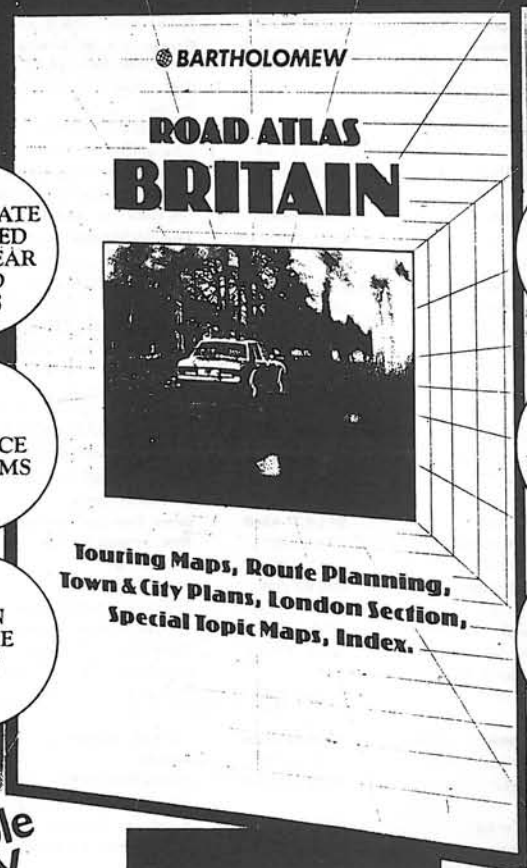


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THE COURIER

the monthly news publication of the
Triumph Sports Six Club

MARCH 1983 No. 33



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

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EDITORIAL

Many thanks for the very favourable response to the new style Courier. Hopefully future issues will be as well accepted.

The 1983 Calender awaits you in this edition and what a bumper calender it is! There are no excuses for having nothing to do this year. Now that the dates are available, note them down and support your very hard-working Organisers if at all possible; you won't regret it as TSSC events have a reputation for unlimited enjoyment for one and all.

Thankfully the GT6 articles are filtering in for April's Turning Circle but I must ask those of you wishing to include work, to submit it by the latest - 10th March. Anyone with spare copies of GT6 Road Test Reports would help me immensely.

This month's Courier has only a light section for letters as other items have taken priority so next month, in order to make up for this, we plan to have a bumper letters section and this should give members something to get their teeth into. Some Area Organisers seem to have got hold of the wrong end of the stick as regards their reports. To clarify - all I request is that you condense your news to the most important items in order to give each area a space. We are not cutting Area News out, just trimming the edges.

And finally, please note that we are having a SALE of some Club regalia - buy now ready for the 1983 season so as to be seen as a proud member of the TSSC.



COVER PHOTOGRAPH - GUNS VAN DER KROET,
MK11 SPITFIRE

CLUB OFFER

Sweatshirts, T-shirts and V neck sweaters are on special offer for one month only. From 10th March to 10th April.

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INTRO

I am sure you will all agree, the new look Courier is great. Well done the Editorial team.

Thanks to all those who supported the Christmas Weekend at The Fosse Manor. It actually didn't snow this year and consequently we were able to enjoy the Cotswolds in the sun! A full report will appear elsewhere.

Area Organisers:

The Club's 1983 Calender of Events, elsewhere in this copy (I hope!). Please make sure your are included, advising Jonty Wild of any late entries.

Last month you will have read the article by Richard Bruford, the newly appointed Area Liason Officer. Richard is ther to help you and act as your voice at all Council Meetings. If your local members want to make a suggestion, or object to any aspect of Club policy, please let Richard know.

Richard has already shown that he is not afraid of hard work, and I am confident that he will serve you well. Welcome aboard the Council Richard; all the best in your new role.

Club Chassis Trophies:

I know you all must be wondering what is going on. The model maker is to blame having resubmitted a re-worked master, which simply is not satisfactory. I have also experienced difficulties communicating with him but can assure you I am doing my best to get this resolved in the short term. I trust all those of you who have placed orders, still require them. Please let me know if your requirements have changed.

Tyres:

A few months ago I promised to do a short article of tyres concentrating on those that were road leagal but also suitable for competition. I am waiting details of a new tyre which has recently caused a lot of interest in the motor-ing world. I expect therefore, to be in a position to write this article for the next Courier.

The 55th MCC Exeter Classic Trial:

An annual event in my calender has been to spectate on this Classic Trial. This year, on a perfect sunny, clear day Pam, Fiaona and I went to Simms Hill on Dartmoor to see the entry of 295! The event itself is always well documented in Motor Sport (see the Feb. 1983 edition). Amongst the many and varied cars and bikes this year was a Triumph Marlin 1300cc driven by DR Chapman, sporting of course the TSSC badges. I was able to briefly speak to Mr Chapman and his co-driver, who unfortunately were one of the many to fail this very steep and slippery hill.

Motor Sport honoured his entry with a photograph no less. Well done you two. I am sure your own experiences would form the basis of an excellent future article. How about it?

Could I also ask you to drop me a line with your full name and address and competition experience in order that you can be added to the Club's competition records. Next year it would be nice to try and persuade a few more members to have a go and this is something I am sure the Competition Committee will wish to discuss. I look forward to hearing from you.

Titbit:

Did you know that in 1968 Drive magazine carried out a survey and reported the Triumph owners seem to be the most satisfied of British Car customers?

Triumph at the time, had 90% of their owners expressing satisfaction with their new vehicles, stating that they would buy the same again. This figure was well above that of any other British competitor.

What went wrong? They dropped the Herald chassis vehicles!

JOHN GRIFFITHS
PRESIDENT



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NEWS REVIEW

CHRISTMAS WEEKEND - STOW-ON-THE-WOLD, 21-23RD JANUARY 1983

by: Sheila Copland and John Thorpe - Leicester Area.

This was our first experience of the Christmas Weekend - and what an experience - one bundle of good fun and laughs from start to finish - the weekend that ended with a bang for Andy Jones and John Griffiths - courtesy of Bob the Hotel owner.

Our first glimpse of the Hotel impressed us - the service and quality of the food and politeness of the staff impressed us even more, from start to finish we could not fault it.

We congregated in the bar before dinner on Friday after we arrived. After we had all wine and dined we went to the Conference Room for films - professional and otherwise - thanks Matt Maudsley for your Essex Promotion Video. After we had drunk and talked about cars and things people started to drift off to bed.

We woke on Saturday to the sun pouring through the windows - an excellent day for a nice drive in the country - a good job because that is what John had organised. We set off in convoy at 10.30 - 16 Club cars in all - not a Ford or Japanese job in sight!! What a sight. After stopping for a walk through Lower Slaughter we drove to the Bibury Court Hotel for coffee and biscuits. This was another impressive Hotel. Then a pleasant drive back for lunch.

After an excellent lunch our invited speaker Royden Axe (Design Director of Austin Rover Cars) spoke on "The Effects that Fashion has had on the Design of Cars of each Decade since 1900" and which cars in his opinion had been the most influential and innavatory in each period. His talk was illustrated with slides showing fashions in furnishing and dress and making comparisons with car designs of the period. Comment and opinions were invited from his audience and a lively and informative discussion took place.

Time to have a wash and brush and put on dinner jackets! We sat down to a superb Christmas banquet (there is no other word for it). We all ate plenty and drank plenty. After dinner it was time to draw the raffle. First prize went to Tim from Leicester. The results of the quiz were read out - two prizes for this - Neil Williamson won with the most correct answers and Caroline Willson won for having the best funny answers. Well done both of you. Time now to make our own entertainment. Thanks go to John Griffiths and Richard Bruford and Andy Jones. Thanks Liz and Dave Clements for leading the community singing. A super evening - I hear the bar stayed open until 3.00 a.m.

Sunday morning saw everyone bright eyed and bushy tailed and raring to go on a trip round Heythrop Hunt Stables and Kennels and we were given an informative insight into other peoples interests and leisure activities.

Returning to our Hotel for yet another fine lunch (groan - must have put on at least a stone) the time had come to say farewells and go our separate ways - most went quietly - some like Andy Jones and John Griffiths went with a bang - thanks again Bob (the Hotel owner) for supplying the theatrical maroons. These bangs are available on Video - if not too painful to watch for the people concerned.

It was a great weekend and we shall definitely be there again next year.

The work put in by John and Pam Griffiths was immense and well worth while. Thanks John and Pam and hope everything goes well with the baby and Arnhem in May.

STOP PRESS

People from Northants need wait no longer - At last a South East Midlands Area. The first meeting will be at The Shoulder of Mutton, Gt. Bowden, on the 3rd Wednesday of March and monthly there on. Come and join us in order to plan for the future.

MINUTES OF THE TRIUMPH SPORTS SIX CLUB LTD ANNUAL GENERAL MEETING HELD AT BELMONT HOTEL, LEICESTER, ON SUNDAY 28TH NOVEMBER 1982

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

- A. In accordance with the Articles of Association the following retired and were eligible for re-election:-

John Cudmore
John Griffiths
Bob Notley

These officers were voted on to the Council of Management by a majority.

- B. The following, seconded since the last AGM had to stand for re-election:-

Glyn Ridgewell
John Kipping

These officers were voted on to the Council of Management by a majority.

- C. The following stood for re-election at their own request:-

Jonty Wild
Dave Bayliss

These officers were voted on to the Council of Management by a majority.

In addition Chris Longhurst and Richard Bruford were elected on to the Council of Management.

2. The following Club Officers were re-elected collectively as Area Organisers as shown on the inside back cover of The Courier.
The following Club Officers were re-elected collectively as Register Secretaries as shown on the inside front cover of The Courier.
Area Liaison Officer - Richard Bruford
National Events Organisers - West Midlands Area.

3. New Subscriptions - U.K. Members and Overseas Members

Glyn Ridgewell reported that the Council of Management had recommended an increase in subscription fee for next year, due to additional administration costs incurred by the increase in membership. Also the club had to register for VAT and in effect some of the subscription money was going to the Government. The recommended increase was from £9 to £11 for UK members and for overseas £13, plus £2 joining fee in both cases. The Treasurer said he hoped to keep this fee at the same level for 1983-84, but this would depend on many other factors of spending throughout the year.

All members not renewing would receive a letter of reminder, following which, if they re-joined after 1st January 1983, they would have to pay the joining fee.

The motion, proposed by Glyn Ridgewell and seconded by Matt Maudsley, was passed by a majority.

4. AGM EVENTS REPORT - 1982

To provide the club with a summary of the year's events has become one of my annual tasks and in fact I have done it from the outset of the club, being the original National Events Secretary (as it was then called) - my first job. That was in July 1977.

The first AGM of the club was held on Sunday 12th February 1978 at the Fosse Manor Hotel. In those days the AGM was a major national social event. Oh, how we have grown since then!

Anyway, enough of the reminiscences, let me report on the achievements of the TSSC in 1982.

It is normal for me to commence with comment on the Xmas Weekend which as many of you know is held annually at the Fosse Manor Hotel. Anyone who was present at the 1982 gathering will in all probability not forget the experience for many a long year. The Cotswolds, and for that matter the whole of Britain was gripped in some of the most severe weather we have had for many a long time. However it didn't deter the hardy TSSC member from getting there, or even the guest speaker, Graham Robson, who travelled and returned to the South Coast in the same day! I think I am right in saying that all Christmas Weekends at the Fosse Manor have been in the snow, only the first one which was held at the Berysted Hotel Ascot, escaping Arctic conditions.

With the winter months behind us we begin to think of Concours. Last year I spoke of the need for more regionalised events put on by Areas to enable many more members to partake or just spectate at local do's. I am delighted to report the growth and activities of the Areas during last year which has meant that no single member in the UK has not been able to meet other members or attend an event without having to travel half way round the country.

As in previous years I will concentrate on the main National Events beginning with Concours, although this is not because the Area events are any less important, only that to cover everything would literally take all afternoon.

Following my prompt last year the Avon Area kicked off the proceedings by arranging a stand at the Third Bristol Classic Car Show, 2/3/4 April, sponsored by T&CC. This is an important growing annual event which Avon Area are, I believe, to continue to support.

The second National Event of the year was the Thames Area "South of England Meet 1982". This was first for the Thames Area and held at the home of the National Motor Museum, Beaulieu on Sunday 25th April. Some 200 plus cars attended and Roger Collins and PAE 565F (Spitfire MK111) won the concours. I have received very good reports of this event and I hope the Thames Area will repeat the performance in 1983.

On 22nd May the club staged its major National Concours at Donington Park. This was again ably organised and run by Tony and Janis Spicer, together with West Midlands Area. About 400 cars attended from every corner of the country. There were many more trade stands than before plus club spares and regalia. The main concours was divided into 5 classes i.e, Elite, Original, Working, Working Modified and Modified. These were won by Roger Rowly Spitfire MK111, Guus Van Der Krogt Spitfire MK111, Tony Spicer GT6 MK111, Bill Hewer GT6 MK111 and Bev Warren GT6 MK111 respectively. Other trophies were also awarded and there was a prize for Geoff Moore and Co, Herts, for winning the W. Midlands Inter-Area Competition and Rob Jenner for winning the Driving Test. Best lady was Alison Weedon. A great event finished off by a disco and buffet at the Red Gate Lodge. The only thing I can add here is wouldn't it be great to have all 3,000+ members there in 1983!

