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As a result of a four-page article in the T.R. Register magazine *T.R. Action* — for club members owning Triumph Sports Cars — hundreds of members tried our products. The following is a small sample of extracts from our mail, by users of these products:

"Improvement in fuel consumption 12½% ... reduction in oil consumption 85% ... increase in engine idling speed 25% ... improvement in engine flexibility 15% ... improvement in performance 10% ... reduction in use of choke 50% ... also reduced noise from and increased efficiency of petrol pump which used to overheat but doesn't now."

"The engine seems to run more smoothly and appears to have been decarbonised to a useful extent."

"For your information my TR6 used to burn **one pint of oil per 500-750 miles** but now with sump additive I only put in **one pint per 4,000 miles**, which is a remarkable figure. I also run a 126 Fiat which used to burn **one pint of oil per 500 miles** and this now does 1,800-2,000 miles with the additive."

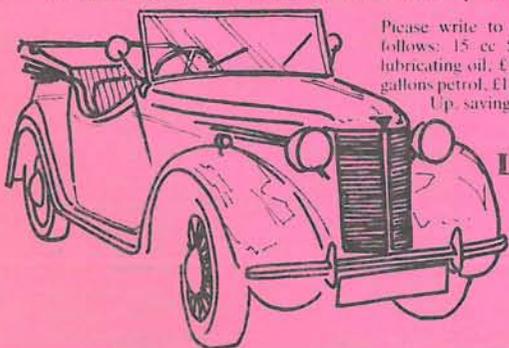
"So far as the sump additive is concerned, I would confirm that the friction in the engine of my TR6 is greatly reduced, making starting in the morning much easier and putting less work on the battery. I also own a Dolomite Sprint and have used both additives in the same. My comments are similar, save that in the Dolomite the tick-over speed has increased appreciably."

"I am in receipt of the 3,000 mile kit sent by you — first impressions are highly favourable."

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"I have been very pleased with the results of using your silicone additives, particularly the Tune-Up, as this has enabled me to re-advance the engine timing on my TR6 to what it should be and was in the days when 5 star fuel was available."

Please write to us for further information. Prices are as follows: 15 cc Sump Lubricant Additive, for 6-10 pints lubricating oil, £1.58. 15 cc Tune-Up Petrol Additive, for 15 gallons petrol, £1.37. 3,000 Mile Kit (Two Sump and Six Tune-Up, saving nearly £2) £9.49. VAT and P & P inclusive.



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THE COURIER



OCTOBER 1982 No. 28

the monthly news publication of the
Triumph Sports Six Club

CLASSIC CAR SHOW

5th 6th 7th

NOVEMBER

BRIGHTON

T.S.S.C. STAND

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

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'COURIER' BACK ISSUES

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Editorial

Haven't we had some events this year. Judging by people's comments, the whole of the UK has been TSSCing. Still, it's kept us all very busy. The friendliness of everyone has made it for Jo and myself and we hope that next year things will be as good. My own MK11 GT6 has had its problems but, thanks to Spitfires UK it is back on the road. Firstly, it would not run properly and after many wasted hours, Ken of Spitfires took only minutes to find the problem and correct it. Next a driveshaft doughnut blew, followed closely by the off-side shock absorber mount shearing - so it was good to find a local enthusiastic company to help out. Thanks Spitfires!

Working on this magazine has been a marathon and we welcome your comments. I think, to conclude, it just shows what a super Club we all belong to, as there is probably more content in here than in most monthly National magazines - 112 pages!!!

BILL SUNDERLAND - EDITOR

Intro

The Autumn has arrived and fast approaches the time to reflect on another great Triumph Sports Six year. So much has happened in the name of the Club during those balmy Summer days. Now is the time to think of next year, to consider Winter evening restoration projects, or to just contemplate Area pub evenings, nattering over a pint.

However, before the light evenings finally elude us, let's not forget the following events, which should be in your diaries.

October 3rd
November 28th
November 21st - 25th
November 26th

Gurston Down Hillclimb nr. Salisbury
Annual General Meeting: Leicester
RAC Rally of Great Britain; centres on York this year
Hillclimb/Sprint afternoon Forum and Prizegiving
Dinner. Restricted to those involved or proposing to
take up the Club Championship Challenge in 1983.
Details and bookings - please contact me.
Fosse Manor Hotel 6th National Christmas Weekend.
Full details will appear in the next Courier

January 21st - 23rd '83

MUTTERINGS:

I do hope you have all remembered to renew your subscription, because if you haven't you will either not be reading this or certainly will be Courier-less next month! Unthinkable, I hear you cry.

Thumbing through some old Standard Triumph Reviews recently, I came across a reference to the TRIUMPH pub which is apparently situated at the junction of Summers Lane and Woodhouse Road in Finchley. It is, or was, reported to be the only pub of that name in the country. At one time it was the venue for the Triumph Roadster Club and a mecca for sporting motorists. Does this haven still exist? Would local members like to investigate?

Another interesting short article I came across was 'Bond in Belgium'; GRN 950F a 2 litre GT is shown in photographs with John Davy (Standard Register Registrar) standing alongside. The car was used in connection with a visit by members of the Triumph Automobile Association to the 24 hour Production Car Race at Francorchamps in July 1968. The car was described as an ideal car for long distance continental travel. The article concludes, 'Its rarity caused a minor sensation of Belgium roads and this alone may satisfy those who seek to achieve one-upmanship!

One of the optional extras on the Vitesse was leather seat coverings. I for one, have never seen this fitted. I wonder if a member amongst our ranks has such an optional extra?

CLUB TROPHIES:

Unfortunately the insertion in the August Courier was printed incorrectly. I apologise to those Areas that were listed as obviously I did not need you to contact me again. What should have been printed is as follows:

To date, I have NOT heard from the following areas:

Hants and Surrey
Herefordshire
Kent
Kent (West)
North London
North Midlands
Granada

Northern Ireland
Sussex
Swindon
Yorkshire (West)
Yorkshire(North and South)
Worcester

I hope I have not missed any one out but if you want to place an order, please telephone me now. The cost of each trophy (a scale model chassis mounted on a wooden base) will be approx £5/£6. You will get nothing for this amount in a shop and at the same time as being excellent value they will be unique to the Club and something every Club member would like to own. We need to keep the order number as high as possible to keep the unit price as low as possible. Please support us in this worthwhile venture.

NEWS REVIEW

Hillclimbers/Sprinters Dinner: Friday November 26th:

Will the following please contact me as soon as possible to let me know if they can attend:-

Ray Lye
Derek Bolt
Bob Chapman
Bill Haseldine
Tony Mee

Martin Brown
Trevor Shakespeare
Robin Ferguson
Pete Farmer

I need to let the Fosse Manor Hotel know the final numbers fairly soon, so please be in touch. I do hope you will all be able to attend. Most competitors are bringing their wives/girlfriends etc.'

If anyone has any good slides or cine/video of our boys racing, I would very much like to borrow them for the afternoon/evening. Perhaps you would give me a telephone first, stating what you have got.

STOP PRESS

We are pleased to welcome ANDY JONES as the new INTERNATIONAL VITESSE REGISTER SECRETARY and wish him well with his new post. John Lindsay has had to stand down due to pressure of work and we thank him for holding this position since the inception of the Marque Secretaries.

ANDY JONES can be contact at: 16 Wyver Crescent, Stoke, Coventry, CV2 5LQ.
Tel: (0203) 452541.

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WINNER HAS OWN CHOICE OF COLOUR. DRAW TO TAKE PLACE ON DECEMBER 14TH AT THE RED LION, OFFLEY, NR. HITCHIN, HERTS.

HILLCLIMB/SPRINT CHAMPIONSHIP REPORT KEVIN GINGER

Round 8
SNETTERTON, NORFOLK

This meeting brought together 32 different one-make teams for the first and only team event of the year. We had originally hoped to field 2 teams for this event, myself Captain of the 1st team and Paul Lucas Captaining the 2nd team. Unfortunately the 2nd team had to drop out for different reasons, so we had to field the strongest team available, which consisted of myself, GT6 MK111, Paul Lucas, Spitfire MK1V and Tony Mee, Herald 2000. Together we called ourselves The Argonauts.

But it seemed as though someone was determined to stop us fielding a team (still reckon it was the TR boys) because the day before Paul Lucas damaged his engine in testing (4th one this year eh! Paul!), which meant we were down to 2 cars but this did not stop him being the gutsy character he is; he turned up for the meeting in his roadgoing 3000-5 Capri and entered it for the racing. It succeeded in going round faster than Tony and I did. Myself having serious handling problems with my modified rear suspension and Tony, who was just getting the feel of his car, all this meant we did not do very well as a team. The Morgan teams coming in first and second and Club Lotus coming in 3rd.

Round 9
OULTON PARK, Nr. CHESTER

Just 3 Club cars gathered for this round of the Championship, which meant another 6 hour drive for me. The other two competitors being Paul Lucas, who drove up from Wales and Bill Haseldine, who lives in Croydon, Surrey.

It seems Paul was not happy with breaking 5 enignes this year because the week before at Curborough, his flywheel sheared off, which meant he had to use his Capri 3000 again. Unfortunately this not being a Triumph, meant it is not eligible for the Championship, which is just as well because it proved to be horribly quick around Oulton.

I was still having terrible handling problems with my car which is undergoing a lot of suspension modifications at the moment, which meant I did not do very well in the class, coming 5th. Bill was out for the first time in his newly rebuilt Vitesse MK11, of which he was still getting the feel of.

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Whats On Next ?

A.G.M.

Notice is hereby given that the Annual General Meeting will be held on Sunday, 28th November, 1982 at 10.00pm.

Venue: BELMONT HOTEL,
Agenda: DEMONTFORT STREET, LEICESTER.

1. Re-election of members of the Council of Management:
 - A. In accordance with the Articles of Association the following will retire and are eligible for re-election:-
John Cudmore
John Griffiths
Bob Notley
 - B. The following, seconded since the last A.G.M., have to stand for re-election:-
Glyn Ridgewell
John Kipping
 - C. The following are standing for re-election at their own request:-
Jonty Wild
Dave Bayliss
2. Re-election of other Club Officers, to include Area Organisers and Register Secretaries.
3. New subscriptions - U.K. Members
Overseas Members
4. Report on Club activities since last A.G.M.
5. Financial Report and presentation of Accounts.
6. Report on Membership since last A.G.M.
7. Changes to the Articles of Association.
 - A. Article 6 (c) to be amended to read:
"The name and address of the candidate should be stated on the application and be submitted, together with the relevant subscription".
 - B. Article 6 (b) to be amended to read:
"Application for membership will be considered by the Membership Secretary on behalf of the Council".
 - C. Article 6 (e) delete the words "by the Council".
 - D. Article 6 (g) to be deleted.
 - E. Article 6 (h) to be amended to read:
"Subscriptions shall be fixed annually by the Council and shall fall due on the 1st September of each successive year".
 - F. Article 6 (i) para. 1 amend:
"within two calendar months" to read "within one calendar month".
 - G. Article 6 (l) para. 2 delete paragraph.
8. Any other business - any members wishing to add an item under this section of the agenda, must do so 14 days before the A.G.M. by submitting such items to the General Secretary in writing and signed by two Club members.

