hounds, Clay Coton. This can only be seen as more benefit to the Leicester Members.

NORTH LONDON AREA NEWS, STEVE WILLIS REPORTS:

Well, hello to all intrepid members! We have been having some good turnouts with over 10 cars. This must be a new record. Well, it's been a very busy couple of months at the moment the jobs are re-building a diff. and a full re-build on a MK111 GT6. We are getting ready for our day out to Alton Towers in Staffordshire; on 15th August, we will be meeting on the South Mimms roundabout with junctions M25, A11, A6, leaving 8.30am. Hope to see as many of you as possible.

North London Area News cont'd .../

On Monday we had a treasure hunt of 6 miles. It proved to be a good event and should have been called The Cannon Ball Run! We shall be having another one soon. Well done to Andrew who did not guess any of the clues, he did it how it should be done. May I give Barry a big thank you for yet another great Barbeque.

NORFOLK AREA NEWS - IAN EASTWOOD REPORTING:

- Events coming up: August, Visit to Lotus Cars - date to be announced - limited numbers.
NORFOLK INAUGURAL EVENT, SEPT. 4/5TH, Attleborough - £3 adult £1.75 child.
October, Treasure Hunt - details t.b.a.
November, Bonfire Party, around 5th November - details t.b.a.
December, Christmas Dinner, details t.b.a.

Details for all events can be obtained from me, address and tel. no. on back page. SAE PLEASE.

If you haven't come to a meeting yet because you are shy etc. don't worry, we have a committee member who will introduce and look after you!
Congrats to Barry and Co. in Cambridge. A good time had by all.

Despite the rain, our picnic went off very well, due in no small part to the Landlady of a guest house in Happisburgh who let us have it in her dining room. When the monsoon and wine was finished, we had a two hour game of footer on the beach - look out Italy! Gentile had nothing on us. Hello, the West Mids. member in the Vitesse whom we met in the carpark - we are everywhere!

It is very pleasing to see so many at the Tuesday meetings, keep it up. Keep searching out those discounts so we can get the list longer and longer.

Volunteers are STILL needed for the Unaugural Event of our Area - see What's On Next section.

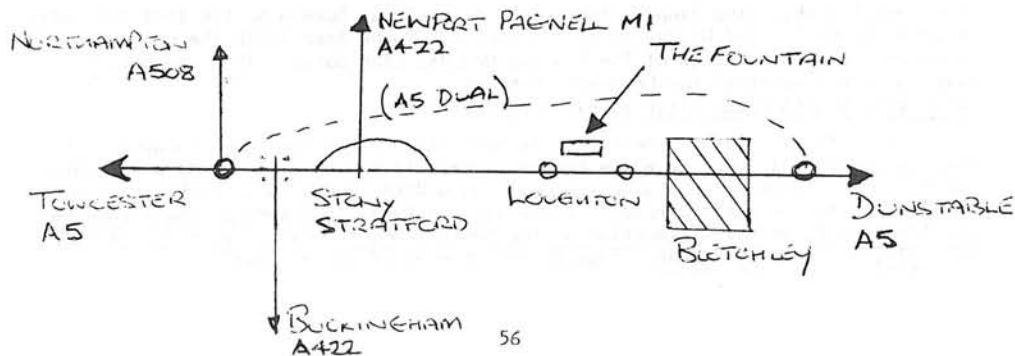
P.S. According to Triumph Herald Workshop Manual, group four, June 1959, the turning circle of the Herald is 25' not 24' - who is right? Answers please to the King's Head pub., 2nd Tuesday of each month at 8ish - Hethersett.

MILTON KEYNES AREA NEWS, GEOFF KING REPORTS:

The MK area meetings are going well with a good attendance at each, with the tempo building up to the Summer Meeting (if you have not got your ticket yet, you'd better hurry - see Whats On Next?).

With the new members to our meetings came a Marlin owner, complete with his car. It was good weather at the time which is probably just as well as the rest of the meeting took place in the car park. It has also been nice to see the members from other areas and we hope to see you all again. Below is a map of The Fountain, Loughton for any members who wish to come to our local or the summer meeting.

We look forward to seeing you.



NORTHERN IRELAND AREA NEWS - ANDY SCORGIE REPORTS:

Our second meeting will be held on Saturday, 7th August at 3.00pm at the Pig and Chicken, Templepatrick and all members will be welcome.