Well how do you follow that?

Next on the big stakes agenda was the Practical Classics Bromley Motoring Pageant Kent. The Kent Area took control here and also incorporated their own Camping Weekend. Some 80 cars attended and by all reports this was another success story

The British Sports Car Owners Club, Luxembourg trip was well supported on 18th/19th/20th June and there came the celebrated Anglia Area Birthday Barbeque. This was held on a new site at Wells Farm on 10th July. Numbers were limited to 200 and as with any well organised memorable occasion as this is, it was not difficult to have a full house. Austrians and Belgians attended. Long may it continue. Special thanks to Barry Newitt and Co. One of the classic annual events.

The driving test was won by Karen Guymer.

On 25th July the Devon Area held its National Event at the World of Wheels Custom Festival, Newton Abbot and I believe this will be supported again in 1983.

The 14th/15th August saw two major events. Firstly Avon Area held a stand at the Yeovil Festival of Transport which was also well supported by the Devon Area. Liz Clements in an early Herald Coupe won the Driving Test outright. I believe the Devon Area may be taking over the organisation of this in 1983, Avon concentrating on the Bristol Car Show in April.

West Midlands Promotions held their Fun Weekend at Old Gate Heathon near Wolverhampton on 14th/15th August from the write-ups it sounded a great laugh, if perhaps rather poorly supported.

This is the sort of thing we need; lots of variety and initiative to provide entertainment for all tastes.

August 21/22 saw the New Forest Spitfire Weekend and the Milton Keynes/Leicester Area Summer Meeting at the Fountain, Loughton. Again a first for them and from the report in the Courier it sounds like they have got the makings of a great annual event. This was followed by the enormous IBCAM Town and Country Motoring Festival, Stoneleigh. A major club event, always well supported and organised. This year was no exception and the club took a very creditable 8th position in the Inter Club Competition. Well done Bob Notley and all helpers.

The 4th/5th September again housed two new events for the TSSC calendar. First there was the Norfolk Inaugural Event at Attleborough which included a Barbeque, disco, Treasure Hunt and Motor Museum visit. Again it appears that this will become an annual event.

At the other end of the Country, North and South Yorkshire Area held a Concours and Moors Run on Sunday 5th. 28 cars attended and I understand that they have some further ideas for next year so it sounds as if we can look forward to this as an annual Yorkshire "do" as well.

STIR VII held on 12th September was an outstanding success for the TSSC. As John Cudmore so aptly put it; "what a "stir" we caused at STIR VII". We won 6 out of 6 awards outright. Particular mention should be made of Roger Collins who won "Best Car on Show" and Neil Williamson who won the Driving Test.

The last major event of the year was the Classic Car Show at Brighton 5th/6th/7th November. This is a very well supported event and the club has an annual stand and display well organised by the Essex Area. I believe this year we had to share the stand with other Triumph clubs but this is not totally a bad thing as I am sure we need to foster our relationships with these clubs in the future, now that the real name of Triumph is only kept alive by us the Triumph clubs.

Well, I am sure someone somewhere is going to say why didn't you mention our Area do, but I have spoken for 10 minutes already and obviously have to call a halt somewhere. I would however like to thank all the Organisers and in particular the Area Organisers who took up my suggestion last year to provide more national events. It has been a great success and I know you have all enjoyed it. I hope that the events I have covered above will become annual do's and grow in stature, for example like the Barbeque at Cambridge. I would now like to move on for a moment to the Competition side which as you will all know is very close to my heart.

Again I can report a very successful year. Firstly our own Hillclimb/Sprint Championship. This encompassed 12 events (8 sprints and 4 hillclimbs). Kevin Ginger in his triple weber GT6 MK111 took 1st place with 37 points. A very creditable performance. 16 people entered the championship this year. The individual events have been well documented in the previous Couriers.

The club became accepted by the COMCC and this has provided us with numerous invitations, not only to Hillclimbs and Sprints but also to take part in Trials, Rallies, Circuit Racing etc. The Competition Committee is growing and will hopefully provide the service club members need as the interest in competition grows.

A very important competition event was held in 1982. This was the Golden 50 RAC Lombard Rally. Dave and Liz Clements were successful in obtaining an entry along with 59 other very desirable cars of the 30/60's. They competed in a Coupe which sported the club's name down both sides. The car ran incredibly well and at the end of the 3rd day they had been placed 47th. In 1983 Kevin Ginger is to take the helm regarding the Hillclimb/Sprint Championship and I am sure we can all look forward to another very successful year on the tracks.

Finally I would like to cover one or two other aspects of the club during 1982 which I feel are worthy of comment.

1. Oldest Herald.

As you all know the club owns the oldest Herald known in existence and Dennis Watson continues his labour of love restoring it on our behalf. Our thanks go to him and family.

2. The Anglia Area have spent many hours and toiled hard to build the club's special Courier Van. Very many thanks to them on behalf of us all.

3. What can I say about the membership and courier. The work done by Chris and Trudi and Bill and Jo remains outstanding.

4. Jonty Wild again held a recruitment competition in 1982, and naturally we were all amazed to see the membership rise to 3,700.

5. Whilst mentioning Jonty and having talked about events, may I remind you all, particularly those Area Organisers amongst us, that your 1983 events must be decided upon as soon as possible and them submitted to Jonty (Events Co-ordinator) to ensure a) none clash and b) we can get a full diary of events in the Courier early on in 1983.

6. We have recently developed a good relationship with the Vintage Triumph Register of America and I am sure the overseas side of the club will grow enormously over the next few years.

7. The club appointed Paul Swanson the ex-President as an Honorary Member in 1982.

8. John Kipping, the newly appointed Spares Secretary in 1982, has done a sterling job in promoting this side of the club - I am sure you will all agree.

9. A fantastic year, but I am confident that 1983 will be even bigger and better.

Finally let me remind all of you that 1983 sees the Vitesse/Spitfire 21st Birthday celebrations. Please give maximum support. All Area events should if possible have a Spitfire/Vitesse bias. Further details of events will appear in the Courier from Andy Jones, Vitesse Register Sec. and Neil Williamson, Spitfire Register Sec.

Many thanks to you all for your support and may I take this opportunity to express my thanks to the Council of Management for all their voluntary work they have done for the club in 1982.

The main challenge we have for 1983 is to become the biggest Triumph Club in the World. The TR Register have some 4,000 members, a figure we should easily be able to surpass. Keep on recruiting.

THANK YOU

JOHN GRIFFITHS
PRESIDENT

5. Financial Report and presentation of Accounts

The Treasurer presented the Directors' Report and Audited Accounts to the members for the year ended 31st August 1982. These accounts have been published in the January 1983 edition of the Courier.

Particular mention was made of John Kipping, Spares Secretary, on his success since taking office during the past year.

The Treasurer reported that he was pleased with the accounts for the year and welcomed the advice of the Auditors who had made recommendations for improvement.

Members were informed that in future an Expenses Claim Form would be introduced and any expenses claimed would have to be approved by two other members of the Council of Management.

The Treasurer requested that if Areas were planning events for the coming year, they should apply for financial assistance as soon as possible, if required.

6. Report of Membership since last AGM

The Membership Secretary reported at the end of August 1981 the number of club members stood at 2,400. After the renewal period the number had reduced to 1,600. As a result of renewal reminders, together with the annual growth and advertising campaign, the club attained a maximum of 3,700 by August 1982.

At the renewal period September/October 1982, 1,700 rejoined together with a further 500 new members subscribing during July, August and September, giving 2,200. The remaining non-renewals have been sent reminders to which we hope to have as good a response as last year. To date members stand at 2,500. By the end of the club year 1982-83 the Membership Secretary forecast a membership of 4,500 plus.

7. Changes to the Articles of Association

The following changes in the Articles of Association were carried by a majority.

- 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 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 (i) para. 2 delete paragraph.
8. Any other business

The President read out the following letter from the Press Release Officer of the West Midlands Area Committee:-

"The West Midlands Area Committee would like to submit the following to be included in the AOB of the 1982 TSSC AGM.

The West Midlands Area Committee would clarification of the responsibilities of the organisers of the National Concours, should the WMAC be duly elected as Events Organisers at this AGM".

The motion was carried that the West Midlands Area Committee be authorised to organise the National Concours as they see fit, without prior reference to the Council of Management.

There being no further business, the meeting was closed.

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Metal Car Badge	£3.00 + 30p. P/p.
Licence Holder (old style reversible)	£0.30 + 10p. P/p.
Licence Holder (new style)	£0.30 + 10p. P/p.
Rear Window Sticker (new style)	£0.30 + 10p. P/p.
Woven Badge (Triumph Sports Six Club)	£1.80 + 12p. P/p.
Key Fob (new style - leather with Metal Badge)	£0.70 + 12p. P/p.

Send cheques or postal orders made payable to the Triumph Sports Six Club to:-

Chris Evans, 24 Holland Park, Barton-under-Needwood, Staffs.

Tel: (028 - 371) 2834

GUARANTEED EXCHANGE GEARBOXES IN HERTFORDSHIRE

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(24hour Answering Service)

or after 6 p.m. **WHELDRAKE (YORKS)** 741

Reg: 160 584 England

WHAT'S ON NEXT?

S.T.I.R. 8 - ARNHEM, HOLLAND - 27-30 MAY 1983 - WHITSUN WEEKEND

I know many of you want to join this exciting trip. Please write to me NOW, sending an S.A.E. of official entry form. As the entries will be dealt with in strict rotation, the earlier you send them in the better. The number of hotel rooms available are NOT unlimited.

Special reduced prices from Sealink Dover - Oostende on Friday 27th May departing 0400, 0700, 1000 and 1430 hours. Fare is £58 return for car, driver and one passenger. Extra adults at £12, children under 14 at £6 and children under 4, free. Return trip must be made within 7 days.

Hotel rates about £33 for 2 persons for 3 nights, bed and breakfast but camping will be free!

This all seems very good value to me and with such friendly company, what a super weekend is in prospect. For an outlay of about £100 for 2, you can have a continental trip to remember.

PLEASE WRITE TO ME NOW WITH S.A.E. FOR ENTRY FORM. WOULD YOU TELL ME IN YOUR LETTER WHAT CAR YOU INTEND TO TAKE AS YOUR ENTRY WILL GO DIRECTLY TO S.T.I.R. ORGANIZERS, NOT ME.

Maps needed are Michelin nos. 1, 2 and 6 at about 90p each. Documents needed as well as your passport are Driving Licence (not Prov.), your Logbook (V.5) - photograph will do and insurance Green Card. Lights would need to be blacked out to correct dip and a warning triangle is compulsory.

Petrol in Belgium and Holland is about £1.85 per gallon. Speed limits are:

	mpg	Town	Country	M'way	C'van
Belgium		37	56	74	43
Holland		31	50	62	50

Also, don't forget we want to make this event part of Spitfire/Vitesse 21st Anniversary so send for your door/boot stickers. Two or three per car look best. Send your SAE (32p) with cheque payable to TSSC Ltd for £1 per sticker stating model required.

APPLICATIONS TO: JOHN CUDMORE
 'UP COUNTRY'
 HIGH STREET
 STONESFIELD
 OXFORD OX7 2PU



You might also read Martin Radford's article in February 'Courier', page 10 - though don't let his remarks about Sealink put you off! I hope you can join us Martin. To save you all asking me, by the way, I have applied for the 0700hrs ferry and hotel for Pam and I and I believe Pam and John Griffiths will follow suit. The signs are looking good for another excellent Club response to this event. It is 2 week AFTER our own National Concours at Donington, so the hard work will already have been done. Come and show off your handiwork to the World.

STIR 8 - ARNHEM - ADDITIONAL NOTES

Those of you who would like to shorten the drive down to Dover and travel Felixstowe - Zeebrugge could try Townsend-Thoresen.

Barry Newitt, Anglia Area Organiser has fixes a reduced price trip to sail on Thursday 26th May (9 a.m. or 4 p.m.) returning on DAY boat AFTER Monday 30th May.

RETURN PRICES ARE AS FOLLOWS:-

Any length car plus driver	-	£39.50	Bookings to be made ONLY through John Miller of Miller Bros. Travel, 18 Cambridge Road
Extra passengers - each	-	£12.50	Foxton Cambridge
Children 4-14			Tel: Cambridge 870291
Children under 4	-	FREE	
Any length trailer or caravan	-	£16.00	

Please mention ISSC when applying and it is suggested a firm return day/time is booked.

I believe Barry will travel on the 9 a.m. boat and hopes to meet up with the Dover - Oostende travellers on the Friday.

In order to get your STIR Rally Plaque and Plates you will still need to register with STIR organiser who can also handle hotel reservations but please don't delay in applying - forms from me - John Cudmore, 'Up Country', High Street, Stonesfield, Oxford, WITH stamped addressed envelope.