NOTES:

- A. Nomination forms to be submitted to the General Secretary to arrive by the first post on Saturday 13th November, 1982. FORMS RECEIVED AFTER THIS DATE WILL BE TREATED AS NULL AND VOID.

APPOINTMENT OF CLUB OFFICERS
(Management Council Members, Register Secretaries)

NOMINATION FORM

I (Block letters)

Membership Number

WISH TO NOMINATE
(Block letters)

FOR THE POST OF
(Block letters)

Signed:

I (Block letters)

ACCEPT THE ABOVE NOMINATION AND AGREE TO STAND FOR THE POST OF
(Block letters)

Signed

Membership Number

THIS FORM MUST BE SENT TO THE GENERAL SECRETARY TO ARRIVE BY THE FIRST POST ON SATURDAY 13TH NOVEMBER, 1982

FORMS RECEIVED AFTER THIS DATE WILL BE TREATED AS NULL AND VOID.

AREA ORGANISER'S NOMINATION FORM ON REVERSE

AREA ORGANISER'S NOMINATION FORM 1982/1983

I Mem. no.
propose To stand as Area Organiser for
..... Area, Signed

I memb. no.
agree to stand as Area Organiser forArea
My address is
.....
Tel. no.
Area meeting place
Day of month and time
Signed

PLEASE CUT ALONG DOTTED LINE

CUT ALONG DOTTED LINE

(Use this portion of the form, if necessary, to hold local ballot for Area Organiser).

- 1. 2.
- 3. 4.
- 5. 6.

Tick one name only.

Successful member should return one (1) completed Nomination Form to the General Secretary, to arrive by 13th November, 1982.

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HERALD REGISTER SECRETARY Chris. Longhurst

All you ever wanted to know about steering racks but were afraid to ask !

Part 1 - Vehicle application, part numbers and interchangeability.

There is a frightening abundance of part numbers for Herald steering racks; this month I hope to sort out vehicle application and part numbers and next month to follow up with an article on reconditioning a later type rack.

940 and Mk 1 1200's have a different chassis to later 1200's and 13/60's, because of this a different rack body is found on the two chassis types. I have designated these type A (early chassis) and B (later chassis). Racks for the early chassis come on three basic types;

- A1 - Pinion held in by screw end cap; Plunger held in by screw end cap; inner ball joints not shimmed; inner ends of rubber bellows (gaiters) of equal diameter; two bushes (122564) in rack tube - these two bushes can be replaced by the longer bush (128002)
- A2 - Pinion held in by circlip; Plunger held in by circlip; inner end of OS bellows larger diam; inner ball joints not shimmed; Single bush (128002) in rack.
- A3 - Pinion held in by circlip; Plunger held in by screw end cap; inner end of OS rubber bellows larger diameter; inner ball joints shimmed (0.002" - 130031, 0.010" - 120032). Single bush in rack tube.

The A type racks on later chassis have the same characteristics as the A3 rack - the only difference is in the rack tube and mountings.

Table 1 lists these rack types and their part numbers. Table 2 gives details of the pinion assemblies and Table 3 the plunger assemblies for the different rack types. The most common rack type (A) can be seen in Fig.1, with a A2 pinion and plunger as an inset. The A1 type pinion and plunger can be seen in Fig 2. Remember that the pinion, plunger, bellows etc. of the A3 rack are the same as those in the B rack in Fig.1.

Interchangeability.

The A type racks are all interchangeable as they use the same mounting method (see Fig 2 for A racks & Fig. 1 for B racks). I have tried a 'dummy' fitting of a B type rack to the early chassis and came to the conclusion that the plates welded onto the rack tube that the rubber mounts normally butt onto would need grinding off. Personally I think that it would be safer to retain the A type rack on the early chassis. If you are running a 940 with A1 or A2 rack which is beyond repair (eg bent rack tube), it would be worthwhile locating a A3 rack tube. Most internal components for this are still available, and in fact all the parts from

Table 1. Vehicle Application and Part Numbers of Major Components.

Type	Commission No.	Complete Rack RHS	Pinion	Plunger	Bellows OS	NS	Complete Rack LHS
940	Saloon						
A1	G1 -8762 Y1-2231	303506	120950	120946	125673	125673	303537
A1	8763-19195 2232-4350	304550	120950	120946	125673	125673	304551
A2	19196-59803 4351-21745	304689	127995	128003	b	128004	304690
A2	59804- on 21746- on	305050	127995	128003	b	"	305051
948'S							
A2	1-65118	305050	127995	128003	b	"	305051
A3	65119- on	305548	127995	120946	120948	"	305459
1200							
A2	GAL-8704	305050	127995 or 124689	128003	b	"	305051
A3	8705-80000	305548	"	120946	120948	"	305459
B	80001- on	305775 or 305932	"	120946	120948	"	305776 or 305931
13/60							
B	GE1- on	305932	"	120946	120948	"	"

a officially all 12/50's should have a 'B' rack, although I suspect a few may exist with A3 racks on Mk1 1200 chassis.

b- some contradiction between part numbers & diagrams in parts manuals, probably part no. 120948.

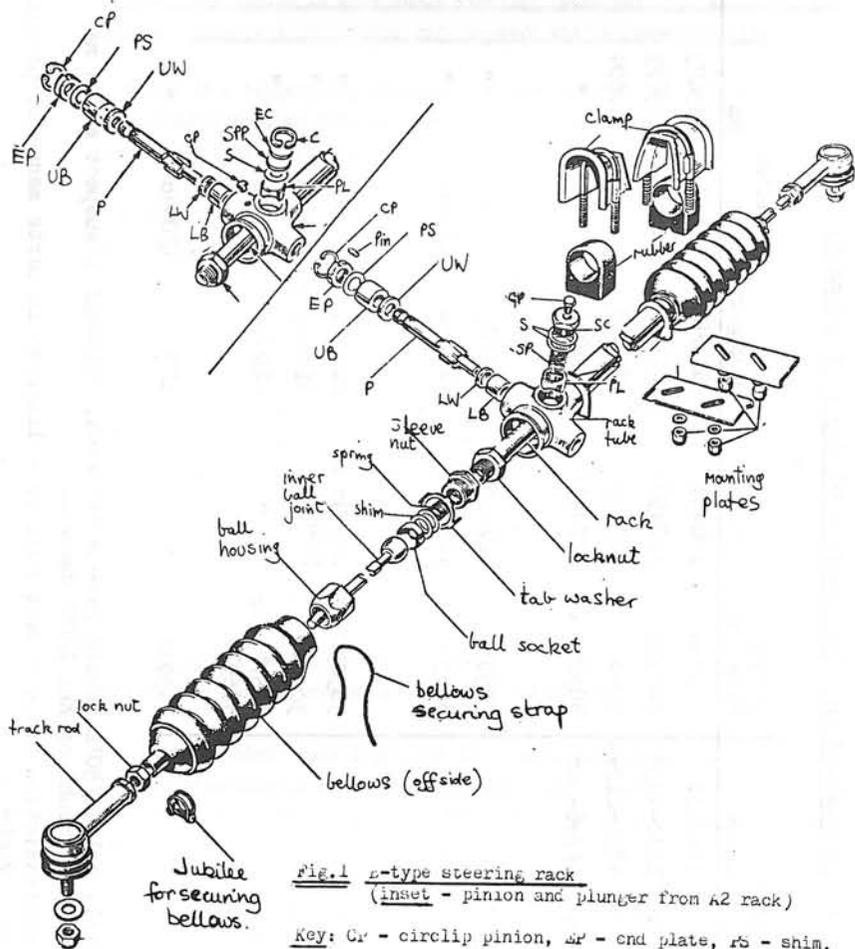


Fig. 1 A-type steering rack
(inset - pinion and plunger from A2 rack)

Key: Cr - circlip pinion, sr - end plate, rs - shim, pinion, Ub - upper bush, Um - upper washer, r - pinion, lw - lower washer, lb - lower bush, cp - grease plug, s - shim, plunger, spp - spring plate, sr - spring, sc - end cap, c - circlip, plunger, sc - screw cap, plunger, rl - plunger

inside a reconditioned B type rack could be used.

Rack - Chassis Mountings

Part numbers for the rack to chassis mountings are as follows:

A1, A2, A3	Lower mounting block	122052
(see Fig 2)	Upper mounting block	122053
	U-bolt	122074
	Dowel (rack/upper block)	122023
B	Rubber mounting	133072
(see Fig 1)	Clamp + U-bolt	130005
	Reinforcing plate (under chassis)	133070

When I enquired 3-4 years ago the A-rack aluminium mounting blocks were listed as obsolete - so don't lose them when doing a rebuild!

Other Cluo Cars.

To the best of my knowledge the B type rack is also fitted to all Spitfires, Vitesse, G16 and Bods.

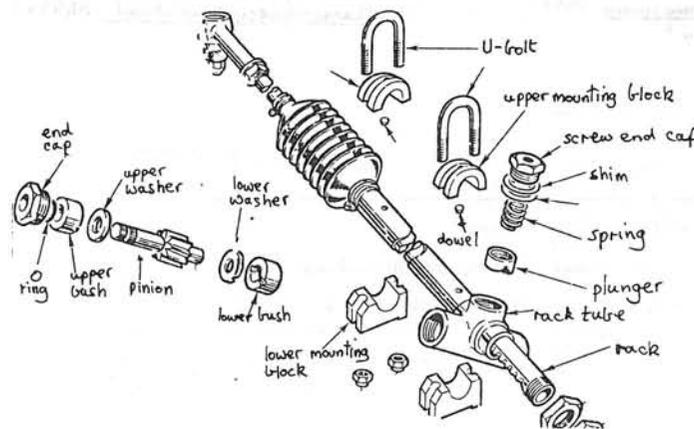


Fig. 2 Pinion and Plunger assemblies on A1 type rack.

Note also rack-chassis mounting blocks and U-bolt which are common to all A type racks on early chassis.

Table 2 Pinion assembly part numbers

Rack type	Pinion	Lower Bush	Lower washer	Upper washer	Upper Bush	Shim	and Plug	and Cap	Circlip	'O'ring
A1	120950	122565	122567	120939	122560	120941	-	120942	-	120904
A2,A3 B	127995 124690	127997	120000	127999	127990	120941	120001	-	509537	120021

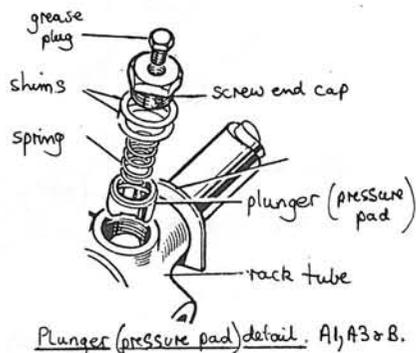
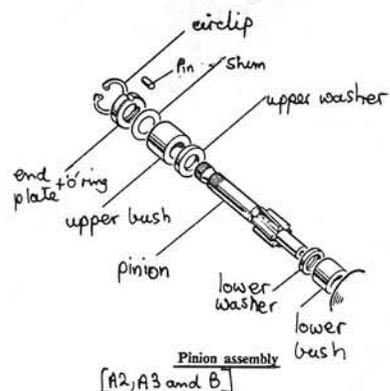


Table 3 Plunger assembly part numbers

Rack Type	Plunger	Screw cap	Spring	Shims	Grease plug	Circlip	and Cover	Spring plate
A1	120946	120945	120947	120959 120949	122115	-	-	-
A2	120003	-	126765	120011	120005	509536	122129	120007
A3, B	120946	132053	126765	120959 120949 132055	133103	-	-	-

Register Update.