SALISBURY AREA NEWS - HUGH DAVIES REPORTS:

Next meeting August 5th at The Greyfisher. The area will then be into its second year of existence so we need more members turning up so that we can start organising our own events.

CENRAL SOMERSET AREA NEWS, NICK BRADBURY REPORTS:

A dedicated, but small number of 'local' members regularly turn up every month for a social Noggin N' Natter and we all keep wondering who else might like to turn up - anyone in North Devon, West Somerset, anywhere else in Somerset or for that matter East Devon?

Last month, June, Tim Furze managed to take a night off from swotting for re-takes of A levels at Blundells School in Tiverton, in company with our other 'locals' from Tiverton. This month, Bruce Roberts paid us another visit from Seaton, while on leave from his job in Nigeria. But, apart from these folks and the owner of a bright green GT6 MK1, our local locals attendances are very few in number. Not forgetting Chris, the owner of a Vitesse 2L MK1, who isn't actually a member, his membership forms were lost, compliments of the GPO, but he turns up, just the same! (Hey, Chris, even the Editor and Co have to pay for the privilege of being Club members and attending events! Why are you so different? BS).

A couple of months ago I mentioned that a local garage was sorting through various panels etc. They haven't completed this task to date (9.7.82) - any further news will be made through the pages of the Courier at the appropriate time. More recently, I received information that a garage in North Somerset had a clearout of old stock last year, put it up for public auction, and apparently had quite a lot of stuff left. Further enquiries are being made.

Now, for those of you not 'in the trade', so to speak, who may require the occasional piece of equipment or tools to enable you to work on your beloved cars, I have recently been given a catalogue and price list for SYKES - PICKAVANT TOOLS by a local supplier. They are willing to supply any item from the catalogue at trade price. So, if anyone has access to a similar catalogue but cannot wrangle any discount, or trade price, let me know, tel: 0278 662698 evenings only, after 6.30pm. The only extra cost involved would be post and packing, which should easily be offset by the differences between normal retail and trade prices; for example, one item I enquired about, the difference in price was about £15!

With reference to, I believe, the May Courier, I mentioned someone having a 1600 Vit. Conv. for sale. Would the person who phoned up please Note - ask for Andy Mirlees, on Wellington (Somerset) 6123: not me!!!

SOUTHERN AREA NEWS, TONY FARBY REPORTS:

Our last two meetings, May and June, have been poorly attended, although I can hardly attribute blame as I was guilty of being absent myself! Once through working and once through being on holiday. However, our July meeting was more encouraging, especially as some new members and prospective members turned up. We even played hosts to another Area - that of Essex; Ian Thornton and his wife were holidaying in our region and came along to say hello - any very welcome they were too. It's always interesting to compare notes with members from other areas.

We are still holding a Treasure Hunt sometime in September - details in next months Courier.

Meanwhile, our meetings continue to be held at The Good Intent, Horndean on the 1st Tuesday of every month, 8pm.

SWINDON AREA NEWS, DICK TANNER AND TREV STEEL REPORT:

Last month the Club enjoyed a run to cheese - convoying from our pub The Peterborough Arms to the Gorge itself.

The turn-out was not what we had expected but a good trip was had by all. On the way back we had a guided tour round Wells car park, then found ourselves parked on a single yellow line, whilst making polite conversation about our next move, spotted hovering in the distance, was a Traffic Warden, armed with a note pad and pen. The only decision we came to was to move and move quickly! So, everybody piled back into their Triumphs and attempted to pull away. Unfortunately, the leader of the pack, Derek in his green Spitfire, couldn't start his car and, as we were all bumper to bumper, he nabbed us all. Cheers Derek! Trevor and I would like to thank all the loyal members for turning out.

On the same weekend a Treasure Hunt was organised jointly with the Austin Healey Club, starting at the Calley Arms (Wroughton) and ending at the Sevenake Forest near Marlborough. A good time was had by all and we managed to get three cars in the top nine. After the hunt, we sat down to a barbeque, where Martin gave us lessons on how to cook steaks and sausages in his yellow wellies, while Dick and Dave consumed vast quantities of barbequed chocolate biscuits and crisps. Thanks to the Austin Healey Club for organising the event and hopefully next time we will give them a thrashing instead of the other way round.