Finally please try to remember to tell me what car you are taking, which ferry you are using and where you are staying so that the Club can judge what support we are taking. See you there!

THE VINTAGE TRIUMPH REGISTER AND TRIUMPH SPORTS OWNERS ASSOCIATION - U.S.A.

The Vintage Triumph Register are holding their 1983 National Convention which will be held from August 18th to the 21st. The location for the 1983 convention is the Long Island Marriott Hotel in Uniondale, New York. As this location is only about 20 miles from J F Kennedy International Airport we felt that some of your membership may wish to attend if they are planning to be in the States during that time on business or holiday. To obtain a copy of the convention brochure, contact: The Long Island Triumph Association, K King, 2442 Foster Court, North Bellmore, New York, USA 11710. I should have mentioned first that the Long Island Triumph Association is the local chapter that is hosting this years event.

Bill Sohl, VTR Local Affairs Director.

From West Midlands Area Promotions:

TRIUMPH SPORTS SIX CLUB LAPEL BADGES

The Club Emblem embossed on a Gold Background - diameter of a 1p. piece.

£1.50 each plus S.A.E. Contact DAWN STORTON, 25 Croft Close, Yardley, Birmingham, B25 8XJ

CLUB CALENDAR FOR 1983 - JONTY WILD

Below is the current list of events which the TSSC is holding or taking part in together with the name of the person to contact regarding each event. If you are an event organiser please read the list and make sure your event is included and that the information is correct, if not contact me NOW, thankyou.

EVENTS AND SHOWS

APRIL

- Sun. 10 Doon Motor Museum, Mini Concours and Autojumble - A O Cooper, 20 Inchmickery Ave, Dalgety Bay, Fife.
Sun. 17 South of England Meet - Syon Park (TSSC) - Leon Guyot, 5 Kenilworth Ave., Wimbledon, London, SW19.

MAY

- Sat. 14 TSSC National Concours - Donington Park - Tony & Janis Spicer, Laburnham Cottage, 336 Clarence Rd. Sutton Coldfield, West Midlands.
Fri. 27-Mon. 30 Standard Triumph International Rally (STIR) 83, Arnhem, Holland - John Cudmore, Up Country, High St., Stonesfield, Oxford.

JUNE

- Sat. 25-Sun. 26 West Midlands Fun Weekend (TSSC) - Dawn Storton, 021 784 4597.

JULY

- Sun. 3 Auto Sunday, Easthampstead Park, Nr Bracknell - John Reed, 3 Marlborough Rd., Maidenhead, Berks.
Sun. 10 Classic Car Show - Knebworth - Jonty Wild, 33 Brookmead, Meppershall, Shefford, Beds.
Sat. 16-Sun. 17 TSSC Birthday Barbeque - Whittlesford - Barry Newitt, 89 Shelford Rd., Trumpington, Cambs.

AUGUST

- Sat. 6-Sun. 7 Leicester Area National Bonanza (TSSC) - Ian McKeeggie, 12 Pochin Dr. Burnmill Park, Market Harborough, Leics.
Sun. 21 (Prov.) 2nd Milton Keynes National Event, Loughton (TSSC)- Geoff King, 19 Herdman Close, Greenleys, Wolverton, Milton Keynes.
Fri. 26-Sun. 28 Doon Classic Car Weekend (Run by TR Register) - A O Cooper, 20 Inchmicken Ave., Dalgety Bay, Fife.
Sat. 27-Mon. 29 Town and Country Festival - Stoneleigh - Tony & Janis Spicer, Laburnham Cottage, 336 Clarence Rd., Sitton Coldfield, West Midlands.

SEPTEMBER

- Sat. 3-Sun. 4 International Spitfire Weekend - Arcen, Holland - Neil Williamson, 7 Meadow Ave., Fordingbridge, Hants.

COMPETITIONS

- | | |
|--|--|
| <u>Sun. 13th March</u> , Goodwood TSSC Practice Day. | For all these events contact:
Kevin Ginger
31 Warren Farm
Warren Lane
Pyrford
Surrey. |
| <u>Sun. 27th March</u> , North Weald Sprint (TSSC). | |
| <u>Sat. 7th+Sun. 8th May</u> , TR Sprint, Goodwood. | |
| <u>Sat. 14th May</u> , Lyddon Hill Sprint (TSSC). | |
| <u>Sun. 3rd July</u> , Goodwood Sprint (TSSC). | |
| <u>Sun. 18th July</u> , North Weald Sprint (TSSC). | |

All the afore mentioned events which have TSSC in the title are events organised by the Club, all others shown are events which we have been invited to and are taking part in.

Below is a list of events which we have been invited to participate in, but in which at present, the TSSC are not taking part. If anybody or any Areas wish to take part in the name of the Club please contact me immediately at the following address:- Jonty Wild, 33 Brookmead, Meppershall, Shefford, Beds. SG17 5SA.

MARCH

Sat. 26-Sun. 27

Bristol Classic Car Show.

APRIL

Sun. 3-Sat. 4

Truckfest (Truck and General Show) to be held at the Newark and Notts. Showground.

MAY

Mon. 2 Lions Club of Sutton, Transport Spectacular. To be held at Cheam.

Sat 7-Sun. 8

National Kit Car Weekend. To be held at the Royal Showground, Kenilworth

Sat. 21-Sun. 28

The 1st Alternative Car Show. To be held at the Lincolnshire Showground

JUNE

Sun. 19 Dunstable Transport Extravaganza.

Sun. 26 Bromley Pageant of Motoring.

JULY

Sun. 24 Austin Rover Summer Spectacular. To be held at Donington Park.

SEPTEMBER

Sat. 24-Sun. 25

Northern Classic Car Show, to be held in Manchester.

On a different subject, all mail going to my previous address is being redirected so feel free to use up the old red windscreen leaflets. Incidentally, I am still getting new members as a direct result of the 1982 recruitment drive.

**THREE D AUTO EQUIPMENTS LIMITED****NEW AND SECONDHAND TRIUMPH PARTS**

140 UPPER CASTLE STREET, HINCKLEY, LEICESTERSHIRE, LE10 1DD

REG. OFFICE TEL: HINCKLEY 636090 (STD CODE 0455) REG. No. 1020640 ENGLAND

HERALD 1200, 12/50, 13/60, Vitesse 6, Spitfire 62 -

	Cost inc. VAT	p. & p.
Track Rod Ends	£3.50 each	£1.00
Upper Ball Joints	£5.23 each	£1.00
Suspension Kit [excl. ball joints]	£19.00	£2.05
Discs	£10.50	£2.60
Drums Front and Rear	£7.65	£2.60

W range second-hand spares. Open 7 days (Sunday 9.30 - 12 noon)

TOOL HIRE SERVICE

T R GOODWOOD 83 7/8TH MAY, GOODWOOD CIRCUIT, CHICHESTER, SUSSEX

The circuit is booked, the officials are organised! All we need are competitors and marshals. Of course, spectators too are welcome. Nearby camping is available and a "knees-up" is being organised close by on the Saturday evening.

This year we are hoping to add more variety to our traditional TR Sprint and anticipate a real 'Rag-Top' weekend with your membership present in strength to show comradeship with us the TR Register and all the invited clubs, (Austin Healey Club, Morgan Car Club, MG Car Club and the Triumph Sports Six Club). We want you to teach us how to play skittles, darts, pool and most important of all how beautiful your cars look and how well they circulate at Goodwood. - You are not just pretty faces are you !!

TR Goodwood 83 will be run along similar lines to last years event. The Saturday will be a 'Funday' with the opportunity for the serious competitor to practice and, for the less serious competitor a chance to have a go in his or her everyday machine together with opportunities to discuss driving techniques with and be guided around the circuit by experienced campaigners. In fact, this 'Funday' is a golden opportunity to exceed 70 mph legally and in safety i.e. no one coming the other way we hope! The official Sprint follows on the Sunday. Last year's Practice Day saw some 100+ enthusiasts take the opportunity to blow-out (not blow-up!) their engines and all seemed to have enjoyed themselves in the process. Many competed the following day and proved to others just what they could do. So come on and enter you 'heavy right-footed' road drivers.

Ladies, we expect to see you at TR Goodwood 83! Leave the stalls to those non-competing fellows because there is a special prize for you on the circuit. No it will not necessarily be awarded to the lady with the fastest time but the lady who wins her class or is closest to her class winner on a percentage basis, and whats more, we will offer more than one Ladies Prize if we receive more than seven lady entrants. So come on girls!

Now for the serious stuff. All those TRs, Morgans, MGs, Healeys and Triumph 6's have got to be given half a chance against each other so we must make sure the competition is fair, lets be honest we don't want tuned TR 8's in competition with TR 2's do we? The Classes for TR Goodwood 83 are as follows:-

Class 1	Production, Unmodified, Roadgoing	up to 1700cc
Class 2	Modified, Roadgoing	up to 1700cc
Class 3	Production, Unmodified, Roadgoing	1701 - 2400cc
Class 4	Modified Roadgoing	1701 - 2400cc
Class 5	Production, Unmodified, Roadgoing	2401 - 3000cc
Class 6	Modified Roadgoing	2401 - 3000cc
Class 7	Trailer Specials, Sprint/Racing cars	up to 1700cc+
Class 8	Trailer Specials, Sprint/Racing cars and Modified/Unmodified Roadgoing	3000cc+

In the event of insufficient cars being entered to make one class i.e. less than three, the organisers reserve the right to amalgamate classes on the day.

QUICK REFERENCE GUIDE FOR DRIVER PARTICIPANTS**Practice Day Notes.**

(7th May)

- 1) No RAC Competition Licence is required but your Club Membership card is.
- 2) Your car must be considered trackworthy by our TR Scrutineers (i.e. roadworthy) for high speed motoring and with lights taped.
- 3) Passengers may not be carried.
- 4) All drivers must wear a BSI standard crash helmet whilst on the circuit.
- 5) Entry fee is £10.

- 6) While cars do not have to be fitted with rollover bars it is STRONGLY RECOMMENDED that they are fitted.

Sprint Notes.

(8th May)

- 1) At least an RAC Restricted Speed Competition Licence is required (cost £8) together with your Club Membership card.
- 2) Your car must satisfy an RAC Scrutineer that it meets TAC regulations (essentially road-worthy with a fire-proof bulkhead between fuel tank and cockpit, ignition on/off marked, yellow earth battery terminal, lights taped, competition number displayed.
- 3) No passengers are allowed.
- 4) Crash helmet to BS 2495 standard must be worn and will be scrutineered. Drivers of open cars must wear a face mask or goggles.
- 5) While cars do not have to be fitted with rollover bars it is STRONGLY RECOMMENDED that they are fitted.

Entry fee is £11. A reduction of £2 will be made to those entering both days i.e. £19 for the whole weekend instead of £21.

A note for our overseas members. We will be delighted to have you with us as spectators or better still as competitors. Should you wish to compete on the Sunday you will require an RAC Restricted Speed competition licence. The necessary forms can be obtained from the organisers, provided your request is received quickly. There will be a special award for the fastest time recorded by a non-UK member. So come on and have a go - perhaps you can show us how it should be done!

SPECTATORS & HELPERS PLEASE NOTE

- 1) No pets are allowed anywhere on the Goodwood Circuit site.
- 2) Motor Sport is dangerous, please do not enter restricted areas or loiter on the pit road or in the paddock area.
- 3) Bring plenty of money to take advantage of the bargains on display.
- 4) Food (sit-down and snacks) will be available at the circuit.

Remember spectators, the event is a non-starter without marshals. Volunteer today by contacting the organisers and/or your group leader. Please indicate a preferred time slot.

A. 9.00 a.m. - 1.00 p.m.
Saturday and/or Sunday.

B. 1.30 a.m. - 5.00 p.m.

If you haven't done it before (marshalling of course) there will be a briefing before you take your post. We are relying on your support and you could even win Spectators and helpers, there will be plenty more than high powered machinery for you to wander round on the Sunday. Bargain hunters will certainly enjoy themselves at the Auto-Jumble and group/trade stands. Remember camping will be available nearby just off the circuit site, watch for the signs. Tickets for the Saturday night 'knees-up' will be available at the circuit on the Practice Day and by pre-ordering with your entry.

All you budding 'Heavy right footers' have to do now is to write to the organisers and demand an entry form to be sent immediately. Remember it is only £19 to enter both the practice day session and the Sprint.

If you are interested in providing a stand at Goodwood 83 then please contact the organisers as soon as possible. Charges for weekend are as follows:-

1. Group stands in aid of Group Funds - Free
2. Private individual stands £4
3. Trade stands £8

For those campers who yearn for a quiet life, there will be a 'Quiet Family End' of the TR camp site set aside especially for you.

If you have any queries then please write direct to the organisers (with a S.A.E. See you all on the 7th and 8th May for the TR Goodwood 83 'Funday and Sunday'.