And now for something completely different - I thought I would take this opportunity to update the register before the membership renewal vehicle forms come flooding in! We now have over 700 heralds on the register (1 September); if the rate of increase carries on as of recent months there should be over 1000 cars on the register by early next year.

	Conv.	Saloon	est.	Coupe	'S'	Van	Total
948	4	13	-	0	3	-	20
1200	86	105	26	10	-	4	231
12/50		40					40
13/60	223	131	57				411
							710

13/60 Convertibles account for 31.1% of the Herald register, and as John Kipping pointed out the other week, this percentage has remained remarkably constant :- June 01 (31.6%), Dec.01 (30.8), March02 (31.7), July 02 (31.7). I hope that the current 0.6% decline isn't the start of something significant!

Welcome to new member V.C. Milford who has sent me details of his 4 Herald 1200 estates, 948 Saloon, 1200 Saloon and 1200 Convertible which he has been 'collecting' since 1977! Admittedly some of these have been broken, but all parts have been retained.

Herald Estate Restoration Project.

I have just purchased a 1200 estate for 2p; I am planning to restore this car for day to day use and will try to make this a regular feature as work progresses. More details next month.

Twin Carbs on Heralds (reply to Alasdair Blake's enquiry, Courier 27).

Twin carbs. were standard on 940 Coupes and probably on Convertibles. A 948 twin carb. saloon (4Y commission number prefixes) was also produced. Twin carbs. were also available as optional extras on 1200 heralds; a complete conversion kit was available which included a better camshaft, different valve springs and twin SU H1 carbs. I think that all 1200 Coupes were twin carb. - but someone, somewhere is sure to have a single carb. version!

On the 940 Coupe the t.c. set-up produced 50.5 bhp (gross) compared with the single carb. saloon's 38.5 bhp (gross). Touring miles per gallon (approx) were 32.9 for t.c. Coupe and 36.4 for s.c. saloon; I suspect that the figure was in the region of 30 mpg for the t.c. saloon which was heavier and slightly less aerodynamically efficient than the coupe.

The Leyland one is made under patent the other cannot be made to the same patent, which results in faulty bonding compound between rubber and metal parts. This results in the coupling breaking up under strain.

I and my friends have now fitted Leyland couplings, which should last a lot, lot longer, as they are made to the exact patent of the car manufacturer. THINK TWICE BEFORE BUYING CHEAP 'INFERIOR' COMPONENTS. £28.00 now could save £80.00 later!

LETTER FROM DAVID RAESIDE, GLASGOW:

This is a short letter to thank again and also to recommend the services of fellow Triumph enthusiast, Stu Warren of The Triumph Hospital, details of which are usually in his advert in each Courier.

Stuart came to our assistance on a recent all too exciting visit to London, when the stub axle and brake calliper decided to part company with the rest of my MK1V Spitfire!! He could not have been more hospitable nor helpful, managing to supply the parts no other could! Hope to see you soon Stu, under happier circumstances.

Having completed the repairs to the said car, a beer (or six!) was called for, so we adjourned to the local, 'The Red Lion' at Offley and I can recommend this venue to all Herts members who have not yet attended their area N & N sessions.

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

JOHN KIPPING'S EXPERIENCES WITH BRITISH CARS, 1977 - 1982:

I see that St Andrews' University has come in for some mention recently - it brought back memories of many, wasted hours studying Economics. There I had a Cherry Red Vitesse MK1, Convertible and if my memory serves me right, there should be a sill for it in the loft of 3 Fife Park. The MOT station would not pass it with a loose sill - so I took it off. With 140,000 miles on the clock the car, sadly met its demise against a rock wall in Norway and suffered a bent chassis.

After a Spitfire IV (written off by a 'friend') a Cortina 1600E and a Viva GT - both of which promptly fell to bits through rust - I can across this advert in the Cambridge Evening News, at a quarter to five on a Friday evening: 'Vitesse, MOT failure, offers, ring during office hours'. It didn't sound very inspiring, but with minutes to spare, I gave a ring. Surprisingly the Vitesse turned out to be a 1971 Convertible, requiring some outriggers and rear trunnions - I couldn't resist.

Over the last 2½ years, I have managed to obtain an overdrive gearbox, (actually there were two in the same scrapyard just North of Norwich) and a 3.27:1 differential from a GT6 MK11 (just South of Leeds).

For a few months I had electric ignition fitted but after failing to keep up with Austin Princess over the Welsh Mountains, I took it off. Result? The car would tick over properly - didn't overheat in traffic and resulted in the mpg going from 32 to 38 (on a long run). As far as I am aware, the engine has had nothing done to it in 110,000 miles. You can't beat a bit of Coke for raising the compression ratio!

Still on a Vitesse note, I became intrigued with a derelict car which sat in a local front garden. It had Vitesse 6 on the back but was K registered. After buying the car (I needed the radiator), I found out it had been assembled from parts of about six other cars i.e. Herald 1200 bulkhead, 13/60 diff., Vitesse 6 gearbox and brakes with new chassis. I bought it for parts but with and engine fitted and a pair of rear outriggers, the car passed an MOT. This car is at present on loan to a local member who managed to lose a valve seat insert out of his only MOT'd vehicle.

There is only one more Vitesse in the back garden - a MK11 bought from a scrapyard which is due a new set of outriggers. The rest of the space is taken up with two 948's, both of which have been mentioned in these illustrious pages. The Alpine Mauve Saloon is waiting for a re-spray (for the last 9 months) and the Convertible is waiting for almost everything.

Members might be wondering about how they could get away with having five cars and spares everywhere. The answer is to stay single and butter up your neighbours - one gets his car MOT'd each year at very favourable rates by yours truly and the 'old dear' on the other side is half deaf (dead) and blind - WHAT A LIFE!

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NATIONWIDE

ANGLIA AREA NEWS, BARRY NEWITT REPORTS:

I apologise for not reporting for the last month or so but what with holiday and harvest work, I could not find the time to put pen to paper.

The Birthday Barbeque seems to have gone down well with most of you. Sorry we had to turn some people away but we had to honour our agreement with the farmer to limit the numbers to 200 people, so if you wish to come next year, get your tickets early. Many thanks to all who turned up and a special thanks to all whom helped me set up the site and a very special thanks to those members from outside the Anglia Section who helped with all the clearing up on Sunday morning.

PLEASE NOTE: Due to the ever increasing members who turn up at our monthly meetings, we are having to move from the Old English Gentleman because of lack of room. We will now meet from October at the Coach and Horses Inn and restaurant, High Street, Trumpington, Cambridge (1st Thursday of the month, 8pm). We have arranged to have our own room which will seat 35 in comfort. Should be a lot easier to hold a proper meet, (don't forget, collar and tie, it's a bit posh). Big turnout please.

CENTRAL SOMERSET AREA NEWS, NICK BRADBURY REPORTS:

12 months have now passed since the first area meeting was held at The Rising Sun, Knapp, near North Curry. Enthusiasm from local members has, over this period, been somewhat disappointing and has often made me wonder just how 'enthusiastic' the local membership is. Total attendances have never exceeded a maximum of 8, on one occasion only, with as few as one (myself). On an average, about 5 people turn up! The greater percentage of those who regularly put in an appearance at our 'noggin and natter' sessions, live between 15 to 25 miles distant. So, how about it, local members? If Andy Jones, who lives somewhere near Coventry, can manage to attend John Cudmore's Oxford area meetings, a mere 40 miles or so in one direction only, (perhaps he enjoys the drive!) surely a few more members from around these parts might wish to grace us with their presence and cars - of course! Some 10 months ago, as mentioned previously, Dave Bayliss sent me a list of the then current members for the whole of Somerset, of whom very few have even been seen. Are you by any chance related to the Yeti's of Himalayan fame, evidence abounds but never actually seen 'in the flesh'?!?

Admittedly, some of you live nearer to other areas meeting places and may possibly attend same; but there are certainly some members living within a 25 mile radius of our areas local pub. As has been said before, we even have some East Devon members attending our local meetings because the Devon Area's meeting house is at a greater distance from where they live than ours is. But, when all's said and done, it would be nice and much appreciated if a few more of you put in an appearance occasionally!!

Perhaps as and when that may happen, we can organise some local or not so local, events, as other areas most certainly do - see Area News and Events each year!

Our local area meetings are still held at The Rising Sun, Knapp, on usually the first Thursday of the month, except that the November one would clash with Bonfire night and our local carnivals held at that time of year, so this is being held on the 11th November. Other meetings will be 7th October and 2nd December. Before the end of this year, at least by the time of the December meeting, it may be decided to change both the day of the month and possibly the venue, for 1983 meetings; further consultation with members attending future meetings will be taken up. Any local area members's suggestions or comments would be appreciated by the time of the December 'noggin and natter' on this matter.

Regarding the availability of local suppliers of new, old stock, of genuine Stanpart/Unipart/BLMC/BL spares, generally speaking, it's a case of knowing what's about and who actually wants to dispose of it and who is likely to want to acquire it, quantities, one offs etc. etc. To quote a recent 'discovery' of mine - I know of 3 new, complete rear, O/S wings (pt.no. 902194) top ridge and main panel, as opposed to just the main panel (pt. nos. 902270 or 902271 O/S and N/S) for Herald 1200 and 12/50 Estates; plus numerous other panels, wheel arches, fascia panels, for other than TSSC cars which will also require new homes in the near future.

Central Somerset Area News cont'd .../

Regarding the above comment for example, some while ago I acquired 6 coil spring cum-damper units (as advertised in August Courier), with John Kipping; 5 of these were found to be standard spring/damper units for Vitesse 2L Saloons (see also adverts in this month), the sixth, with working coils, colour code - purple, is possibly for a Courier Van or Herald Estate. Needless to say, they are still available.

So, as it may seem, that although new spares (old stock) can be obtained for the benefit of Club members, at personal expense etc., not everyone appears to require them or even want them. Therefore, as with the short list of wings and other panels mentioned above, I do not wish to acquire them on the off-chance that somebody, sometime, is going to want them, and have some of my savings/capital tied up in spares, awaiting new ownership. In some respects it is possibly a good idea to acquire new/old stock, in items no longer generally available (no longer serviced is a favourite BL price list abbreviation). But one can never be sure that such items as may be available at any given time, will be required in an instant - like yesterday! - and one would possibly have a certain amount of space tied up which could be utilised more economically, although Dave Clements does have some brand new inlet and exhaust valves for his 948cc Coupe - don't you Dave! Fair enough, John Kipping is the 'official' new Spares Secretary but he cannot be in a 101 places at once, collecting spares for and on behalf of our Club and I feel that if parts become available at reasonable prices, one should at least make some effort to ensure that they are acquired and not left to be otherwise disposed of, or scrapped, as has been known to happen sometimes in the past! There's usually someone, somewhere, wanting something - but when is another matter!