Well, the old monthly meeting went quite well and we are hoping to hold a Treasure Hunt and barbeque on the 22nd Aug., for any new members reading this newsletter, our meetings take place on the first Monday of every month at the Peterborough Arms on the A420, between Wootton Bassett and Chippenham, starting at 8pm sharp.

THAMES AREAS NEWS - LEON GUYOT REPORTS:

The next meeting will be held at The Bell, Hampton, 8pm, Thursday 5th August. Visit to 'Nostalqia' will be held on Sunday 8th August, meet at the Bell at 10am.

NORTH WALES AREA NEWS - MIKE STEWART REPORTS:

The last meeting of our group was held at the Sunn Inn, Trevor, Nr. Llangollen, N. Wales. This was well attended, which appears commonplace these days (although there seems to be a sharp drop in the attendance figures of our JAPANESE CONTINGENT or lack of CIVIC pride. Next meeting: Stamford Bridge Inn, Nr. Chester, 16th August, 7.30pm.

WESSEX AREA NEWS, STEVE ELLIS REPORTS:

There's been a good turnout of members and cars at all our recent meetings - best of all the July, Tuesday Noggin N' Natter, when no less than 5 GT6's turned up. The rest were 4 Spitfires, 4 Vitesses and 5 Heralds: Well done everyone and good to see you. Special thanks to Hugh Davies for making the trek down from Salisbury, his GT6 drophead Spitfie was admired by all.

Forthcoming Events:

1. Tuesday 10th August - Noggin N' Natter at The Skittlers, Broadstone.
2. Saturday 14th August. Wessex Area Barbeque at Fryern Court, Fordingbridge. Tickets £3 a head in advance from Neil Williamson or Simon James.
3. Sunday 29th August - Treasure Hunt, 10am start from Ringwood Market car park. Finishes at the Horton Inn for our regular Sunday Noggin.
4. Sunday 12th September - STIR '82 Rousham Park, nr. Steeple Aston, Oxfordshire. Details and entry form in July Courier. I'm organising a convoy from Wessex Area.
5. Tuesday 14th September - TSSC Wessex Area AGM at The Skittlers, 9pm sharp. Nominations, resolutions, proposals for discussion etc. etc. to me please a.s.a.p. and no later than 29th August.

I am contemplating fitting a MK1V/1500 dashboard to my MK11 and would like to hear from anyone who has maybe tried this conversion with or without success.

I will be at the TSSC Summer Meeting on August 22nd at 'The Fountain', Loughton, Bucks. If you require any information of Spitfires, please look for me and I will be only too pleased to help.

WORCESTERSHIRE AREA NEWS, TREVOR BROTHERTON REPORTS:

Our last meeting was quite well attended with 6 Club cars turning up but there is still room for plenty more of you. Our Annual Concours held at Bidford on Avon with a really bad turnout and only 6 cars attending - one gentleman coming all the way from Yorkshire to attend; He did very well winning the distance award and the best Concours. Unfortunately, I won the worst Concours prize with my near to scrap engine. I hope to see you all at Stonleigh.

Our monthly meetings are still held on the last Tuesday of the month at the Coach & Horses, Harvington, Nr. Evesham.

NORTH & SOUTH YORKSHIRE AREA NEWS, JOHN GRISS REPORTS:

The two meetings since our last report have both been well-attended. We welcome all the new members. The Oakville carpark is rather a pleasant site on meeting nights and I'm pleased to say most marques are represented.

The Area Treasure Hunt in June proved to be an interesting morning and just because it looked like rain, John Genders wouldn't bring out his Spitfire and managed to win it in his126 dog kennel (sorry, I can't write the word).

The July meeting was, sadly, the last that Dereck Stringman will be with us. He has been posted down South. Derek started the Area and has been the backbone of the membership. We wish him all the best and look forward to hearing from him shortly.

The Area Concour of Sunday 5th September comes closer and I will accept entries until 8th August (so I can order commemorative plaques). Will Areas that are bringing members just for the Moors Run please ring and let me know approx. numbers.

That's about it for this month, our next meeting 5th August at Oakville Hotel.

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NEW LOCAL AREAS

NEW AREA? IRELAND

Up until recently, I had thought I was on my own in Dublin and was very surprised to meet three others and hear of another one. At the moment we are all in the same area and have a total of five registered cars. We all have a common wish and that is to see a TSSC Eire branch on the road. So I would like to hear from all you kind hearted Irish Triumph lovers and maybe we might all get together sometime.