Dennis Futcher
Chairman - Goodwood 83 Committee
'Newlands'
Hill Pound
Swanmore
Southampton
Hants. Tel: 048 93 4821

Stephen Wolf
Event Secretary
2 Cumberland Place
Chandlers Ford
Hants.
Tel: Chandlers Ford 66731

1983 HILLCLIMB/SPRINT CHAMPIONSHIP

CONFIRMED MEETING DATES

27th March	North Weald
7th May	Wiscombe Park
7/8th May	Goodwood TR Register weekend
14th May	Lydden Hill
22nd May	Gurston Down
29th May	Goodwood
19th June	Gurston Down
26th June	Denham
2nd June	Goodwood
31st July	Goodwood
21st August	Goodwood
4th September	Goodwood
18th September	North Weald
25th September	Denham
2nd October	Gurston Down

The two Denham meetings are Grass Auto Tests and will probably be included in the Championship. This will be confirmed at a later date.

CONFIRMED CIRCUIT RACING DATES

12th March	Silverstone	KEVIN GINGER
23rd April	Oulton Park	31 WARREN FARM
2nd May	Oulton Park	WARREN LANE
8th May	Snetterton	PYRFORD
4th June	Brands Hatch	SURREY GU22 8XF
2nd July	Oulton Park	WOKING 24818
13th August	Aintree	
20th August	Silverstone	
21st August	Lydden Hill	
4th September	Donington Park	
17th September	Castle Coombe	
8th October	Silverstone (6 hour relay)	

There will be more dates available but these are the only dates so far which have been confirmed. Competitors must let me know the meetings which they want regulations for.

For any further information, please contact:

ATTENTION ALL HILLCLIMB & SPRINTERS

There has been a slight change to the Test Day cost. One car 2 drivers will cost £20. This is a £5 change to the advertised £15. One car one driver will still be £15. Also anyone wishing to use the Formula Ford Racing Car must let me know.

.....

1983 COMPETITION CALENDAR

Sun. 3rd July. Goodwood ----- Sprint.

N.B. There is a possibility of a problem re. availability of North on 18th Sept. in which case we have a stand-by date of 23rd Oct., at the same venue, or perhaps the opportunity of running an additional event.

.....

Not all the Hillclimb/Sprint dates confirmed will Championship venues, championship dates will be published when all the available venues have been received.

**ANGLIA SECTION**

**6th ANNUAL BIRTHDAY BAR-B-QUE
AT WELLS FARM WHITTLESFORD CAMBRIDGE
ON THE 16th JULY 1983**

EVENTS INCLUDE:-

**DRIVING TESTS - SPARE PARTS -
EVENING BAR-B-QUE - LIVE BAND - REAL ALE BAR -
TRADE STANDS - CLUB REGALIA - SIDE STANDS -
LUCKY TICKET DRAW - GRAND RAFFLE - INTER
AREA COMPETITIONS - DISTANCE AWARD - PLUS
MORE !! ON SITE CAMPING.**

**PLEASE NOTE LIMITED NUMBERS FORCE ENTRY
TO BE BY TICKET ONLY !!**

**SEE NEXT MONTHS COURIER FOR FURTHER
DETAILS. T.S.S.C WARNING: THE 16th JULY MAY
DAMAGE YOUR HEALTH.**

The Manchester Area is having Club ties made up. They are Navy with the Club motif printed on, in best quality plain ground polyester rib.

The cost is £2.95 + 30p p+p.

Please send all cheques/P.O.'s to:- David Evans, 57 Buxton Road, Heavily, Sotckport, Cheshire. Tel: 061 480 4178.

Also I have an idea for anyone struggling to obtain a parts catalogue for Club cars, microfiche catalogues are available cheaply from Leyland and most libraries use microfiche viewers for their indexing and would not mind you using them.

Kevin Atkinson.

INTERNATIONAL MARQUE SECRETARIES**HERALD REGISTER SECRETARY** *Herald Estate Rebuild - Rear Hub Oil Seal Renewal*

This month's article is not exactly part of the rebuild, but as the half-shaft concerned came from the Estate I thought you might be amused by a picture of it. As you can see there had been bearing trouble - in fact the bearings had disappeared and the $\frac{1}{2}$ -shaft had eaten it's way through the hub!

The bearings had disintegrated through lack of lubrication due to a defective oil seal. The hub had been greased frequently and there was plenty of grease in the nipple and the brake drum where it had leaked out through the seal.

To renew the seal (107193) the hub has first to be removed - easier said than done! The workshop manual recommends Churchill tool S109C (Fig. 1). My suggestion would be to take it to a Leyland garage for removal.

I have already lost the deposit on a Hire-shop hub puller which destroyed itself trying to pull a Herald hub!

Anyway, after getting the hub off bend back the lock tabs, remove the four bolts and lift off the grease trap and brake back-plate. The oil seal housing can then be removed and the old seal drifted out with a screwdriver. Press in a new seal (use a vice), fit a new gasket (106664) to the trunnion bearing housing and replace the seal housing, back-plate and grease trap. Replace bolts, lock the tab washers and replace the hub. Secure the hub with a new nyloc nut (510618) tightened to 100 - 110 lbs ft. By the way, I have decided not to repair the half-shaft in the picture!

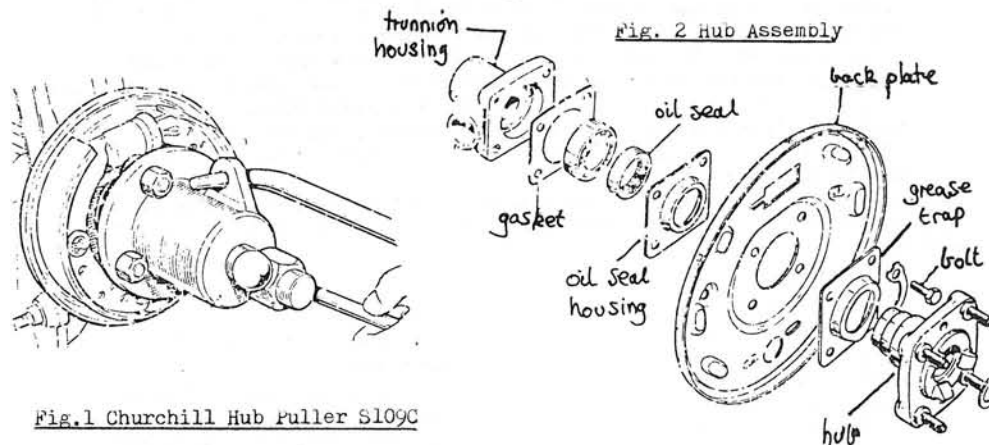


Fig.1 Churchill Hub Puller S109C

SPITFIRE REGISTER SECRETARY

On with some more registration number suffixes:

CA	DENBIGHSHIRE	DA	WOLVERHAMPTON
CB	BLACKBURN	DB	STOCKPORT
CC	CAERNARVON	DC	TEESIDE
CD	BRIGHTON	DD	GLOUCESTER
CE	ELY	DE	PEMBROKE
CF	SUFFOLK	DF	GLOUCESTER
CG	HAMPSHIRE	DG	GLOUCESTER
CH	DERBY	DH	WALSALL
CI	LAOIS IRELAND	DI	ROSCOMMON
DJ	HEREFORD	DJ	ST. HELENS
CK	LANCASHIRE	DK	ROCHDALE
CL	NORWICH	DL	ISLE OF WIGHT
CM	DIRKENHEAD	DM	FLINTSHIRE
CN	GATESHEAD	DN	YORK
CO	PLYMOUTH	DO	LINCOLN
CP	HALIFAX	DP	BERKSHIRE
CR	SOUTHAMPTON	DR	PLYMOUTH
CS	AYR	DS	PEEBLES
CT	LINCOLNSHIRE	DT	DONCASTER
CU	SOUTH SHIELDS	DU	COVENTRY
CV	CORNWALL	DV	DEVON
CW	DURNLEY	DW	MONMOUTH
CX	HUDDERSFIELD	DX	IPSWICH
CY	SWANSEA	DY	HASTINGS
CZ	BELFAST	DZ	ANTRIM

Overheating:

I have recently been experiencing problems with my car overheating. I have flushed the system to find a leak from the radiator. This was hastily treated with Radweld. But the problem still remained. Could it be an air-lock in the cooling system? I filled the system at various hoses to stop air locks forming and took the car for a run. Still the same. I then took the thermostat out and ran the car but still the problem persisted. Between my father and myself we decided there must either be a blockage in the cylinder head or the radiator (THE HEATER HAD BEEN CHECKED). The radiator was removed and compared with a spare I had acquired. The water in the radiator would only trickle out even when the radiator was full. Therefore, I now have a spare radiator on the car and a radiator which has got a serious blockage preventing it from circulating water in an effective manner. Having looked at the blocked rad., I would say that it has never been flushed in its life, nearly 80,000 miles.

The chart below is for all Spitfire owners relating to the INTERCHANGEABLE MECHANICAL PARTS. In other words, parts that will fit ALL SPITFIRES with no modification.

Steering rack	Timing Chain
Oil Filter	Front Suspension Units
Clutch Master Cylinder	Bonnet Seals
Brake Discs/Drums	Dust Boards On Side of Engine
Sills	Parcel Shelves
Door Hinge Pins	Neoprene (Furryflex) Door Trim
Main Floor Assy.	

In the sixties, Spitfire and Sprite owners were arguing about the pro's and con's of each others modes of transport. It was always the Sprite owners who came over all silent when the discussion was about style and the Spit. owners who suddenly found their mouths better employed in their glasses when the noises were about handling.

Well, in 1970, that scene changed when the smallest sports car in the Triumph range finally grew up became better mannered and learned to take the rough with the smooth. The most noticeable thing was the new rear-end. The flat, Stag-like rear was very nice but the old one wasn't that bad, although the tail-light treatment was a bit clumsy. Styling wise, the more significant change was in fact the front. Mr Michelotti, it was he, had deleted the ridge down the bonnet centre and the chrome strips along the wings. He also substituted the chrome headlamp surrounds for painted ones and also a more flush-fitting bumper. The result was an extremely clean front end in the best traditions of Italian styling.

However it is still very much in the true mould of a British sports car, long bonnet, small cockpit and so on. But the difference between the MK1V and MK1 has to be appreciated. Inside, the instruments are at last in front of your eyeballs. There is a steering lock which is so stiff that the key either breaks in the hole or is twisted into deformed uselessness. And guess where this switch is? Where every car thief can't find it by the driver's achilles tendon. Alright, so I exaggerate, it's by his/her knees. Not easy to get at.

The door handles have also been changed to very smart finger operated burst-proof locks. The overdrive switch has been moved from the stalk on the right of the steering column to the centre of the gearlever which makes it closer to the steering wheel and needs minimal arm movement to engage. The steering wheel is big as ever with a black plastic rim and flat aluminium spokes in the centre. According to the sales brochure, the handling is transformed which is a very true description. The transverse leaf spring has been changed so that only the bottom leaf is attached to the rear axle casing. This means that it can pivot about the fore and aft centre line of the car. This reduces the roll stiffness but seems to give the car a rather hard ride. However, the Spit. can take cornering in its stride. The Triumph Spitfire MK1V, a car for the Seventies.

GT TRANSMISSIONS

Fitting service available within 100 miles of London. Free Catalogue on request: GI Transmissions, 26 Park Place, Ealing, London, W5 8JY.

Vit/GT6 comp 4.11:1 Diffs £110

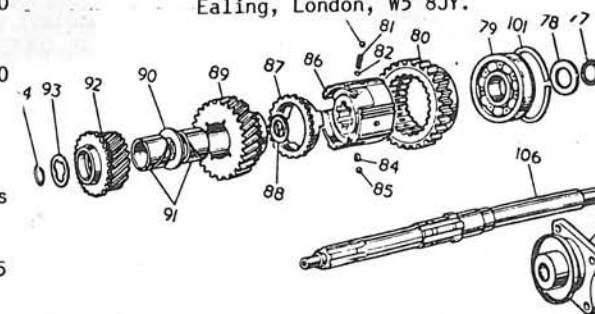
4 Synchro Herald gearboxes fully compatible £110

New overdrive mounting plates Each £9

Leyland tow bar offers

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TECHNICAL HELP

EDDIE EVANS

PROPSHAFT VIBRATION:

Q I've recently received many letters asking how to deal with propshaft imbalance, so I think it's time to repeat an article which first appeared in the Courier during 1978. The procedure described was recommended by Triumph to their dealers and was originally written for the Courier by Dennis Watson. Dennis, incidentally, is presently restoring the oldest known Herald on behalf of the Club.