P.S. Does anyone want a couple of Herald 1200 Saloons, as advertised in the August Courier (see also, current adverts this issue). One is 1962 vintage with 97,381 miles on the clock and the other is April 1969 with just over 100,000 miles to its credit, in running order but no MOT at present. Last owner of latter car decided it was time for a newer car - (farmers seem to have a habit of scrapping quite reasonable machinery, or running them literally into the ground).

P.P.S. The 1962 Herald was acquired by above 'for spares' to keep it going - the '69 model I mean!

CORNWALL AREA NEWS, RICHARD CUNNINGHAM REPORTS:

The August meeting produced a fair turnout with 9 local members present, plus one visiting member. The visit to the Helston Aero Park Rally on September 5th produced 4 Cornish members, 3 Devon members, plus two prospective members. Congratulations must go to Stan Walters for winning the Best Triumph Award and coming second in the Condition Class.

Despite a good day being enjoyed by all - the turnout was again pretty dismal - only the hardcore appearing as usual. I have therefore, arranged a meeting to discuss the future of the Cornish branch on Saturday 16th October (venue and time to be arranged). Little has been achieved in the five years the branch has been in existence - no spares fund, no local discounts, poor attendances at events other than noggins and natters. It is, therefore, imperative that ALL Cornish members let me have their views regarding the future of the branch by either attending the special meeting or contacting me with their views - one 'phone call is all that is needed, otherwise the branch would cease to exist. I shall not be continuing as Area Organiser after the AGM so, hopefully, someone will come forward to volunteer to do the job (or perhaps people could share the position). I estimate that there are at least 25 members who have never been seen at a meeting (or contacted the branch), so I would again emphasise that the future of the area depends upon you the members, to do something.

October meetings:

Sat 9th October - Autojumble at Threemilestone Village Hall 10am - 3pm

Tues 12th Oct. - Film Show at Crossroads Motel, Scorrier, 7.30pm

Sat 16th Oct. Special meeting to discuss future of branch ('phone Truro 78549 for details)

Fri 29th Oct. County Arms, Truro 8pm

DEVON AREA NEWS, GARETH BEECHING REPORTS:

Since my last report, most of which appeared in the August issue (you couldn't read my writing!), plenty has happened in the Devon Area.

The first event which attracted members of the area was the Yeovil Festival of Fransport, held on the 14th and 15th of August at Barwick Park. With Many other attractions, including displays by the armed forces, the gathering was a whole weekend's entertainment. Personally I never did have time to see all the cars that were entered but we were all impressed with the quality of exhibits. The TSSC stand at the show was held by the Avon Area, although the Devon Area supplied the most Club cars! Cars entered by Area members were as follows:

1964 Herald Coupe (Ex-Lombard Rally)	Alistair Clements
1964 Vitesse 1600	Gareth Beeching
1968 Vitesse MK11 Convertible	Keith Mitchell
1970 Vitesse MK11 Convertible	'Woody' Ash
1968 Vitesse MK11 Saloon	'Stanpart' Walters
1970 Vitesse MK11 Convertible	'Hillclimb' Griffiths
1968 GT6 MK1	'Poser' Payne

Although camping was a little primitive and slightly damp, we all enjoyed ourselves. However, we didn't solve the mystery of the phantom of the campsite, unless a certain GT6 owner knows better!

At our usual monthly meeting on the last Sunday of the month (the 29th), at the Dartmouth Inn at Totnes, we had the usual healthy gathering of about 25 people. During the course of the evening, the following events were planned:-

Helston Rally at the Aero Park on 5th Sept.

Ten-pin bowling competition, vs the TR Register at Torquay on 23rd Sept at 7.30pm
Slide show at Sept's meeting to be held on Sunday 26th Sept.

Falklands slide show on October's meeting on 31st October, plus final plans for the Treasure Hunt

Novembers meeting on the 28th - Annual Quiz (last year won by a member of the Cornwall area!) plus volunteers for Decembers Christmas buffet
December Buffet - date yet to be fixed

The weekend following the August meeting, several members entered cars at the Helston Rally, organised by the MG Owners Club. Unfortunately, the writer who had entered, was unable to attend because a bout of gastric flu' had reduced him to 'involuntary liquidation'. However, the event was well attended with several cars from the Devon Area and Cornwall Areas. Over 150 cars of all types (mainly MG's) were entered, and the Rally was such a success, it is now going to be an annual event. It is well worth entering because automatic free entry is gained to the Jamons Aero-Park and Flambards Village. The event was successful as far as Stan Walters was concerned, as he won the prize for the Best Triumph and came 2nd overall in the Condition award.

Unfortunately, Stan's 2.5 litre (ex-TR6) engine lost its oil pressure on the way home - let's hope he's back on the road again soon without too much trouble. Also spare a thought for poor Jon Burton who is now on his second differential from Sports Six Sapres - the first 'reconditioned' unit was a real shocker. Hopefully by now, he has also had returned his £45 deposit - he sent them his old diff. in exchange many weeks ago.

Finally, I shall end on a happier note by saying that I've just saved myself over £12 (plus free windscreen insurance) by switching to Lifesure.

As part of my Area News I shall, nearer Christmas, be doing a potted 'who's who' in the Devon rankings, so you've all been warned!

EAST BERKS AREA NEWS - JOHN REED REPORTS:

Future events arranged: October 27th (Wed.), joint visit with Oxford Area to West Wycombe Motor Museum. Final details to be announced at next meeting. Also Treasure Hunt number 2 being organised by Tim again (so don't blame me!). This is scheduled for mid-October, Sunday 17th - details to be announced. Meetings as usual at Uncle Toms Cabin, Cookham at 8pm.

ESSEX AREA NEWS, IAN THORNTON REPORTS:

Although co-inciding with STIR, our September meeting at The Dukes Head, was still fairly well attended with 21 cars turning up. A few new faces appeared, plus the re-appearance of Graham Helliwell and his very highly tuned GT6 MK11, after an absence of something like 2 years. Two additions arrived in the shape of a Herald 13/60 with Vitesse 1600 engine and O/D gearbox and a Vitesse 2L MK1, with roof removed. The owner told me whenever it rains, he quickly drives home and bolts on the roof!

As David Cook, our Area Organiser, has decided to retire, we need to nominate someone to fill this position. Would anyone interested kindly contact either myself or Matt Maudsley (my phone number is Southend 218308). Alternatively, speak to us at the October meeting.

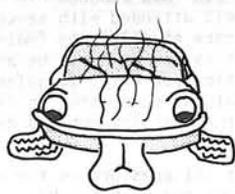
The Essex area AGM will be held after the November meeting on 14th Nov., at The Chelmsford Cycling Club when we shall also have a motoring quiz. Directions plus map to be issued.

NEW AREA?

It seems there is no area for Cheltenham, Gloucester and the surrounding countryside, (i.e. Gloucestershire). Surely I am not the only local member? If anyone else is interested in forming one, please write via the address below; if you do, please suggest a pub in Cheltenham because firstly, I don't know many local pubs and secondly, my spit. is currently off the road due to collecting an errant 1100! This makes going to pubs elsewhere tricky. NB DMC members especially welcome.

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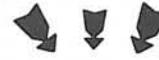
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STOP PRESS

Herts Area AGM to be held at 37A Beaumont Ave., St Albans on 16th October, 1982 at 3pm. This a quiet, residential area - please act accordingly.

KENT AREA NEWS, MARTIN RADFORD REPORTS:

August meetings in Kent generally have a poor turnout as most Kentish men and men of Kent (there is a difference), tend to take their holidays at that time. This year it was different, however, with the car park and nearby road crammed with Club Triumphs. There was a good selection, including two Bonds and the full set of GT6's. The only disappointment was the usual lack of Heralds.

If there is anybody in Kent who owns a Herald but has never been to a meeting, please come to see us in October, so that we will know of your existence.

Don't forget that the monthly meetings are held at the cock Horse Inn, Detling on the second Monday of the month.

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MILTON KEYNES AREA NEWS, GEOFF KING REPORTS:

The main item of news this month is obviously the Summer Meeting: The event went off exceedingly well and everyone we spoke to said they enjoyed themselves. We may, as a result, hold this as a yearly event. The only disappointment was the lack of TRs and MGs, and it could have been a little warmer.

The Concours, which was judged by Mr Gorse from the local BL dealer and Richard from Car Spares, was won by John Cudmore in his GT6 with 881 points, second was our own Editor, Bill Sunderland, in his Vitesse with 878 points and 3rd was Mr Kennady in his MGB with 824 points. The driving test positions were as follows: First Andy Ffolkes, TSSC, 150 points. Second Mick Maidment, TSSC, 230 points. Third W Merrell, MGOC, 240. I would like to thank Lyn and Dave Wheeler, who spent all afternoon running up and down the driving test course.

In the working car condition, awards and results were: First, Geoff King, Marlin, TSSC. Second, Roger Bellfield, Spitfire, TSSC. Third, Ian McKeggie, GT6, TSSC. (I would like to appologize for the result in this section of the event but I promise I did not bribe the judges, in fact, I did not know anything about it until it was announced with the other results - so much for my loyal assistants, they could have given me some warning instead of just springing it as they did!).

The two side competitions were won by R Monday and Eddie Evans (who it must be said, enjoys digging around in sacks of sawdust, cos he spent an awful long time doing just that!). The distance award was won by Schuman Noubert of Germany. I would like to thank everyone who helped with the organisation of the event, everyone who turned up and helped to set things up on the morning and the judges who gave up their afternoon for our benefit. And, of course, many thanks to you all who came to the meeting and made the event such an enjoyable day for all - without you, the meeting could not have taken place. We hope you all had an enjoyable day, congratulations to the winners and we hope to see you all next year - plus a few extra members we hope.

The meeting also created quite a stir as the cars could be seen from the main road and made some people come and see what was going on. We now have two extra members, due to the show we made!

Congratulations to the parents of our two youngest members, Liz and Roger Chevis had a baby boy on Sunday and Bob and Barbara Read had their boy close behind on Monday. Best wishes to you all.



IAN, Leicester Area Organiser,
JULIE and GEOFF, Milton
Keynes Area Organiser,
giving Prizes at the
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OVER 60 PRIZES !!

NORFOLK AREA NEWS, IAN EASTWOOD REPORTS:

The Areas Inaugural Event has come and gone, thanks to all who came and all who helped. It was our first such event and we have learned alot about how (not) to do things. We'll have it toned down somewhat when we do it next year. Anyway I hope that you all had a good time at the event, the motor museum and later at the local big rally. Part of the event was a Treasure Hunt on Sunday morning. I must admit to getting lost through not reading the directions properly (not the only one eh, Mr Editor? 'I've done these things before. I might not have got all the clues but I can usually follow the directions!'). Even though I got lost I came 3rd of 10 - a bit early perhaps after Saturday night.!

I hope to see you all again and some more next year. Now, back to local matters; the meetings are still well attended and we had a visit from the local press - much free publicity which is always good news, so keep coming and lets break 50 at the meeting.