At the moment, we have accumulated quite a lot of spares but we still need other parts and possibly some of you in Ireland could help us out and vice versa. The parts are very expensive over here, along with tuning bills, ridiculous insurance costs and road tax, but we still manage to keep our Triumphs on the road at every cost.

Finally, I would like to commend all the workers involved with the Courier and also all the Club staff members on doing a great job, carry on the good work. P.S Arthur of Belfast, please forward me details of your convertible if it is still for sale. KEN NOLAN, 23 Clune Road, Finlades East, Dublin.

NEW AREA?

I am attempting to organise an area meeting place for South West Wales in the Swansea Area, as I feel that a number of local members would justify such a venture. I would like to inform those who have shown an interest in this idea that a preliminary meeting is to be held at the Star Inn which is located between the Morganite factory in Morryston and Junction 44 or the M4 motorway at Lon-Las, on Tuesday 24th August at 7.30pm, in the Lounge Bar. If you are not familiar with this area or have any difficulty in attending, please give me a ring at Swansea 73801 as soon as possible. Hope to see you there. HYWEL EVANS.

NEW AREA?

I notice that there is no local area for us lads and lassies with TSSC cars up here in Geordie Land. Perhaps if anyone in this area would like to meet for a pint and a chat - they could contact me: 54 Blackhill Cres, Wrekenton, Gateshead NE9 7DN IAN THURGOOD.

NORTH EAST AREA NEWS - TONY LAMBERT REPORTS:

We meet on the first Monday of the month at The Holystone, which is situated on the A191, just off the A1 approx. 3 miles North of the Tyne Tunnel from about 7.30 onwards. For any further information, contact me on South Shields 562577. New members and visitors are always welcome.

VIDEO FILM FOR HIRE

James and Williamson Enterprises have almost finished the editing of a Video film of Gurston Hill Climb, June 20th, which features many Club cars (climbing and spinning). The film is on a VHS tape and about 45 mins duration. It is at present just a market tester to see what if any is the demand of this type of film. So, Area Organisers, please hire out the film for your meetings, as this will enable us to produce many more varied films.

For more details 'phone either Neil Williamson or Simon James on (0425) 52301 or 53494 respectively.

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	County Arms	Last Friday
DERBYSHIRE	K. SINGLETON/K. GREEN 0246 - 68941	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 FOLKES Hatfield 69783	The Red Lion Offley	1st Tuesday
KENT	MARTIN RADFORD Dartford 21056	Cock House Inn Detling	2nd Monday
KENT (West)	LYNDA LEE	The Grasshopper Westerham	3rd Tuesday
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 EAST	TONY LAMBERT South Shields 562577	The Hoystone Shiremoor	1st Monday
NORTH LONDON	STEVE WILLIS	Rising Sun Whetstone	Last Monday
NORTH MIDLANDS	DON HALLIDAY	The Three Crowns Stone	3rd Thursday
NORTH WALES	MIKE STEWART 0270 - 625322	Various	Various
NORTHERN IRELAND	ANDY SCORGIE 0265 822826		1st Saturday
NOTTINGHAM	GEOFF FLETCHER Long Eaton 66147	Redgate Lodge Castle Donington	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 DAVIES 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 Horndean	1st Tuesday
SUSSEX	COLIN HARRISON	The Five Bells Chailey	3rd Sunday
SWINDON	R.E. TANNER T. STEEL	Peterborough Arms Dauntsey	1st Monday
THAMES	CHRIS CHILDS 01 - 947 0426	The Bell Hampton	Various Thursdays
WARWICKSHIRE	CAROLYN TOCKER Warwick 496398	Racehorse Warwick	3rd Thursday
WESSEX	STEVE ELLIS 0202 - 693797	The Skittlers Broadstone	2nd Tuesday
WEST MIDLANDS	Tony & Janis SPICER 021 - 353 9961	Various	Various
WORCESTER	TREVOR BROTHERTON Evesham 6547	Coach & Horses Harvington	4th Tuesday
YORKSHIRE	Chris Stabler/J. Genders	Oakville Hotel	1st Wednesday
NORTH & SOUTH	Wilberfoss 8104	South Milford	
YORKSHIRE (WEST)	NIGEL WEEDON	White Bear Norwood Green	1st Tuesday