A The procedure is as follows:-

1. Jack up the rear of the car and fit axle stands under the shock absorber lower mounting points to give a laden condition to the rear suspension.
2. Remove both rear wheels and brake drums.
3. Fit one jubilee clip approx. 2" from the submerged weld at the axle end of the propshaft. With the engine running, obtain the best condition of balance by rotating the clip in stages, switching off the engine to re-position the clip each time. (This condition will obviously be worse than the original condition, i.e. prior to the clip being added). Forty to fifty on the speedometer is the general speed to concentrate on and this can be temporarily set on the idling screw of the carburettor.
4. Mark the position of the jubilee clip SCREW on the propshaft, then rotate the clip until the screw is at 90 deg. from the mark.
5. Fit a second jubilee clip adjacent to the first i.e. the two screws of the clips are now opposite.
6. Rotate both clips by equal amounts to bring both screws towards the mark made on the propeller shaft in step 4. This should be done in stages, running the engine in top gear after each movement of the clips, until a better balance is achieved.
7. If necessary, the front end of the shaft may be balanced in a similar way.
8. When running the engine to check balancing, ensure the engine does not run long enough to cause over heating.
9. Ensure the car is rigidly supported when working underneath and securely chock the front wheels, just in case.

The above method is very exacting and requires considerable patience. During final positioning of the clips, the slightest movement of one or both is sufficient to bring a shaft into perfect balance, compared to leaving it in an unsatisfactory condition. Although production propeller shafts are manufactured to a fine degree of balance, this method has the advantage of bringing the two mating flanges, with their slight inconsistencies at each end of the shaft, into a completely balanced assembly.

Universal joints, wheel bearings etc. should, of course, be in good order when tackling this job.

Q CLUTCH AND BRAKE SEIZURE:

Another problem, which is constantly recurring, is that of clutch or brake seizure. This is particularly applicable to cars which are off the road for lay-ups, restorations etc.

Clutches can easily seize to the point where they cannot be disengaged in order

At to start off from rest. It probably comes natural to bang the clutch pedal up and down a few times and this often works. If not, support the rear of the car on axle stands with the wheels clear, put the car into 4th gear and start the engine. A few more sharp jerks on the clutch pedal should free it.

The last ditch attempt before taking the gearbox out, is to start the engine with 1st gear engaged and drive off (having removed the axle stands first, of course). Keep working the clutch pedal and shortly it will come free, at this point, slip the clutch for a couple of seconds and all should be well.

I should warn here that starting up with 1st gear engaged can be a bit hairy; catapulting from rest to 20mph before you've let go of the ignition switch, then realising you can't stop because you can't come out of gear and at the same time hearing the engine scream towards 6000 revs usually frightens me so much that without realising it, I've wrenched the lever into second gear and Hey Presto, the clutch has worked. So, make sure there is plenty of room ahead and no-one is around.

Seized brakes can often be freed simply by rocking the car back and forth, or failing this, you can do the same thing under power using the 1st and reverse gears very gently. You'll hear the 'twang' when they come free.

Really though, brakes should never seize while a car is laid up (assuming they are correctly adjusted). When driving the car into the garage for it's final park, don't use the brakes to stop - don't touch either the hand or foot brake. You can let the car roll to a stop or put a couple of wooden chocks in the way of the wheels to bring it to a halt. This ensures that the brake shoes stay retracted from the drums.

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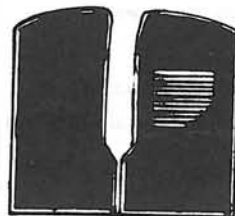
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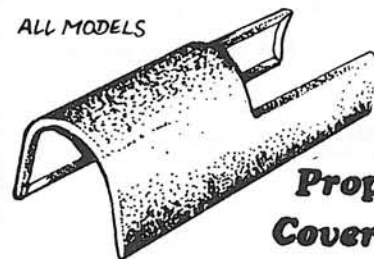


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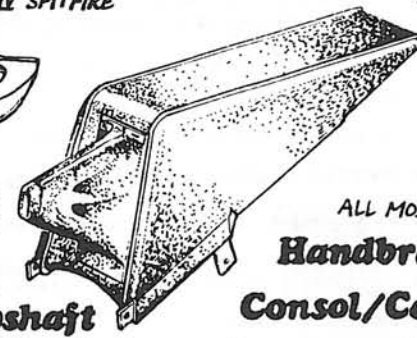
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✧ TSSC SELF HELP SCHEME ✧

Dear Members,

Has that 'day out' ever gone wrong for you? Has your holiday ever been ruined by THAT car? How many times has a small problem with the car been magnified to ridiculous proportions because you did not know where to get the part you need or did not have the tools with you to fix it. Would you help a member who was stuck on the side of the road through the lack of local knowledge needed to fix his/her car? If so, please read on:

I propose a self help scheme for TSSC members and it would work along these lines.

1. Each member who wishes to help would fill in a form with the help he could offer i.e. tools, transport to collect parts, off the road parking, towing if needed (short distances only) etc.
2. The forms would be returned to myself (address below) and these would then be sent to the Area Organiser.
3. Area Organiser would sort out the forms and produce a list of four 'phone numbers which would be sent out to each member (i.e. by the magazine).
4. If a member gets stuck, he would 'phone the numbers for that area and explain his position to the member he gets hold of.
5. The member in turn would get in touch with the local member who is nearest and can help out.

The scheme may not be able to help with ALL the problems, but it could with quite a few, as most of the trouble comes in not so much the fault as from not knowing where to get the part or not having the tools with one to fix it. A scheme such as this one would put at visiting members finger tips the local knowledge that most of us have i.e. which garages or spares shops open on Sunday etc.

If you would be prepared to help, (you may be the one on the receiving end some day). Fill in the form and return to:
GEOFF KING AND JULIE GREEN; 19 HERDMAN CLOSE, GREENLEYS, WOLVERTON, MILTON KEYNES.

NAME: AREA:

ADDRESS:

PHONE NO:

I would be prepared to offer the following help in the TSSC Self Help Scheme.

- | | |
|--|----------------------|
| Provide basic tools i.e. socket set spanners etc. | YES/NO |
| Any special tools i.e. ramps, trolley jack, welding, etc. (please state) | |
| Transportation to get spares | YES/NO |
| Assisting with repairs | YES/NO |
| Off the road parking | YES/NO |
| Towing (short distances only) | YES/NO |
| Bed for the night | YES/NO |
| Other, please state : | |
| Signed: | Membership No: |

PEN TO PAPER

WIN A VITESSE

Many thanks to those of you who responded to my last plea for more people to buy raffle tickets for this very worthwhile restoration project. However, despite some extra work for my postman, I am still only 25% of the way towards being able to make the draw, so for the benefit of those of you who have no idea what I am talking about, here it is:

A fully restored 2 Litre MK1 Vitesse Convertible is being offered in a raffle, tickets for which are £1 each, in any quantity. The draw winner will be able to make his or her own colour and interior trim choice.

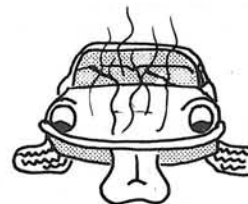
The aim of the raffle is to provide finance to put this car back on the road where it belongs. Cheques, postal orders or cash should be sent with an SAE to:

STUART WARREN
TRIUMPH HOSPITAL
2 VICARAGE COTTAGES
OFFLEY
HITCHIN
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I would add that if sufficient tickets are not sold I will send all the money back, I would much rather restore the car!

Next draw date - May 1st, 1983.

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LETTER FROM ALAN AND IRENE WETHERALL, CORBY, NORTHANTS

How we fell in love with a Vitesse

On holiday in Barnstaple and browsing through the local paper, we spied an advert for a 1970 MK11 Vitesse Convertible. Never having driven one I said to my good spouse, let's spend an hour and go and see it.

On arrival we were met by a view of a car with classic looks, racy body lines, and aggressive looks. With the sun shining and the hood down we fell in love with it. Now normally when I test a car it's a ten mile drive and a full MOT screwdriver inspection, which would make an AA engineer feel inferior. Not with this car, the owner drove it 200 yards down the road and I drove it back and I was biting the poor guy's hand off to buy it. All I can say is after owning some 35 different models of cars the experience of driving a Vitesse brought back all the old joys of motoring and is truly indescribable. After buying the car and coming off cloud nine, the problem was how to transport wife, kids, holiday gear etc. and two cars 300 miles home in a car having tested over all of 400 yards. We cruised home at 3000 revs and I thought the fuel gauge was crackers as it hardly moved, 38 m.p.g. out of a twin carb 2 litre engine - fantastic!. We joined the Leicester branch of the TSSC and were told the body can be taken off the chassis, dead easy (which part of the body do you want to remove sir, back first or front?), with the saloon roof coming off in 15 minutes and most panels bolted on. Good God thinks I, I've bought a Meccano outfit not a car. After working on the car (very frustrating, I can't find anything wrong). it's an absolute dream for the DIY man, you even sit on the front wheel to turn the engine - incredible. After sneaking it out from under the wife's nose and clocking 109 mph with the hood down along our local by-pass (alright I know it's over reading by 6%, I've checked it), I have never experienced anything like it.

I can now see why people go nuts over classic cars and I am now dreaming of stripping her down, shot blasting her, respraying her, checking on the history of the car and generally driving my wife daft talking about her. After reading the excellent Courier and Turning Circle backwards, forwards and upside down, TSSC you have a fan for life.

If anybody knows the history of Reg. DYD 786J a white MK11 Vitesse Convertible, give me a ring on 0536 741443 and reverse the charges. Thanks.
LEICESTER AREA NEWS, IAN MCKEGGIE REPORTS:

Forthcoming events: March

Tuesday 1st - Committee Meeting at The Plough
Sunday 6th - Lunch Meeting at the Cock Inn, Arnesby
Thursday 10th - Area Meeting, Gt. Bowden
Thursday 24th - Area Meeting, Arnesby
Saturday 26th - Beer and Skittles v TROC, Old Crown Inn
26 Moat St., Wigston. Only £2 per person.
Contact any Committee member for tickets.

AT LAST! July 30th - Skid Pan Course, £5.50 per head. Only 8 position vacant. First come, first served. Contact Phil Basher or myself.

Congratulations to Sheila on a well-organised Beer and Skittles night with the VWOC.

Snow or no snow, we gotta go, that was the feelings of members who managed to get through the snow to the Shoulder of Mutton to make a real fun meeting. Well done folks!

The first meeting at The Cock Inn saw many new faces and seemed to be well accepted. It was nice to see Jonty Wild and Brian Waters, who trekked all the way up from South Beds - well done lads. Keep your eyes and ears open over the next few months as we have many events planned for motoring fun.

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	New 2.5 Oil pump		£260.00
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	N.B. Exchange rebored block available.		
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	3.89 Ratio Vitesse MK1/11		
	GT6 MKI/II/III		£150.00
	3.63 Ratio Spitfire 1500		£160.00
	3.27 Ratio GT6 non-O/D		£160.00

All prices are exchange and while stocks last.

Reconditioned Diffs.

4.11 Ratio Spitfire, Herald		
Vitesse 6		£ 80.00
3.89 Ratio Vitesse, GT6		
MK IV Spitfire		£105.00
3.63 Ratio Spitfire 1500		£120.00
3.27 Ratio GT6 non-O/D		£125.00

Again all prices are exchange and old units must have good cases. Mr. Leyland charges £100 on damaged cases. With the recent arrival of the new diffs. and crownwheel and pinion sets, we can again offer ratio changes, especially the much sought-after 3.63 ratio P.O.A.

Reconditioned Gearboxes

3 Synchro. Spitfire and Herald		
Vitesse 6		£ 85.00 exchange
3 Synchro. Spitfire, Vitesse O/D		£ 95.00 exchange
4 Synchro. Spitfire IV		£105.00 exchange
4 Synchro. Spitfire IV O/D		£115.00 exchange
4 Synchro. Vitesse MK I/II		
GT6 MK I/II		£115.00 exchange
4 Synchro. Vitesse MK I/II O/D		
GT6 MK I/II O/D		£125.00 exchange
4 Synchro. GT6 MK III		£125.00 exchange
4 Synchro. GT6 MK III O/D		£135.00 exchange

Up-rated mainshafts available on all 4 synchro models. Competition spec. mainshaft for standard D type and J type overdrive. New D type overdrive mainshafts in stock - £50.00
New D type clutch in stock - £24.00.

Synchro mesh baulk rings	early	£ 6.50
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NATIONWIDE

ANGLIA AREA NEWS, BARRY NEWITT REPORTS:

Our January meeting was the best we have had at our new venue, the Coach and Horses, the room was quite full with new and old members, nice to see you all - keep it up! My thanks to Tony for laying on the rally film and Bob for the projector.

STIR 8 in Holland seems to be one event that quite a few Anglia members seem to be talking about going to. If we had a few more, perhaps we could see about a party booking from an East coast port to save us the trip to Dover.

AVON AREA NEWS, JAMES STURGEON REPORTS:

SEE WHAT'S ON NEXT

Following the success of our Christmas Party at the Wheatsheaf in Winterbourne on 14th December, we are going to use this pub for our 1st Monday of the month meeting at least for the next few months. We are really looking for a place with a private room in which to hold the activities that your organiser and events Secretary have been arranging for you.