At this months meeting, we had the local press, who came to ilk at us and our cars: We had 20 cars present: 1 13/60 Saloon, 1 1200 Herald Conv., 2 Bonds (1 for sale), 2 GT6 MK1's, 3 MK11 Vitesse Conv., 1 MK11 Vitesse Saloon, 4 MK1V Spitfire, 1 1500 Spitfire, 1 Lancia, 1 Citroen, 1 Mini, 1 1600E, and 1 Spartan. 38 people filled the cars and gave the press photographer plenty to do to be kept in order! All good publicity though.

It was a hectic meeting, lots of new members. Welcome to you all. A local file and register was bieng produced and sale of spares discussed. I think somebody bought a drink!

The Landlord of the pub has asked if we would consider moving the meetings to a Monday as he's changing the club room into a restaurant but keeping Mondays free. What do you think?

Events Comings Up: 16th October, Fancy Dress Disco. Louis Marchesi 8 till late. 'Come as your car'. Tickets £2.

6th November, Bon fire and Firework Party. White Lodge public house - more details next month.



BARBEQUE TIME IN NORFOLK

NORTH EAST AREA NEWS, TONY LAMERT REPORTS:

Our September meeting saw an influx of new members, obviously due to our entry in the Courier. It was as well our new members turned up as the original membership was somewhat depleted. Come on North East Area, it's too soon to hibernate yet. I want to see you all at the next meetings. Plans are in hand for a Pie and Peas Supper in October of the North East Area and a Christmas Party in early December.

NOTTS AREA NEWS, GEOFF FLETCHER REPORTS:

Well, a very good turnout indeed with a total of around 24 people attending. A special thank you for the Leicester Members that came across to see us, I hope you enjoyed your visit and you will come again. It also seems you brought along a certain degree of luck and expertise because the raffle for a bottle of wine was won by Mick Maidment, Area Membership Secretary for Leicester and the 20 Question Quiz was won by Phil Basher, Leicester Area Events Organiser. Well done both of you. Also, well done to everyone who had a go at the quiz. A thank you must also go to Clive Roulstons wife for organising the raffle. Our next meeting is October 13th at The Redgate Lodge, Castle Donington at about 8.30pm. If you live in or around that area, please come along and visit us.

OXFORD AREA NEWS, JOHN CUDMORE REPORTS:

One Sunday in the Summer, Andy Jones from Coventry and I went to a Bentley Drivers Club meeting at Charlbury, Oxon and we joined on at the end of a parade of Bentleys (they left their hotel to the accompaniment of a jazz band playing on the patio). They drove a couple of miles to a field and proceeded to put on a flying display of light aircraft, including the Wallis Autogiro (of James Bond fame) aerobatics etc. Out came a film crew to interview Mr Amherst-Villiers, who designed the 'blower' for Brooklands Bentleys. Then out came the picnic hampers and champagne. Are we doing it right at the TSSC?!

Avon area (Simon James and Neil Williamson) invited us to a barbeque and five went but they forgot to talk to the weather gods. The swimmers did not mind and it turned into a pleasant evening in very pleasant company but, boy, did it rain on the way home!!

STIR happenings will be reported elsewhere.

A date to remember - Wednesday 27th October, 1982. 7pm at West Wycombe Motor Museum. Joint venture with East Berks Area - must have a minimum of 20 bodies to get in cheaply. It will be our second visit - not to be missed - ask someone who went before - Pancakes on the lawn under the stars afterwards. Interested members must give me a firm decision at Oct. 13th meeting or by 'phone by 20th Oct.

Another date - December 8th meeting will be our usual Christmas Dinner (about £7 each) at The Grapes, Yarnton, Oxford (our usual monthly venue).

POOLE AREA NEWS, BILL NEILSON REPORTS:

Our Oct meeting is at The Skates, Brankstone, Poole every first Tuesday of the month. Our first meeting was attended by many new faces and included a live disco. Jamie Simons brought his Turbo Vitesse and Mahdeen Legin (he's Asian) drove up in his rather nice Spitfire. Any enquiries for future meetings

to Eve Stellis (no 'phone number given).

SUSSEX AREA NEWS, COLIN HARRISON REPORTS:

Our October meeting, which takes place on Sunday 17th, is going to be for the budding photographers amongst us. Please note that for this month only, the meeting will start at 11.30am. With this earlier start, I hope we can park all together and let members take some good photographs of the Club cars. Over the past months, we have had a very good selection of cars turn up to meetings and it would be nice to think that this month they could be captured on film.

THAMES AREA NEWS, LEON GUYOT REPORTS:

We thank West Kent/East Surrey Area for making an unqualified success of our Inter-Area liason on 19th August, despite the info not having made it to an Area report.

Regarding Stoneleigh, it was nice to see Thames members get up here, however they did it! It was especially nice to see our ex-Organisers, Chris and Hilary, all the way from Bristol, this really was a fun weekend, even for those members whom I did not see - notably Nick and Gilliam, who are becoming past masters at avoiding me on long distance trips - remember Bristol?

Coventry Motor Museum is highly recommended and I was very impressed by the 'Herald' pub, which was open until 2.30pm on bank holiday Monday, much to our relief.

If Area members would like 'Thames Area' printed on their Club sweatshirts, I can get these 'done' for 80p plus P&P.

On 11th September, three Area cars went down to the massive autojumble at Beaulieu, widely advertised and recommended for months. We could find the one hour traffic queue in the New Forest, also the one hour long queue of people trying to get into Beaulieu but, try as we might, after 4-5 hours inside, we could find no rhyme or reason to the actual stands, some 60% of which seemed to be motorbike spares with very nearly no Triumph cars spares whatsoever, I am blaming no one in particular but we remain un-impressed with the jumble, mind you the car park was really great, with two West German Spitfires.

STIR 7 on 12th Sept., was really fantastic - best show this year without a doubt. Thames Area did well with two wins - both photographic and also many many congrats to Dave Bridle for winning the driving test - 'Open Car Class' in his Herald 13/60; Thames had a good turnout here with a total of ten cars attending, five of us coming up in a hastily arranged convoy. Roll on May Bank Holiday 1983 for STIR 8 in Holland and let's see an even bigger Thames Area attendance next time.

Congrats to Nigel Guild for selling his MGB Conv. at last and buying a Vitesse MK11, albeit with a rather rough TR6 engine in it. P.S. Apologies for not mentioning Annes' 20 year old Courier in my car count last month.

We are visiting The Custom Car Show on Fri 29th October, making our own way there by around 8.30pm, entry is £2.50. We are also visiting The Brighton Classic Car Show on Sunday 7th Nov. We are meeting at the pub in Pease Pottage Village (opp. greengrocers) at 9.30am. Pease Pottage is at the end of the M23 and is signposted - Bob.

Future meetings: Thurs 14th Oct, Thurs 28th Oct., and Thurs 11th Nov - all at The Bell in Hampton.

TRENT AREA NEWS, MIKE COSTIGAN REPORTS:

Well, well, well! Did you make sense of last month's report? Let me explain - the 3rd paragraph should have been second, except that it should not have been there at all, it should be here, now In an attempt to save a postage stamp, I sent the preliminary announcement and the 'report' of our first meetings in the same envelope, with explanations, I thought, to keep the latter for this issue. However, all good plans can go wrong, and this one sure did! So I will have to try another anticipatory report, as this is still being written before our first meeting. After an initial burst of enthusiasm, support for the first meetings seems to be collapsing, with a wide variety of excuses. So come on, all you enthusiasts in the East Notts and Lincoln area, let's have a good turnout at The Fox in October. In order to avoid the problem of a delay of one month between the meeting and a report appearing in the Courier, I think we shall move nearer the beginning of the month. No doubt this will be discussed at length at the next meeting, so keep your eyes out for an announcement in the next Courier, or better still, come along and join in the discussion - this is your meeting, for your enjoyment and benefit, so you might as well have a say in where and when it will be held.

DON'T FORGET - NEXT MEETING - THE FOX, KELHAM, NR. NEWARK - THURSDAY, OCTOBER 21ST - SEE YOU THERE!

(Keep it simple, Mike, my brain hurts! JO).

WEST MIDLANDS AREA NEWS, DAWN STORTON REPORTS:

The Heathton Fun Week-end - Aug. 14/15th: Despite being advertised well in advance in the Courier, response was minimal to say the least, so on arriving on the Friday night it was really good to see a pair of faces peering out of a blue blow-up igloo, next to a white Vitesse. Over to the Old Gate for a few pints and then back to the tents with gallons of cider that kept everyone going till the early hours, although I have a feeling that Steve did have cause to regret it, judging by his megahangover the next day!

With a grand total of 24, Adrian's team and Alan's team fought out the rounders (Adrian's team hammered us!). We battled over the tug of war (we beat Adrian's team no problem - more muscle power!). And the football: debateable who won that. Although Adrian's team claimed victory, they had an unfair advantage: Janis, our goalkeeper was suffering from a broken wrist and ankle, not as a result of the days events but by falling down the steps of the lady's loo at the Birthday Barbeque! A lot of maths and scientific judgement went into the most effective way to project the welly - there was the underarm, the overarm, the 'sideways sweep' and the 'toe first twist' but Janis managed to beat all and become the West Midlands Area Welly Wanging Champion for 1982. My God, it was exhausting! Some of us found muscles we never knew we had.

In the evening, when most had recovered and the rest of us were still trying, Bill and Hylda laid on a magnificent chicken buffet which try as we may, we couldn't finish!

On Sunday we set off in a convoy of 10 including a Dormobile and a Metro, to the Midlands Motor Museum and Bird Sanctuary at Bridgnorth. It's well worth a visit with some true classic bikes and cars including a D-type, an AC Cobra (swoon!) and the Napier Railton - a 24 litre monster that held the world land speed record in the thirties.

For everyone that didn't make our weekend, you missed a real laugh and a great time. Our thanks to all the masochists that came along and exhausted themselves for fun and a special big thank you to Bill and Hylda Hammond at the Old Gate, who were the worlds greatest hosts and without who we couldn't have done it. Everyone agreed, it lived up to and beyond its name - A Fun Weekend.

September 7th at The Bull: Not much to report. A good turn out of about 40 members including two new members with a 1500 Spitfire - good to see you both. Tim won the quiz and free drink to go into the Christmas Grand Final. One sad note, Jeff and Julie's Vitesse Estate had a little sculpturing done to its bonnet on their way over - I hope the damage isn't that bad and she'll soon be back into shape again.

Next meetings: October 5th - The Herald, Coventry, November 2nd - The Old Gate, Heathton, November 21st - Sunday meeting at the Chalet.

NEW AREA - SOUTH EAST SCOTLAND AREA NEWS, ALAN COOPER REPORTS:

There must be literally hundreds of TSSC members in Scotland. Some lucky enough and able enough to make the only venue in Scotland - Glasgow. Our aim is to start an area in the south east, covering Fife, Lothian region and borders. Anybody interested in joining us and start getting the benefits of the Club meetings and organised events, should contact:

Ken Archibald, tel: 031 334 0148
or Alan Cooper, tel: 0383 823980

A trial meeting is arranged for Sunday 17th October in the lounge bar, Eurocrest Hotel, Queensferry Road, Edinburgh at 8pm and it is hoped as many as possible to attend to get this important area off the ground!