Calendar of Events For 1983

March 7th Film Show. I am hoping to get the film of the 1980 Lombard RAC Rally (the most recent one available) and one of a selection of BP films, hopefully one on Cars of the '60's and '70's. The films start at 9pm and should last about 1 hour. The venue will be The Old Inn at Westerleigh and this will take the place of the meeting normally held at Winterbourne.

March (date to be announced) A Skittles Evening with the MG Owners Club Bristol Branch, all you skittlers please watch this space.

March 26th and 27th Our stand at the Bristol Classic Car Show, at the Bristol Exhibition Centre.

April (date to be announced) A talk by a Guest Speaker.

May (date to be announced) A Treasure Hunt currently being thought out by Keith, will be on a Saturday of Sunday afternoon.

CORNWALL AREA NEWS, RICHARD DOUGHTY REPORTS:

14 members and friends met at the "Farley Hotel" Truro. Most people came in Fords claiming that it was too wet for their Triumphs. Still, a good turnout for our 1st meeting of 1983. A reminder that Ian Stacey Tel: St Austell (0726) 2629, has lists of members who have second parts available in Cornwall including a whole driveable Vitesse 1600 Convertible to be given away. Next meeting is at the "Farley Hotel" Truro on Friday 25th March at 8 p.m.

EAST BERKS AREA NEWS, JOHN REED REPORTS:

Sorry for the unintentional mistake in the date for Feb. meeting; it should have been the 9th. Following meetings are 9th March and 13th April. We continue to get about 25 members attending at each meeting creating a warm and friendly atmosphere. New members and visitors are always very welcome.

I hope that this year will be a pleasantly active one for East Berks members. We have a few ideas in mind already and there will be a repeat participation in Easthampstead Rotary Club's Auto Sunday in July - more about that later in 'What's On Next'.

MANCHESTER AREA, FORMERLY GRANADA AREA, ANDREW HEAD REPORTS:

Let me take this opportunity to remind Manchester Area members of our new venue. We now meet at the Bull's Head, Wicker Lane, off Hale Rd. Halebarns, Nr Altrincham on the third Thursday of each month. There are several events coming up over the next few months for you to make a note in your diary:

March 6th Sunday afternoon roller skating.

March 17th Thursday evening, meeting at the Bull's Head.

April 10th Sunday afternoon, outing to Tatton Hall.

April 21st Thursday evening, meeting at the Bull's Head.

April 24th Sunday afternoon, Treasure Hunt.

May 2nd Monday, Poynton Village Show - concours event.

For further information contact me on 061 427 1378.

NORFOLK AREA NEWS, PHIL HUDSON REPORTS:

At the first meeting of 1983 our new Committee was elected and is as follows:

Area Organiser	Phil Hudson
Treasurer	Laurie Thomsett
Public Relations	Keith Lambert
Aide De Campe	Debbie

It was also agreed that Derek would be local spares sec and negotiate for discounts with local companies.

Future Events - dates to be decided:

1. Football vs MG and TR Owners Clubs at our home ground on Winterton Beach, followed by a barbecue for the survivors.
2. Enter a raft in the raft race down the Wensum - possibly good publicity providing no one drowns.
3. National Event of Gymkhana, disco and barbeque - will confirm date next month so get your diaries ready.
4. Several coast drives and picnics, plus a Treasure Hunt.

Thanks to Ian Eastwood, our founder and late Area Organiser - you did a great job.

Thanks to everyone who came to our Norfolk Inaugural event last September. I think a good time was had by all, particularly the chap with the beautiful MK11 Spitfire in Midnight Blue - I hope to see it at the Donington Concours.

Those people interested in the May visit to STIR 8 in Holland, please telephone me on Wymondham 604288.

NORTH HERTS/SOUTH BEDS AREA NEWS, KEVIN WALKER REPORTS:

The 'Crimble' nosh-up seemed to go down very well with everybody, although I don't think anybody managed all 5 courses.

I would like to thank Colin, the Landlord, for his excellent spread and may his Herald carry on forever!!

I am at the moment, trying to arrange a visit to the Aston Martin Works at Newport Pagnell, details of which I will announce as soon as I have them.

NORTH LONDON AREA NEWS, STEVE WILLIS REPORTS:

Well, after another successful year, we are working on things to do for this coming year. There is a possibility of an area race to Leicester, this would be held at the Go-Kart raceway, numbers have to be 15, otherwise it is not worth doing. The cost will, hopefully, around £10.

We are also looking at doing the Classic and Sportscar Show at Enfield over the August Bank Holiday. There are plans afoot to go over for the STIR 8 in a party. We would also like ideas for one day out this year. I shall be doing another of my 'quickie' Treasure Hunts this time, Hugh, please tune the car before doing the hunt, instead of on the way round. Also Brian, get a pencil instead of using oil - it does not run all over the paper!

It is hoped that our hillclimb car will take off, Brian, fit the wings soon.

Our numbers have remained good all year but we do not see many new faces - our only lady GT6 owner needs support (no joke), so come on girls, we can all talk about knitting for the evening - that will make a change instead of Kevin driving off with his crooklock on ha! ha!

I must thank all those who got me re-elected, I must be mad but that is the only 0'lavel you need. Those of you who are still lost as to where we meet: 2nd Monday of the month at The Old Hall Tavern, Waltam Why (al037) Chingford E4 8.30 till closing, see you there.

TRENT AREA NEWS, MIKE COSTIGAN REPORTS:

We welcomed John and Wendy to our February meeting, having travelled the 35 miles from Gainsborough in their very smart MK11 Vitesse. We hope you enjoyed your visit, and will make the effort again. Quite unexpectedly, Dave produced his own quiz this month, no doubt to get his own back on my efforts last month. A motley collection of obscure parts were produced from his 'swag-bag', and were passed around for us to identify. Our one and only pen had a tendency to disappear, but we eventually managed to complete our solutions. It really is amazing what some of us think are hidden beneath the surface of our cars. Come to that, it's amazing the things Dave says are to be found on our cars! At one point we nearly caused a riot - the landlord was so fascinated by the weird collection of junk which kept appearing, that he had overlooked the queue of thirsty customers!

We also had a lengthy discussion on the new seat belt law, still fresh in our minds. It was generally agreed that we didn't like the things, and we decided the value of pre-1965 cars would soon be on the increase!

Next meeting will be on Thursday, March 3rd, when I hope entry forms will be available for our first event, the Treasure Hunt scheduled for April 10th. This will be restricted to 12 cars, but not necessarily to our regular monthly meeting attenders, so if your interests do not include an evening in the pub, but do include driving your Triumph around the countryside, please don't think you will be unwelcome. Drop me a line for an entry form, and come and join in the fun. The April meeting will be on Thursday 7th, when late applications will still be accepted if we are short of numbers

SCOTLANDAREA NEWS, NIGEL WADDELL REPORTS:

Things seems to be going well up here and our meetings are well-attended with plenty of news changing hands every month at The Sherbrooker Hotel. Having said that, where are you Donny Mac Farlane and Stuart Chassells? It's been a long time since I've heard the incredible roar of Donny's big engined GT6 hitting 6,500 rpm up Hamilton Avenue at midnight after our meetings.

Anyway, on a more sensible note, congratulations to Alan and Ken in the South East for setting up a new area in Scotland. This can only help the Club in its continued expansion and we wish them luck.

Getting back to an earlier point, our meetings continue to be well-attended with people coming from far away places like John Malcolm from Ayr and Alan Mac Lean from Ardrishaig - thanks for coming up to Glasgow lads, keep up the good work. Well that's about it folks and incidentally, my own Vitesse MK11 is now back on the road.

SOUTH WALES AREA NEW, TIM DAVIES REPORTS:

The South Wales area held its AGM on Wds. 2nd February, with an encouraging turnout of about 25 members. A big thanks to everybody who made the effort. The committee was re-elected as follows:- Area Organiser - Tim Davies, Secretary - Tim Frenzel, Treasurer - Stan Snodgrass, Membership Secretary - Robert & Carole Davies, Parts Secretary - Dilwyn David, and newly appointed Dave Mansell as Events Secretary (many thanks to Adrian for his contribution as former Events Secretary).

Everybody was fairly satisfied with the running of the area so far. The areas account stands at around £110, quite healthy I suppose. It was agreed that we should start seriously thinking about the Summer time-table and various suggestions included; Treasure Hunt, Barbeque, Fun Runs, and Inter-area meetings. Dilwyn our parts secretary is in a position to get everyday parts, e.g. brake shoes, clutches etc. at up to 50% discount from contacts he has, so if you need anything contact him, or come to the meetings.

Thanks to Gareth Thomas for coming to the meeting, what a "beast" he's got - a fuel injected Vitesse, it sounded beautiful. My girlfriend was inspired by the sound of the tuned engine, and made a decision on the weekend to save up for one. Unfortunately that afternoon she re-arranged the front of her Herald 13/60, so this has set her back a few years - never mind! See you at meeting on March 2nd.

THAMES AREA NEWS, LEON GUYOT REPORTS:

Congratulations from all Thames Area 'Leden' to Martin Radford (Kent A.0) for his recent appointment as Overseas Affiliation Secretary and yes, of course, all the Thames members are going to STIR 8, aren't we!

We recently had a visit from one of our good friends from Hants/Surrey Area, thanks for coming Vincent. Area members are reminded at this point, that they are not restricted just to our local meetings, other areas will, I am in no doubt, welcome your individual visits.

The major news this month is that a section of the regulars (about 12) are about to form an Area Committee with a view to improving services to local members. A full list of appointments/ tel. nos. will appear in the next Courier.

Certain members, Andy and Bruce, Bob and Simon, are to be reminded of the basic aim of the Club, which is to 'Preserve and promote the Herald chassis vehicles'. Not 'Buy up, bash up, chop us and degrade any poor, down at heel, battered old Herald going!' This includes driving around with no bodies on and tearing them apart with electric jigsaw cutters. In fact, I've got a good mind to report you lot to the Royal Society for the Prevention of Cruelty to Herald Chassis Vehicles and if there isn't one, there should be.

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Name	Excess: £25 <input type="checkbox"/> £50 <input type="checkbox"/> None <input type="checkbox"/>	Driving convictions? YES/NO
Address	Legal Defence	If YES, details:
Postcode:	Windscreen: £50 <input type="checkbox"/> £100 <input type="checkbox"/> Unlimited <input type="checkbox"/>	Dates
Tel No.	Present Insurer	Offence
Date of Birth	Present Policy expires on:	Fines
Occupation	No. of years no claims bonus	Disabilities. YES/NO
Are you a holder of a Provisional or Full British Licence?	Renewal premium this year. £	If YES, details
For how long?	Drivers other than yourself who will drive your vehicle	
Make & Model of Vehicle	Name	
Year of manufacture	Date of Birth	
Engine Capacity cc Value £	Type of Licence	
Approx Annual Mileage	1	
Is vehicle kept in locked garage? YES/NO	2	
If NO: Parked on road/off road	Occupation 1	
Comprehensive/TP,F&T/Third Party only	Occupation 2	
Insured only/Insurer & Spouse/Named Driver	Any accidents in last 3 years? YES/NO	
Social, domestic & pleasure only <input type="checkbox"/>	If YES, when? (Dates)	
Social, domestic, pleasure & business <input type="checkbox"/>	Circumstances	
Details of business use	Costs	

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WESSEX AREA NEWS, KEVIN MINNS REPORTS.

Make a note of the lunchtime meetings which are on the last Sunday of the month at The Fox and Hounds, Hampreston, Nr. Wimborne.

It was with some regret that I read Caron Redding's letter about the chauvanistic attitude of the male membership, published in last month Courier. This is because it was our Area meetings that Caron attended for a few months last year. Before disappearing quietly from the scene, many people commented to me about the letter and all expressed surprise at the opinions she formed of our meetings which, personally I consider to be very friendly and not in the least chauvanistic, if male dominated. Hopefully, Caron will attend a future meeting to discuss her opinions with us. By the way Caron, if you do, it's your round!

WEST MIDLANDS AREA NEWS, DAWN STORTON REPORTS:

As requested by the Editor, the Area news this month is very brief, and there's not much to report anyway. Next meetings are on Sunday 13th March at the Chalet, 31st March at the Bull and Sunday 10th April at the Chalet. Remember, meetings are now on the last Thursday of the month (except the Sunday ones of course).

WEST YORKSHIRE AREA NEWS, COLIN BELL REPORTS:

Due to any number of reasons the area letter from West Yorkshire has had scant publication these last few months, this is certainly not meant as a criticism of the Editor but it does bring to light the difficulties involved in printing the Courier, and a need to re-assess the uses and indeed viability of the area reports.

Whilst it is obvious that some contact via the Courier must be made regularly by the individual areas if only to stimulate new membership it is the extent and format of this contact that should be discussed.

All regular contributions to the monthly spot, myself included, have been guilty of graphically illustrating events important to their area only and with all due respects it does become a little tedious and worthless to hear how many GT6's and Herald's turned up at the last meeting.

One thing is certain a Club like the TSSC which has experienced phenomenal growth these last few years must continuously re-assess its aims and objectives and the development of a publication like the Courier must mirror the changing situation.

WORCESTER AREA NEWS, TREVOR BROTHERTON REPORTS.

This has been a good meeting with plenty of people turning up. With 4 Spitfires, 2 Heralds and 2 Vitesesses. We sorted out a few spares problems and all considered that John Hill's at Redditch was the last resort for any spares because they are far too expensive and his attitude towards his customers was very bad. But a lot of good comments went to our own Spares Secretary, John Kipping, which is very good news for the Club as a whole. When talking to one of our members, Mr Bill Dickson, I am convinced that we have a potential concours winner in our area as he is completely re-building a Spitfire MK111 to an amazingly high standard. Nothing much to report, so I'll end here.

Remember the monthly meetings are still being held at the Coach and Horses, Harvington, Nr. Evesham, on the last Tuesday of the month - not the 4th

TO ALL SOUTH YORKSHIRE (SHEFFIELD, DONCASTER, ROTHERHAM, BARNESLEY ETC.) MEMBERS
At the last meeting of the North and South Yorkshire areas a majority decision was taken to move our venue to Murton near York. Whilst this in no way implies a "split" for the two groups, it will obviously have a detrimental effect on the attendance of members from the South Yorkshire area. I am, therefore, proposing the establishment of an independent South Yorkshire area, with its own headquarters, but on a night OTHER than that of the joint meeting to allow inter-area contact to continue. To enable me to assess the viability of this proposal I would like to call an initial meeting on THURSDAY MARCH 10TH at the "LUMLEY ARMS", MALTBY at 8.00 p.m. and urge all South Yorkshire members to attend. If individuals are unable to attend, but support the venture I would be grateful if they could give me a ring on DONCASTER 743579. I look forward to seeing you all on March 10.

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

BILL SUNDERLAND - EDITOR.

CAR MART

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

Spitfire MK1V, 1971. O/D, spoiler, rear fogs, alarm, custom dash, radio/cassette, wing mirrors, tax, MOT. £550. ALSO MK11 for restoration. Contact: Phil, tel: Warwick 492427.

Vitesse MK11 Saloon. Blue, O/D, MOT. Good cond. Company car forces sale. £575 o.n.o. Contact: A Holland, tel: (day) Watford 31451, (Eves) Chesham 771142.

Spitfire MK1V, 1971. T&T. 1500 engine. Two minor scrapes, hanees, £540. Breaking GT6 MK111 and Herald 1200 - abandoned restorations: All spares inc. engines, boxes available. Offers - all very cheap. Please clear my garage. Contact: Chris, twl: 01 462 2851 (Bromley).

Spitfire MK111. MOT August. Smart Dunlop wires. No rot. Body re-built, power brakes, new carpets, GT6 seats, re-built F/R suspension. 107,000 miles. Slight rear accident damage. Lots of new parts. Contact: Dave, tel: Birmingham (021) 478 1208.

Spitfire MK11 Conv. Metallic Silver. Totally restored by Spitfires UK. Fitted with recon. GT6 engine and g/box with O/D, servo brake and uprated suspension. New splines and wire wheels. Receipts of over £3,000 spent. Price £3,000 o.n.o. Contact: John Scragg, tel: (0244) 545581.

GT6 MK111 Coupe. Registered Sept. '72. 1998cc. Red. Bodywork excellent cond. Engine and g/box need attention. £1,000 o.n.o. Contact: S Weinstock, tel: Brookwood 80290 or Working 70701.

GT6 MK111 in v.g.c. Converted to O/D 8 months ago using all new parts. Also fitted are all new 185 low profile tyres, Halogen headlights, rear screen wiper, new exhaust, 20w stereo radio/cassette. Red. Waxoyled regularly and is garaged. Also two spare engines - one fuel injected. £1200 o.n.o. Contact: Mr P Carcary, tel: Maidstone 27874.

1965 Herald 1200 Conv. Signal Red. Good cond. New outriggers and hood fitted recently. 14,000 miles since recon. engine fitted. MOT till Dec '83. £175. Contact: A Bareman, tel: (0532) 813568.

Herald 12/50 1965. Good runner and good body. Leakfree sunroof. Engine, g/box and clutch recon. at 92,000 miles. Mileage now 141293 - still going strong. Must be worth restoring. £275. Contact: Mr V Puttick, tel: Dover 03047 2684 for further details.

Herald 1200 1965 Saloon. Taxed and tested. 73,000 miles. V.g.c. Black/White. Attention needed to g/box hence £325 o.n.o. Genuine reason for sale. Contact: Andrew Dennis, tel: Coalville 811447.

Spitfire MK 1V, 1972. Maroon. Engine, g/box and UJ's need attention. Taxed Sept. '83, MOT June '83. New carpets, spare drivers door, electronic ignition. Bodywork average. Must sell. £385 o.n.o. Contact: Paul McAleese, Tel: Maidstone, Kent (work) 01 592 6680 ext 2581.

948cc Herald Conv. MOT. New hood, tonneau, brakes. Chassis acid treated, painted, Waxoyled. Wide wheels, Radials. Twin carbs. Respray. Have owned car 10 years. Company car forces sale. Requires few items to finish. £400 Contact: Tony Jeanes, tel: 01 290 5944.

Herald Conv. 1200, 1966. GEL 668D. Wedgewood Blue with a white hood. Well maintained engine and good chassis (Waxoyled). New clutch and new steel radial tyres and rear valance. A fair interior. 1 months tax and 7 months MOT. 'Poorish' body. Owner leaving country - forces sale of a much loved car with well above average performance. £320. Antony, tel: (040372) 2484.

Vitesse 'E' reg. 2 litre overdrive, convertible, red, spare hood. Two owners, same family. 45,675 miles. £1,000 o.n.o. Tel: Mrs Jean Parkin, Ottery St. Mary 3981.

Spitfire - 1st class condition. No body filler. Used as second car during summer only. MOT - Dec. '83. Any trial. Offers invited. Tel: David Liecester 353120.

Spitfire 1968, bent bonnet and bumper, mechanically perfect, chassis and body sound. Recent engine, gearbox and many other new parts, have £300 worth of bills. Offers. Also ASHLEY HARD TOP for sale in absolutely first class condition, offers Tel: 01 393 1351 (Epsom) after 6pm.

Spitfire 1, 1964, original order. No fibreglass, ideal for restoration. Steel hard top and a soft top. MOT - Sept. '83, 92,000 miles. Oil pressure and mechanics in good order. Cherished number plate(229 TOD). Package deal considered together with 80% of Spitfire 11, bought for spares, front end damage, body in bad state but has in effect a spare engine, transmission, wide wheels and many other parts. Contact: Raymond Kirby, Tel: (04353) 2148.

GT6 MK111 '72L. MOT - 10 mths. Sound mechanics and chassis, high mileage, body needs attention. First sensible offer accepted. Contact: R S Cairncross, Tel: (0298) 812115, evenings and weekends.

GT6 MK1, Valencia blue. Very good condition throughout. Sunroof, electronic ignition, stereo cassette. £500 o.n.o. Contact: R Wright, Tel: Welwyn Garden City 25531 after 6pm.

Vitesse 'D' reg. Current MOT. Engine perfect, wheels, new half shafts etc. Body is OK, but needs a lot of work to restore to "as new". I would accept any reasonable offer. Contact: V Rogers, Tel: (093581) 2007.

GT6 MK111, 1973 M reg. Immaculate condition, Pimento red, MOT. 49,000 miles, Ziebart rust protection, Hitachi radio/stereo cassette with Pioneer speakers, overdrive, tinted windows, cloth reclining seats, new tyres. Used as very occasional car - kept in garage. £1,995. Tel: Swanley (Kent) 68813.

Vitesse MK11, 1300 13/60 based, 1971. Full Vitesse body. This car has more new parts than old, no rust, very reliable. W/wheels, brown, many extras. £595 o.n.o. Contact: R King, Tel: Orpington 30457.

GT6 MK111, L reg. No engine, body needs attention (rear wings, 1 front wing). Good gearbox, non-overdrive, good suspension, axle etc. Lack of time forces sale, £275 o.n.o. Contact: E Walmsley, Tel: Bicester 45148, evenings and weekends.

Vitesse 2 litre saloon, 1968. Genuine miles, 2 owners from new, 3 months tax, 6 months MOT. Very good condition. £250 o.n.o. Contact: D Snelson, Tel: Helsby 4273 (Cheshire).

Spitfire 1500, P reg. November 1975. Colour Topaz, hard and soft tops (soft top new June '81). Recent reconditioned engine and re-spray in original colour, 50,000 miles used daily. £1,200. Contact: M D Butcher, Tel: Preston 728262 extension 7126 (works only).

Herald 1200 Conv. Full re-build inc. chassis, new wings, door skins, hood, carpets, fitted with MK1V Spit. engine/O/drive g/box (original engine available). Really first class cond. £950. Contact: N A Williams, tel: 0353 89695.

GT6 MK111 1972, O/S, rear seat, White, 10mths test. New rear tyres (175/70HR). New rear silencer. Good cond. £1,250 o.n.o. Contact: Pete, tel: 043 383 3852.

GT6 MK111, 1974. Concours winner Donington 1982 1st in class and best personal choice. Contact: Bill Hewer, tel: B'ham 778 4871. £4,500. Please ring for further details.

1968 MK1 Vitesse Saloon. White. One Owner. Excellent cond. 39,569 miles. £1,000 o.n.o. Contact: J H Dulls, tel: (0480) 69515.

1962 Vitesse 6 Saloon. 32,000 miles from new. 2 previous owners. Re-spray Green with Yellow flash. Excellent tyres and exhaust. Exceptional interior. Runs beautifully. Full History. Original tools. Contact: Alan Cooper, tel: 0383 823980.

Vitesse. H reg. 75,000 miles. £650 o.n.o. £500 spent recently on new rad., pump, clutch, brake linings and body (in v.g.c.) MOT Sept, taxed till Apr. Reluctant but genuine sale. Contact: P Fishwick, tel: Topsham 3684.

GT6 MK11, 1970. OD, 4 cyl 28H. H reg. MOT May '83. 66,000 miles. SAH exhaust system. Fully re-built engine Oct. '82. Recon, uprated M/S g/box. O/R seat. Good bodywork. Needs new carpets. 4 good tyres. New clutch. Original paintwork - Valencia Blue. Bills available. £1,300 o.n.o. Contact: Paul Bennett, tel: 01 647 0210.

Bond Equipe 2 litre, 1969 MK2. Metal body parts need attention. Sound engine. £100 o.n.o. Must sell, also rebuilt GT4S chassis. Contact: Norman Durran, Tel: Yardley Gobian (0908) 542066.

GT6 MK111, 2.5 litre. Red-black trim, recon. gearbox, new shockers, excellent body, new electrics. Debts force sale, bills available from rebuild. Worth more but offered at £1,500 o.n.o. Contact: J G Anderson, Tel: Wideopen 36458 Tyne/Wear.

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Vitesse MK 2. Preferably from 1969 onwards. Must be in very good condition. Prepared to pay appropriate price for a prime example. Will collect from almost anywhere. Contact: Graeme Elcombe, Tel: Dartford 28728.

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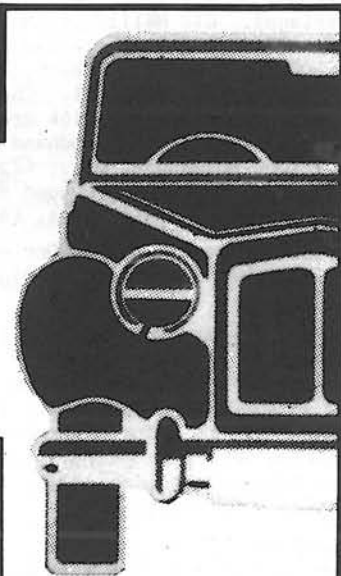
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Vitesse MK11 Saloon, mostly all part in good cond. Engine good, back axle incomplete and not restorable as it stands. £50. Contact: Mike Ship, tel: Southampton 23215.

Stopwatch - new. Swiss Lemania Nero as used in television control rooms and international sport. Ideal rallying etc., £35 o.n.o. Contact: Ruth, tel: (0705) 550459 after 6pm please.

New, unused Unipart spares: 1 rear spring, £15. 2 front springs, £6 ea. 4 dampers, £8 ea (2 front 2 rear). 2 vertical links (rear R+L) plus trunion kit, £7 ea. OR sell lot for £65. New, unused Spit 111 body panels all 'British Sports car centre': 2 rear wings R+L, £0 ea. 1 rear valence, £8. 1 rear deck, £8. Also secondhand windscreen and surround £8. Herald rad (re-built 2 yrs ago, hardly used), £10. 1300 MK11 engine and g/box - over £100 spent inc. new clutch and clutch plate, £50. Also bumpers, rearlights for Spit 111. Contact: M A Cox, tel: Huddersfield 602240.
Bonnet lock kits: Suit all models, £7 pair inc. P&P. Spring tools, £11.10 each inc. P&P. Contact: Mark Knight, tel: Penn 5388.