Both Ken Archibald and myself travelled to Malton of Sunday 5th September for the Northern Area light hearted Concours, organised by John Griss. We should like to say a big thank you John and congratulations for all the hard work you put into organising this event. It was a roaring success, well attended, sell set up and the good weather made it even more enjoyable. Even if Ken won best Sports - GT6 and I had second place Saloons - Vitesse MK11. We should like to wish him luck with further events and hopefully he will travel north to visit us on our events as we and many more members from Liverpool, Newcastle and Scotland did.

We do want the South East Scotland area put on the map and are really keen to enter into the spirit of concours, events etc. There are plenty of us up here with good and bad cars and staunch TSSC members.

Car Mart CARS FOR SALE *** CARS FOR SALE *** CARS FOR SALE *** CARS

Restoration project: Bond Equipe GT4, fitted with 1600cc, 6 cly. engine. Door bottoms rotten (Herald) but remaining body, steel and glass, chassis etc. in good order. Lots of spares. Come to Kent Area Weekend in September to view or phone for details. £50. Contact: Terry, tel: Thanet 65979.

Herald 13/60 Saloon, J reg. Good mechanics but body poor and odd (have used sections for other car) but complete and running with MOT. For sale as rebuild or as parts but in one lot. Seen Somerset. Reasonable offers please. Contact: Milton, tel: 01 834 9841 (day).

Vitesse Conv. 2L MK11. 1970 Valencia Blue. Recon. box. New rear shocks, UJ's, brake hoses and rotorflex couplings. Fitted radio and cassette. Good hood. Cosmic wheels. Good condition. 12 months MOT, 6 months tax. 2 owners. Offers around £1,000. Must be seen. Tel: Kingswinford, W. Midlands 287315.

1500cc Spitfire. Aug. 81. Vermillion with hard and soft tops. Lovingly looked after from new by careful lady owner. Can only be described as in showroom condition throughout, having covered 8,000 miles. House purchase forces sale. Contact: Mrs Espin, tel: Market Deeping (Lincs) 346371 after 6.30pm. £4,250 o.n.o.

Vitesse MK1 Conv. '69. 42,000 miles. New MOT. Taxed. New outriggers. hood, carpets and tyres. Bodywork has been re-built where necessary (wheel arches, sills etc.). Re-sprayed. Strombergs. Excellent condition throughout. Reluctant sale due to new job. Offers. Contact: Roger, tel: 0703 642154.

1968 MK11 Vitesse Conv. O/D. White. Taxed and MOT'd June '83. Paint and bodywork require attention. £400 o.n.o. Contact: P W Valentine, tel: 01 648 6817 (home), 01 839 4071 (work).

Spitfire MK1V, 1971 - BGD 665K. Hardtop with tonneau cover for the good weather. Saffron. Pretty good condition for a car with 101,000 miles on clock. MOT till May '83. Arrival of GT6 MK111 forces end to restoration and sale. Contact: Jeff Hawkins, tel: 041 631 2595.

GT6 MK11, K reg., Red. Good condition. 56,000 miles. Long MOT. New exhaust, battery and rear axle, gearbox rebuilt. Recent ser vice. £1,350 o.n.o. Contact: Mr Viccars, tel: High Wycombe 0494 714744 evenings or weekends.

Spitfire MK111, ALC 605H. Valencia Blue. Good bodywork, undersealed underneath and under bonnet when new. New sills, good mechanics and paintwork, new clutch, front brake pads and 2 new tyres; Reconditioned engine and gearbox. Hard and soft tops. Tonneau cover. Clock and radio. Offside rear wing slightly dented due to minor accident and is managable without new parts. MOT. All offers around £295 considered. Contact: Andrew Hamilton, tel: (home) Worplesdon nr. Guildford 0483 232616 or (work) 01 636 1531 ext 3326.

Herald 13/60 Conv. H reg., white. 50,000 miles. One owner for last 8 years. Good condition. Taxed until 30 September, MOT'd until October '82. Offers. Contact: J Allard, tel: Dean 542231.

Spitfire MK111. J reg. (from BL records, I have found out it is one of the last 3,000 MK11's to be built). Laurel Green. Taxed/MOT till May '83. Body repairs include: New inner and outer sills, new rear wings. Waxoyl all underside. Remaining body good. At last MOT I was told the chassis is in excellent condition. Mechanical repairs include: Replacement g'box, new clutch, new steering, new master cylinders (clutch/brakes). Various smaller items: Brake pipes tec. New carpet fitted. 4 good tyres (2 almost new) spare worn one side but legal. Hood in excellent condition (BL replacement). Contact: M Holmes, tel: 0622 (Maidstone) 814038. I work shifts, so daytime calls may find me home.

Cars For Sale cont'd .../ 1

GT6, K reg, 19th June, 1972. In unusually good condition. O/D. Red with black trim. 2 owners. 52,000 miles since new. MOT current until 13th November, 1982. £2,150. For further details, contact: BJ Bleaney, tel: (home) 0245 31241 or (work) 0245 66355.

GT6 MK111, 1973 in quite good condition. 9 months MOT, 6 months tax. £1,250. Contact: BJ McMenemy, tel: (07073) 21456 (evenings).

Triumph 2500 'S'. R reg. 54,000 miles. One owner. Beautiful condition. Contact: Alan Guymer, tel: Coalville (Leics) 31997.

Bond Equipe 2+2 Coupe, 1247cc. For renovation or spares. Unfortunately I have run out of time and money. Bonnet in good nick. Offers. Contact: Roger, Eastleigh (Hants) 642154.

1970 MK111 Spitfire. VVH 3J. British Racing Green. Quite reasonable condition. 6 months MOT. Good soft top, also hard top. £300, will haggle. Contact: S Spoor, tel: Ryton (Tyne & Wear) 4840.

1963 Vitesse 6. Very good condition, bodily and mechanically. 1 year MOT. 5 new tyres. 35,000 miles since new. One owner. Much regretted sale. £800. Contact: D Lessware tel: Marlow 6698.

Spitfire MK1V, M reg. Hard and soft tops, Mallard Green. Stereo/cassette. Wire wheels plus extras. Good condition. £700 o.n.o. Contact: Stu, tel: Measham 72502.

GT6 MK111, M reg, 1974. 36,000 miles. Green with black interior. Tinted windows, rust proofed, radio. Well maintained by careful owner. Excellent condition. Contact: P Sampson, tel: 051 724 3417. £2,750.

Herald 1250 with a reconditioned $\frac{1}{2}$ engine (bottom). It has done about 500 miles, a new clutch chassy. and new clutch master cyl. New battery - still under guarantee. £150. Unemployment forces sale. Contact: E Norbury, The Ledges, Redbrook Road, Monmouth, Gwent NP5 3LZ.

1970 Herald 13/60 Conv. One owner. Saffron. Only 40,000 miles. MOT'd 'til Jan. '83. £350. Tel: 01 953 4815.

Vitesse 2L, 1967. Taxed and tested. 95,000 miles. In good, working order. Regular services. Although doors have started to rust, the chassis and outriggers etc., have been maintained and are in good condition. Owner going abroad. Contact: G M Penfold, tel: Cheltenham 76230.

Herald 13/60 Saloon, J reg. Excellent condition. 45,000 miles. One lady owner. 10 months MOT, taxed until end of year. Receipts for maintenance. £1,000. Tel: Bedford 61691 (evenings).

Spitfire MK111, H reg. Good looker. Mech. sound. O/D. New hood, clutch. Recon engine. Radio/cassette. Tax Jan '83. MOT April '83. £600 o.n.o. Tel: 01 692 8211.

MK1 2L Vitesse 1967. Good condition for year. Fitted MK11 dash. Cosmic 5 $\frac{1}{2}$ J wheels. 175 low profile tyres on the front. One months MOT and 3 months tax. £940 o.n.o. Tel: 01 540 7856.

GT6 MK11. First registered 23.10.77. An excellent example in white, fitted with many extras inc. sunroof, uprated g/box and O/D, front spotlights, rear foglight, Sparkrite electronic ignition and MK111 wheels. Recently replaced parts are: 4 tyres (2000/year 2800's), clutch plate, brake pads and shoes, exhaust and battery. 80,000 miles. MOT March 1983. Tax end September '82. £950 o.n.o. Contact: Ian Hendrick, tel: Brentwood (0277) 210389.

Herald 13/60 Saloon 1970, J reg. MOT Sept '83. New exhaust, outriggers, rear $\frac{1}{2}$ valances. Very clean in and out. 4 $\frac{1}{2}$ J. Sienna Brown. £340 o.n.o. Contact: S Grant, tel: Stamford 0780 52513.

Cars For Sale cont'd .../2

Spit. MK1V '73 with black trim, soft top, excellent condition with many new parts. MOT'd and taxed. £790 o.n.o. Contact: Trev, tel: 0249 890381 ext 7441 after 7pm.

GT6 MK111 registered 1.4.72. Saffron Yellow. Approx 75,000 miles only. Nice condition throughout. Five GKN alloy wheels. Recent new clutch and rear shock absorbers fitted. MOT'd till June, taxed until March. Reluctant sale. £1,025 o.n.o. Tel: Willenhall (0902) 69700.

Vitesse 2L Conv. MOT to July 1983. Private sale. A cherished collector's item. Offers around £1,500. Telephone to arrange a test drive but genuine enquiries only please. Near Birmingham. Tel: after 6pm Knowle (W Midlands) (05645) 5453, contact: R S Kiddier.

GT6 MK111 AKU 454L. Black/Silver. Approx 67,000 miles, many new parts inc. tyres, clutch, tailpipe, rear shockers, rear wheel bearings, brakes, carpets, sparkrite ignition, reconditioned alternator. Engine good and body sound. Well waxoyled and undersealed. Chassis in good condition. Offers around £1,650 or £50 less if Sparkrite not required. Contact: William McKinlay, tel: 0563 24304.

Herald 1200 Saloon first reg'd April 1969. Valencia Blue (66) with tan trim. Suitable for restoration, basically sound bodywork, some rust in usual places but nothing particularly drastic. Recent new outriggers (within last 2 years) on basically sound chassis. Only one minor problem, large dent in passenger door. Performs quite well considering its age and mileage. Completed up to May this year - speedo reading 1907 i.e. 101,906 miles! Bearings knocking slightly but otherwise appears to be OK. Considering that the engine has never been overhauled or reconditioned! Three owners only, two of these till early 1972. In third ownership from 1972 to 1982 (see further comments at end of Somerset Area news). Offers in the region of £135. Contact: Nick Bradbury, tel: 0278 662698, after 6.30 pm.

GT6 MK111, 1971 with O/D. Genuine 62,000 miles. One previous owner. Sunroof, Radiomobile stereo, undersealed from new. Reconditioned g/box and new clutch just fitted. 4 good tyres, taxed to Feb. '83, MOT to Apr. '83. Maintained in immaculate order throughout. £1,225 o.n.o. ALSO Vitesse MK11 2L 1970 Conv. with O/D. Totally rust free body and chassis. Good mechanics and recently recon. g/box. Motorola radio and electric aerial. 4 new tyres. MOT to Apr. '83. £1,125 o.n.o. Tel: Berkhamsted (04427) 2760.

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

Recon. block Spit MK11 and other engine parts. Drivers door - white with trim in v.g.c. Spit MK1V and other parts inc. rear spring, rear light cluster, chrome trim, suspension parts. Speedo GT6 MK111. Windows Herald/Vitesse. Contact: Martin Radford, tel: Dartford 21056.

Breaking MK11 Vit. Conv. 1971. Previously genuinely excellent condition before bonnet/front chassis damage. Excellent rear end of body, both rot-free doors, unmarked interior and hood. 60,000 miles on engine. New, faultless Leyland diff., complete rear suspension rebuild 1,000 miles ago including bearings and rotoluxes, very good propshaft, noisy gearbox, Spax's at front. Also, Excellent MK11 Spit. steel roof and little used SAH extractor manifold. Tel: Potters Bar 44363 (Herts).

13/60 new parts for sale, all ex-BL stock: Bonnet assy complete (pt no 575013), £125 each. Cross tube assy for front chassis frame, £10 each. Bonnet top only, £50. Complete rear end of car excluding bulkhead, chassis, doors, roof, boot lid and all trim. 2 only, one with slight surface rust. Possibly the last 2 in the country, £450. Contact: Geoff Lebbon, tel: B'ham 021 358 7448.

Vit. 2L engine complete with carbs and all ancillaries, £50. Vit. 2L g'box, £25. Vit. 1600 g'box, £15. Herald 1147cc engine complete, £20. 2 wheels with excellent 145 x 13 radials, £5 each. Vit. steering rack, £5. Starter motor, £3. Brake servo, £5. Also various instruments and other mechanical spares. Tel: Burnham, Bucks 06286 5042.

Spit. hardtop, GT6 style, white. Good condition. Any reasonable offers accepted. Contact: J M Simson, tel: Spalding 67839 after 5pm. Quick sale please as it is taking up space.

MK11 full width head for 6 cyl., £15. 13/60 block, head etc one blown piston, £12.50. Contact: Terry, tel: Thanet 65979.

TR250 (2.5 litre) engine including manifolds, excluding carbs. Minimal bore wear, head dismantled. Give your Vit/GT6 more zip. Bargain at £50 o.v.n.o. Contact: Jim, tel: Wolverhampton 332133.

Drive couplings (rubber doughnut), £12 each. O/S front lower trunnion overhaul kit (QSK 90), £8.00. Girling clutch slave cyl., Vit 63-66, £4 each. Girling front N/S wheel brake cyl. Herald 59-67, £3 each. Lockheed front brake shoes, Herald 59-63, Herald 'S' and Herald 1200, 61 on, £4.50 set. Contact: Brian Lees, 36 Shaftesbury Way, Royston, Herts SG9 9DE.

Brand new Armstrong telescopic shock absorbers: Front Herald/Vit etc, £17 pair o.n.o.; Rear Herald/Vit (not MK11), £17 pair o.n.o. Contact: Les Saunders, 22 McKenzie Road, Chatham, Kent ME5 8DL.

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Locking Petrol Cap, Spitfires and GT6 1 and 11	£5.00			FOC
Stainless Steel Oversill Kit, all models except Her/Vit	£35.00			£5.50
Mudflaps (4)	£8.75			FOC
Brake discs (2) + set pads 13/60/Vit 1600/Spits	£35.00			£3.50
Exhaust Manifold (competition) Spit 111 and 1V/13/60	£36.00			£5.50
Workshop Manual, Spit 1V/1300cc	£2.75			FOC
Hardtop Spit 1V Super Deluxe Glass Window, Trim etc.	£175.00		collect only	
Alloy Rocker Cover, all 4 cyl modles	£20.00			£1.75
Cylinder Head Gasket Kit (GEX BL) 13/60	£5.00			FOC
Distributor, Spit. MK11/111	£26.00			FOC

I would point out that the Hard top advert in the July mag was incorrect; It should have been £165.00 + VAT

Parts For Sale cont'd .../2

Breaking Spit. 1V: complete engine (20,000 miles), rad, wipers, 5 wheels (Airflow) and tyres, g/box, transmission, diff., fuel tank, instruments, steering wheel, seats, bumpers, lenses, headlamp cowls, doors, soft-top etc. Contact: Alan Smith, tel: 203 3485 (01) or 01 348 5919 (office).

72 x UKC 774 water pumps for Spitfire 1500 without viscous fan coupling @ £3.25 + VAT. 100 x 99/93/1 ? linings Vit. 1596cc 2L, 1300, 1296cc GT6 1998cc @ 15p + VAT. 200 x HB1333 Borg and Beck clutch plate, Vit 1600cc @ £8.00 each + VAT. Contact: M H Hughes, tel: 0905 54921.

5 new coil spring with damper units (complete), standard rated springs for Vit 2L Saloons, £15 each plus carriage/P&P. Also one complete unit (as above) spring rating unknown (purple colour code), believed to be Courier Van or similar, £15. WHOLE CAR PARTS: 1962 ish Herald 1200 Saloon, black/greenish white paintwork, greenish white seat covers and trim. Sensible offers for whole car!! Otherwise, the following parts for sale: Good chassis, £40. Engine block inc. all bits, £30. G/box, £10. Clutch (alloy housing), £10. Front seats, £6.50 each. Slight rust on w/arches and round ront corners near sidelights, £50. Headlamps, £3.50 each. Speedometer (97,381 miles), £5. H/lamp rims, £2 each. Diff., £15. Roof, inc. headlining, £15. Doors rusty (ughh) along bottom edge - free to anyone who wants them! Enquiries and offers to Nick Bradbury, tel: 0278 662698 (Bridgewater, Somerset) after 6.30pm, please.

Clearout of Triumph tuning parts: 2 1147cc 8 pot heads + one set of manifolds, limited slip diff. with 4.55 ratios (can be altered). 1 1300 short engine, fully lightened and balanced, bored 60 thou. Available with either full race or ½ race camshaft. 1 SAH exhaust manifold for 1300. 1 set SAH maifolds for webers 4 cy l. 5 x 5½ steel wheels. 5 x 6" comperotive alloys fitted with Pirelli P 7's. - will split if required. 1 MK11 Spit. O/D g/box with prop. etc. 1 oil cooler kit for 4 cyl. engine. Many other parts inc. springs, shock absorbers, camshafts, cyl. heads, doff and g/boxes. Contact: Paul, tel: Buckingham 3800 day.

Triple twin choke 40 Dellortos on steel manifolds for MK1, 2L or 1600 engines. Jetted for 2L. The manifolds are shorter than SAH ones, so are very suitable for specials, Spartan, Marlin etc. where space is limited as well as Vit. and GT6. The carbs are 9 months old and are mounted on Alfa Romeo rubber couplings which do away with leaky 'O' rings. Trumpets and all mountings inc. in the bargain price of £195. Tel: 01 452 2738.

Herald 1200 13/60 Vitesse coils, £1.50. Carbs, £3 to £5. Cyl. heads 1200, £5 , 13/60, £7.50. G/boxes, £8 - £15. Gearshift, £2.50. Diff 1200, 13/60, £10. Props., £5. 13/60 bonnet, £20. Doors, £10 each. Steering racks, £3.50 each. 13/60 - 1200 chrome trim from 20p. Rear springs, £5. 12/50 roof good order, £20. Steering columns, 1200, 13/60, £5. Bootlids, £3. Petrol tanks, £5. 12/50 downpipe, £6. Wheels and tyres - 5.20 5.60 x 13, 145 155 165 175 x 13, £3 to £9. Wiper motors, £2. Headlight seal beam, £1.20. Clutch and brake mast clys., £1.50. Dynamos, £6.50. Starters, £5. Dasborads, complete, £5. Driveshafts, complete, £10. Radiators from £5. Front SUS unit, disc and drum, £10. ENIGNES: 1 13/60 rough, £10. 1 13/60 bit better, £15. 1 13/60 good, £30. 1 12/50 excellent (O/hauled), £35. 1 1300 spit. rough, £12.50. 1 Vit. 6 head gasket set, Unipart, £5. Plus trim and lots, lots more. May exchange - see parts wanted. Contact: Chris, tel: 021 356 2121. Del may be possilbe on certain items 80 miles radius B'ham.

New spares: Vit MK1/Herald: Pair rear hubs, £40.00. I rear trunnion housing with bearings etc., £5. Drivers side vertical link ass. complete with trunnion housing with bearings, £12. Herald: Petrol pump, £5. Distributor body with springs, weights etc., £5. Front hub bearing ass. complete, £5. 948 manifold, £1. Estate rear wing ass. complete, £30. Secondhand spares: Herald/Vit: Door drivers side - good condition, £15. Spit. MK11 pair 1¼" SU carbs, complete with manifold, linkages tec. v.g.c. £15. Herald 1200 radiator v.g.c., £5. Pair halfshafts drivers side new, complete with vertical link other side, 2 years old, £5. Spit. 1V radiator as new, £20. Spit. 111 tonneau, good cond., £15. Tel: Coventry 591639.

GT6 bonnet: needs new wings but otherwise in g.c. for its age, £35 o.n.o. Rear door with glass, £10. Windscreen, £5. Steering rack, £20. Heater fan, £5. Contact Richard Francis, tel: 0689 29068 (Bromley, Kent).

Parts For Sale cont'd .../3

1200 engine, £20. 13/60 g/box, 1st gear damaged, for spares, no charge. 1200/1250 speedometer, £3. For Vit: 5 wire wheels, one LH hub adaptor, 2 RH hub adaptors, £30, complete or will split. Contact: Graham Smith, tel: Bradford (0274) 603273.

Workshop Manual: Part no. 511243, approx 1967. Herald 1200, 12/50, Vit and Spit. £12. Tel: Alan Jarvis on 01 679 5872.

GT6 MK11 bits: Good chassis with suspension (will split), 3.89 diff, 0/D g/box in v.g.c., 0/D prop, g/box mount, wiring etc., good steering rack column and wheel, set of oval hole Triumph rims, good engine with all ancillaries (can be seen running), all glass and HRW, heater, some trim, wring harness, all electrics, rad (no leaks), petrol tank. Many more bits all at silly prices. Tel: Crew 0270 67055 after 6pm.

2 MK11 Vit cyl. heads - one excellent, £15, the other in need of slight repair to water pump attachment, £8. TR6 metering unit and injectors, £15. TR6 flywheel and complete clutch, excellent, £10. Contact: Stan, tel: Plymouth 700555.

Vit. 2L MK11: Non-0/D g/box and prop., serviceable, £30. 4 no good 15 x 13VR semperits, standard steel rims, £30 set. Front suspension units useable with new bearings but duff calipers, £15 pair. 13" leather rim alloy steering wheel, £2. 12V car vae still in box, £3. Lucas square 8 fog/spot, £8 pair. Wiper motor, £2. Contact: Martin Fleming, tel: Crawley (Sussex) 503058 9 - 5 working week.

Vit. 1600 Saloon, 0/D. MOT failure. Suggested suitable for spares. £80 spent on cyl head recon, new rocker shaft etc. £160 whole car o.n.o. Contact: P Norman, tel: Farnborough (Kent) 58040.

New, genuine Stanpart or BL parts for all models. Latest additions of interest inc. one Spit 111/GT6 11 front bumper, £50. Early tyre Vit/GT6 1 0/D mounting rubber, £8. Vit. LH rear valance panel, £15. Herald rear centre panel, £30. Vit. 2L/GT6 0/D unit, £85. Vit 2L 11/GT6 11/111 rear hubs and vertical links. Vit. 2L 11/13/60 front carpets LH/RH Shadow Blue, LH Matador Red, RH Black and new Tan, rear new Tan. Plus manuals and handbooks. Send S.A.E for list, stating model and specific requirements, if any to: John Mann, 5 Nevis Close, Loundsley Green, Chesterfield, Derbyshire S40 4NS, Chesterfield 71036.

Vit. 2L spares: 5 wire wheels with tyres and adaptors, £70. G/box and prop, £35. Diff. unit, 3.89 - 1, £25. 2 seats (not Vit), £15. Alba PB car radio as new, £10. Motorola PD car radio, new, £15. Contact: D Bentley, tel: 07737 67846 (Notts).

Tyres for sale: 165 x 13 Radials - one brand new, 4 part worn, £25. Tel: Brentwood (0277) 228861.

GT6/Vit 3.27 to 1 diff., £40. Vit 2L 0/D g/box, mounting platform, prop and relay, £65. Vit MK11 short engine, £10. Contact: Martin Brown, tel: 045 389 345.

Vit. parts: Lucas windscreen wiper motor plus tubing and both wheel boxes - all in working order, £3.50 + postage. Lucas distributor body (not tacho. drive type), in working order, £1.50 + P&P. Speedometer (large type) inc. fuel gauge, in v.g.c. showing original 63,000 miles, £2 + P&P. Two wooden dashboards, £1.50 each - good cond. One thermostat cover with tempature sender unit, complete with fixing bolts and gaskets - all in good cond., £1. Assorted working gauges: Fuel, oil pressure, water temp., two of each of the above at £1.50 each. One electric windscreen washer pump, plus bottle, in working order from TR Dolomite, £1.50 Contact: Julian, tel: 01 769 7534 evenings (S. London).

Her/Vit: 1 pair of doors, excellent cond., £15 each. Nearly new hood and frame, £40. Brand new Leyland tonneau and fixing studs, £15. Hood cover, £5. Brand new set of bolts/washers/packing etc., for bolting body to chassis - Leyland price about, £16.75 yours for £10. Genuine Leyland outriggers, 1 pair front, £4 each, 1 pair middle, £3 each, 0/S rear, £6. 1 pair side rails, £4 each (all cheaper than Leyland). 1 pair good repro rear outriggers, £3 each. Good main chassis structure for Vit. MK11 available. One set of wheel arches (ex John Kipping), £3 ea. Offers accepted for some of above. ALSO Herald 13/60 exhaust box, still in wrapping, £5. 1 pair of Her. Crossply tyres v.g.c. on wheels, £5. GT6 MK11 0/S front overrider, new in box, £2. Her. g/box and diff. etc. Breaking 1970 Vit Conv. MK11 non-0/D - almost all parts available. Nearly new hood, new tonneau, good tan interior etc., etc. Contact: Jonty Wild, tel: Royston 42058. 34

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

HELP! Parts wanted for MK11 Vitesse Saloon: One pair of doors and a bonnet, any colour but must bin in excellent condition. Good price paid for the right items. Contact: Les Saunders, 22 McKenzie Road, Chatham, Kent ME5 8DL (write or call).

Spitfire MK11, 1970 complete set of carpets wanted and matching door trims. Also: two rear bumpers with unspoilt chrome. Contact: Nick Swift, tel: 051 526 6717. WOULD STEPHEN ON 021 426 5089 (B'HAM), WHO NEVER ANSWERS THE 'PHONE, PLEASE CONTACT ME RE SPIT. MK111 REAR BUMPERS.

Urgently wanted: Pair of wheel spacers, including studs to suit Vitesse MK11 Contact: Jim, tel: Wolverhampton 332133.

MK11, 6 cylinder, 6 branch manifold or TR5/6 cast exhaust manifold. Contact: S Grant, tel: Stamford 0780 52513.

G/box and radiator for MK11 Vit. 2L. Must be in good condition. Contact: Mike, Tel: Almondsbury (0454) 614765 (nr. Bristol).

Wanted desperately - a rot-free chassis for 1600 Vitesse. Contact: Dawn Storton, tel: (0926) 21354 (work) or 021 784 4597 (home).

Set of weatherstrip for Vit. Conv. Copies of Courier 1 - 18. Contact: Martin Fleming, tel: Crawley (Sussex) 503058, 9-5 working week.

Bonnet front valance dashboard for early Herald. Only good condition please. Contact: Chris, tel: 021 356 2121.

MOTOR INSURANCE. CUT THE COST!

SPECIAL MOTOR INSURANCE SCHEME FOR TRIUMPH SPORTS SIX CLUB MEMBERS

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



ADVERTISING IN THE COURIER

All advertising in the motoring sections of the Courier is free of charge to 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.

CLUB SPARES

August was a busy month, with over fifty customers using the services of 55 Whitmore Park Road. The system is managing to cope, but there will have to be changes in the future when I return to earning an honest penny, so make the most of the situation. Avia readers of this column may like to know that over £1500 arrived through my letter box, but I don't think I rate my own sorting box at the GPO (yet) as do our hardworking membership secs. Anyway, here are this months goodies for your perusal.

CLUB SPARES

Front Wing Corner Repair Now available	13/60	£5.60each
Engine Mounting	Herald/Spitfire	£2.50
Convertible Hood Clamp Handles	Spring Type	£1.00
Hub Caps Chrome		£2.00
Full Exhausts	948/EARLY 1200	£20.00
Front Flexible Brake Hoses	All Cars	£2.00
Speedo Head	Herald 1200	£3.00
Head Lining	Herald Estate	£10.00
Diff Output Shafts	All Types	£2.00
Oil Filters	948 Herald	£3.00
2" Fuel & Temperature Gauges	Each Type	£3.00
Clutch Slave Cylinder	Vitesse/GT6	£6.00
Wheel Trims Round Hole Type	Herald	£2.00
Petrol Caps Locking Type NO LOCKS!	Herald/Vitesse	£2.00
Column Light Switch	Herald	£5.00

Valves all £1.00 each

Inlet	948 Saloon	8 off
Exhaust	948 Saloon	10 off
Inlet	948 TC	4 off
Inlet	Herald 1147/1296	12 off
Exhaust	Herald 1147	2 off
Exhaust	Herald 1296	3 off
Inlet	Spitfire 1147	1 off
Exhaust	Spitfire 1147	9 off
Inlet	Vitesse 6/ 2L Mki	33 off
Exhaust	Vitesse 6	12 off
Exhaust	2 L Mki Engine	5 off

Early Spitfire Body

I have sixteen body panels to build Spitfire body - the price at present is £150 - Major parts still missing are:-

FLOOR

SILL ASSEMBLY

REAR WING NEAR SIDE

A POST OFF SIDE

B POST OFF SIDE AND NEAR SIDE

Individual parts from this collection are not available - 95% of the missing panels are available from BL.

With regard to the discounts on Quinton Hazell parts, here are some examples:

Water Pump	Herald/Spitfire	£16.05
Water Pump	Vitesse/GT6	£15.40
Track rod Ends		£8.26
Front Suspension Kit (No Top Ball Joints)		£23.55
Diaphragm Clutch	Herald/Spitfire	£29.04
Clutch	2 L Cars	£41.76
UJ with grease nipple		£3.58

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	Coach and Horses Inn Trumpington, Cambridge.	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
JUNCTION 29 (M1)	STAN WALTERS 0752 - 700555	Dartmouth Inn Totnes	Last Sunday
DEVON	JOHN REED 0628 - 33365	Uncle Tom's Cabin, Cookham Dean, Nr. Maidenhead.	2nd Wednesday
EAST BERKS	DAVID COOK Rainham	Dukes Head Little Burstead	2nd Sunday
ESSEX	JOHN BINGHAM 061 - 477 1907	Dog & Partridge Stockport	2nd Tuesday
GRANADA AREA	PAUL WATERKEYN Farnborough 512074	Royal Oak Pirbright	2nd Wednesday
HANTS & SURREY	JIM RICKARDS	Green Dragon Bishops Frome	1st Wednesday
HEREFORDSHIRE	ANDREW FFOLKES Hatfield 69783	The Red Lion Offley	1st Tuesday
HERTFORDSHIRE	MARTIN RADFORD Dartford 21056	Cock House Inn Detling	2nd Monday
KENT	LYNDA LEE	The Grasshopper Westerham	3rd Tuesday
KENT (West)	IAN McKEGGIE Mkt. Harboro' 63934	Shoulder of Mutton Great Bowden	4th Wednesday
LEICESTER	GEOFF KING Milt. Keynes 567263	Various	3rd Wednesday 1st Sunday
MILTON KEYNES	IAN EASTWOOD Norwich 663855	Kings Head Hethersett	2nd Tuesday
NORFOLK	TONY LAMBERT South Shields 562577	The Holystone Shiremoor	1st Monday
NORTH EAST	STEVE WILLIS	Rising Sun Whetstone	Last Monday
NORTH LONDON	DON HALLIDAY	The Three Crowns Stone	3rd Thursday
NORTH MIDLANDS	MIKE STEWART 0270 - 625322	Various	Various
NORTH WALES	ANDY SCORGIE 0265 822826	Various	1st Saturday
NORTHERN IRELAND	GEOFF FLETCHER Long Eaton 66147	Redgate Lodge Castle Donington	2nd Wednesday
NOTTINGHAM	JOHN CUDMORE Stonesfield 555	The Grapes Yarnton	2nd Wednesday
OXFORD	CHRIS GARDNER 0772 - 54469	Anchor Hotel Esprick	2nd Monday
RIBBLE AREA	ANDY JONES 0203 452541	Fox and Hounds Claycoton	2nd Monday
RUGBY	HUGH DAVIES Amesbury 23517	Greyfisher Salisbury	1st Thursday
SALISBURY	NIGEL WADDELL 041 - 427 4340	Beech Tree Inn Dumgoyne	2nd Wednesday
SCOTLAND	NICK BRADBURY 0278 - 662698	The Rising Sun Knapp	Various
SOMERSET	TONY FARBY Fareham 232605	The Good Intent Horndean	1st Tuesday
SOUTHERN	COLIN HARRISON	The Five Bells Chailey	3rd Sunday
SUSSEX	R.E. TANNER T. STEEL	Peterborough Arms Dauntsey	1st Monday
SWINDON	CHRIS CHILDS 01 - 947 0426	The Bell Hampton	Various Thursdays
THAMES	CAROLYN TOCKER Warwick 496398	Racehorse Warwick	3rd Thursday
WARWICKSHIRE	STEVE ELLIS 0202 - 693797	The Skittlers Broadstone	2nd Tuesday
WESSEX	Tony & Janis SPICER 021 - 353 9961	Various	Various
WEST MIDLANDS	TREVOR BROTHERTON Evesham 6547	Coach & Horses Harvington	4th Tuesday
WORCESTER	Chris Stabler/J. Genders Wilberfoss 8104	Oakville Hotel South Milford	1st Wednesday
YORKSHIRE	NIGEL WEEDON	White Bear Norwood Green	1st Tuesday
NORTH & SOUTH			
YORKSHIRE (WEST)			