GT6 MK11 bonnet complete with hangers, lights etc. No rot, excellent, £90. GT6 Girling powerstop kit, type MK2B. Triumph kit no. 514600. Complete with brackets, hoses, pipes and instructions. Brand new, never used, unique opportunity, £70. GT6 rad., £20. Badges. Many other parts available for Spit. MK1/11/111 as well. For list of parts, contact: Martin Lange, tel: Warwick 493431 ext 2193 (office) or Coventry 504862 (evenings).

Vit/Her chassis, fully renovated with new outriggers all round. Also 1360 engine, g/box, prop, and full running gear. Ideal for re-build or kitcar. Contact: Alan Cooper, tel: 0383 823980 (Scotland).

New Parts: Genuine Stanpart/BL only: Herald 1200 and 12/50 Estate/Courier - Two only o/s rear wing panels (see Chris Longhurst's article - Dec Courier) part no. 902194 - £35 each. One only chromed (outer) headlamp rim, £6 (inc. carriage). GT6 MK111/Spit MK1V - one only o/s rear wing panel (pt no 815266) £45. GT6 MK11 (Spit?) - one pair only (n/s and o/s) rear wing panels, pt nos. 576408 and 576409, £40 each, or £75 for the pair. All wing panels sent by Securicor, £10 per panel. Cheques etc. to be sent before good despatched, please. Enquiries to Nick Bradbury, tel: 0278 662698 after 6.30pm weekdays, anytime weekends. Secondhand spares: GT6 MK11 - 2 rear door, complete with HRW, locking handles etc., £25 each. 2 front windscreens, one with rubber surround, £5 each. One good rad., no leaks, £25. 1 reverse rear light unit complete with lenses/bulbs, £8.

Garage Clearout: MK1 2000cc engine ex-Vitesse believed. Re-con MK1 2.500cc engine. New ends, main bearings, £15 each. Contact: R W Harvey, tel: Tadley 2785.

Secondhand Vit Conv. bodyshell, worth restoring and well within the capabilities of the average DIY owner. We now offer a large selection of good, serviceable secondhand Herald doors which have been refurbished with new BL doorskins. Bearing in mind the labour costs these are on offer at £60 + VAT each. John Hill's MGB Centre and Triumph Warehouse, tel: Redditch, 20880.

Breaking MK1 Vit: Engine, g/box with O/D, petrol tank and other various parts. Also Triumph Vit 1600cc recon g/box, £50. Contact: Malcolm Swingewood, tel: Kingswinfold 287315.

Secondhand H/V spares Oil cooler kit - £25. Pair bucket seats - £15. Herald dynamo and petrol tank - £6 each. 1600 distributor, speedo, tacho - £5 each. H/V F/glass bootlid - £4. Also MK1 engine/manifolds/exhaust, various lighting and trim bits, windscreen and saloon windows. Contact: Barry, Tel: 01 942 1060 (eve's).

BREAKING, breaking, breaking. Heralds, Vitesse, Spitfires. All parts cheap. Free local delivery. Call: Rear of 50 Mead Lane, Chertsey, Surrey. Tel: S.C.J. Autos, Weybridge 53577, anytime.

Wooden dashboards, (suit Vitesse 1600) less instruments. Assorted gauges (oil, temp., fuel) all in working order. Solex B32 L.H. twin carbs and manifold (cleaned and in working condition). Assorted temp. sender units and oil pressure switches, all in working order. Speedometer cable, good condition, suit Vitesse 1600. Offers (cheap) invited for any of the above. Contact: Julian Silverton, Tel: 01 769 7534.

New Spitfire IV, GT6 111 rear wings - £28. Front wings - £15. ¼ valances - £28. Front bumpers - £27.50. Rear bumpers - £20. GT6 1,11,111, and Vitesse A/filter boxes plus filters - £3, also Spitfire 4/1500 - £3. Rotaflexes - £5. Front trunnions complete - £8. Spitfire seats - £25. Very cheap delivery. Tel: Shrewsbury (0743) 860658.

Garage clearout Spitfire 4, MK11, MK111 parts. Breaking GT6 MK1, plus new Leyland sills for Spitfire - £15. Contact: Alan Higgins, Tel: Luton 599833.

For Sale, 13/60 Herald saloon for breaking. Contact: Bob Rowland, Tel: 01 561 0671.

GT6 MK111 breaking for spares. Good engine, O/D gearbox, diff, some other parts available. Plus four minilite wheels with new G800's. Available after 3/3/83. Contact: Paul, Tel: Bedford 767217.

GT6 MK11 engine, with new rocker shaft and tappets. Manifold and carbs with recent throttle spindles and diaphragms, recent alternator and starter motor. Also radiator. £100 o.n.o. Tel: Bracknell 54428 - day. Yateley 874397- evenings.

Herald 13/60 Estate, 1970. Many good spares including doors, tailgate, petrol tank, windscreen, seats, gearbox, back axle, prop. shaft, light fittings electrical and mechanical parts, etc. Each item up to £15. Tel: (0273) 592556.

Complete chassis, very good apart from 1 outrigger - £40. Backend of body, absolutely first class - £40. Complete running engine, manifolds, carb, distributor, but black oil, otherwise solid - 69,000 miles - £40. Gearbox, smoother than Ford and no sawdust, prop free with it - £25. Radiator - £20. Excellent bulkhead - £50. Headlights incl. bowls etc. - £5. Rack - £5. Grille - £5. Wiring loom - £3. Complete dash. incl. instruments and cables perfect - £10. Nice diff - £20. Front suspension incl. subframe etc. - £30. Seatframes - £1 a piece. All trim bits and sundries, please ask. ALSO BRAND NEW 13/60 CYLINDER HEAD - new valves/springs, new gaskets incl. receipt - 100% less than cost - £70. One brand new unused 9.48 Herald steering rack, not wanted - £30. One, not wanted hood frame without the front part (offers). Contact: Tony Jeanes, Tel: 01 290 5944.

New Herald 1200 Near side wing - £20. Vitesse 1 exhaust manifold - £20. Radiator - £10. Tel: (0532) 813568.

Set of 5 fibreglass valances and sills for Vitesse/Herald (side and rear), offers. 8 used Stromberg 150 CD & CDS, some paired others single. Various conditions, some good, ideal for canabalisation etc. - £20 o.n.o. Tel: Glen Bishop, 01 346 5247. (evenings).

STOP PRESS TRIUMPH WAREHOUSE, REDDITCH

Breaking for spare parts the following undamaged vehicles;

GT6 MK3, 1972, Spitfires MK1-4, 1964-1975 with hardtops, Herald 1200/1360 convertibles, Vitesse 2 litres MK1 & 2 saloon and convertives, Bond 2 litre MK2 convertible, 1970.

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Vitesse our fit	- £90.50	Spitfire 4 our fit	- £89.40
Spitfire 1500 no front pipes	- £96.90	GT6 MK1 our fit	- £100.80
GT6 MK11 our fit	- £100.80	GT6 MK111 our fit	- £141.20

Unit 2, Hazel Grove Industrial Estate, School Street, Hazel Grove, Stockport, SK7 4RA. Tel: 061 456 7333.

Kevin Ginger's 1982 Hillclimb Sprint Championship winning engine, complete with ancillaries 2000 c.c. 165 HP, done only 1500 miles. Faultless, can be seen running. £650. For further information, Tel: Woking 24818.

A Vitesse 2 litre MK11 bonnet, Valencia blue with white flash. No accident damage quite rusty but repairable, several repair panels bought from John Kipping to go with it, £25 o.n.ø; a Herald gearbox cover in good condition - £5. Contact: P Bowen, Tel: (0621) 773186.

New, genuine Stanpart/BL parts for all models. Parts catalogues for Spitfire IV '73 on, Spitfire 1500. Workshop manuals for Vitesse 2litre 1/11, GT6 1/11/111, Spitfire 1500. Handbooks for Vitesse 2litre 1/11, GT6 1/11, Spitfire 1V/1500, Herald 13/60. Tonneau cover kits, Spitfire 1V/1500, - £45, Herald/Vitesse - £25. G16 rear doors - £8.50. CWP 3.89:1, Spitfire 1V/1500, GT6 late 111 - £45, GT6 late 111 distributor - £75, GT6 111, Spitfire 1V/early 1500 LH door handles - £17.50, Herald/Vitesse LH door handles - £12, Spitfire 111/GT6 11 front bumper - £50, GT6 11/111 silencers £20/£30, Herald/Vitesse Witter tow bar kit - £26.50. Vitesse 2 litre 11, GT6 11/early 111 rear hubs, verticle links, drive shafts, rototex couplings, trunnion kits, radius arm adjusters, nuts, bolts, etc., virtually all parts in stock for MK11 type rear suspension. Lots of carpets for Herald/Vitesse range, mainly 13/60/Vitesse 2 litre 11. Badges, trim clips, rubber seals, body panels, electrics, brakes, mechanicals. Tons of stuff for all models at the correct prices. Send S.A.E. for list, stating model, to: John Mann, 5 Nevis Close, Loundsley Green, Chesterfield, Derbys. Tel: Chesterfield 71036.

NEW BL SPARES Spitfire/GT6 etc. LH doors - £48. Rear bumpers - £20. R/wings - £28. F/wings - £17.50. Notaflexes - £5. F/bottom trunions - £8. Air filter box assy's (all models) inclusive filters - £3. GT6 radiators - £5. R/light assy's - £4.50. Spitfire brass commemorative dash medallions - £2. Spitfire 1300 & 1V points - 3 for £1. **ALL PLUS CHEAP POSTAGE** Also S/hand GT6 MK11 pair black inner rear ¼ trims - £15. Front and rear GT6 11 badges - £8. 4 W/wheels bare (no hubs) - £30. V/good MK 1V G/box - £35. New Vitesse/Herald R/lenses - £2.50. Tel: Shrewsbury (0743) 860658, 6-8 p.m.

Herald 13/60 new bonnet assemblies (575013) - £125 each. Door skins - £18 each. Front cross tube assemblies - £5 each. All ex BL stock. Head gasket sets - £5ea. Virtually perfect body (front/rear sections) - £45. Pair doors fair condition - £10 a pair. Contact: G F Lebbon, Tel: 021 358 7448.

Vit/GT6 2.5 conversion. Crank rods pistons duplex timing gear sump - £60. Oil cooler - £10. Vit/Herald drivers door new in primer - £35. 2.5 p.i. overdrive gearbox - £45. 3-45 diff. - £30. Breaking 1967 Herald 1200 Estate. Contact: Martin Brown, Tel: 045 389 345 evenings.

4 wire whells, adaptors, spinners for Spitfire etc. - £40 with tyres. Vitesse MK2 front seats, light blue - £10. Rear exhaust box - £2. MK1 Vitesse boot lid, v.g.c. - £10. Rear bumper - £5. Contact: Steve, Tel: 01 801 4577.

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

Roll over bar for Vit. Conv. Contact: Martin Brown, tel: 045 389 345.

Herald 13/60 Conv. rear seats (black), doors, bonnet, engine, g/box. Collect in London area. Contact: Billy, tel: 01 3523251.

Vitesse passenger door in good cond (i.e. no rust or filler). Vit front valance in good cond. (i.e. no rust or filler). Rubber sealing strip for Vit boot lid in good cond. G/box switch to light reversing lamp and single reversing lamp. Eversure make sealed beam fog and spotlights (4½" dia) as originally fitted to 1963 Vit 1600. Saloon courtesy light for interior of Vit. Carb tuning kit (gaskets, jets etc.) for Stromberg 125CD twin carbs. Cable and accessories for accelerator pedal linkage (to replace inefficient rod linkage). Capillary temp gauge for air temp about (0°C to 40°C). Any help or ideas on fitting the above spares will be gratefully received. Contact: J Silverton, tel: 01 769 7534.

Bulkhead section for Her/Vit. Must be in good cond. Contact: Chris Eagleton, tel: Hull 848414.

Original Spit MK11 engine and O/D g/box (any cond. considered). Contact: Richard Penny, tel: Chichester 773932 anytime.

AUTOSPRINT Buckingham BUCKINGHAM 3800

We can recommend and supply ALL TUNING PARTS for TRIUMPH CARS
We can undertake any TUNING on ENGINES and SUSPENSION, based on ACTUAL RACING EXPERIENCE.

We only recommend and use PARTS we KNOW work.
MANY NEW PARTS IN STOCK.

Discuss your needs with us. We KNOW all the problems.
WE'VE HAD THEM !!

CLUB SPARES JOHN KIPPING

SPARES SECRETARY BODY AND TRIM

If club members are going to write long articles about spares in the Courier, then they ought to get their facts right. To my knowledge the rear wings for the Herald/Vitesse are not available from BL and neither is the overdrive mounting plate. Try ordering one and see what you end up with. Also didn't I see the same person advertising GT6 MK11 rear wings at £40 each - these are still available from BL at £32 each, TUT! TUT! - someone hasn't been doing their homework.

SPARES FOR MARCH 1983

The following parts manuals are for sale:-

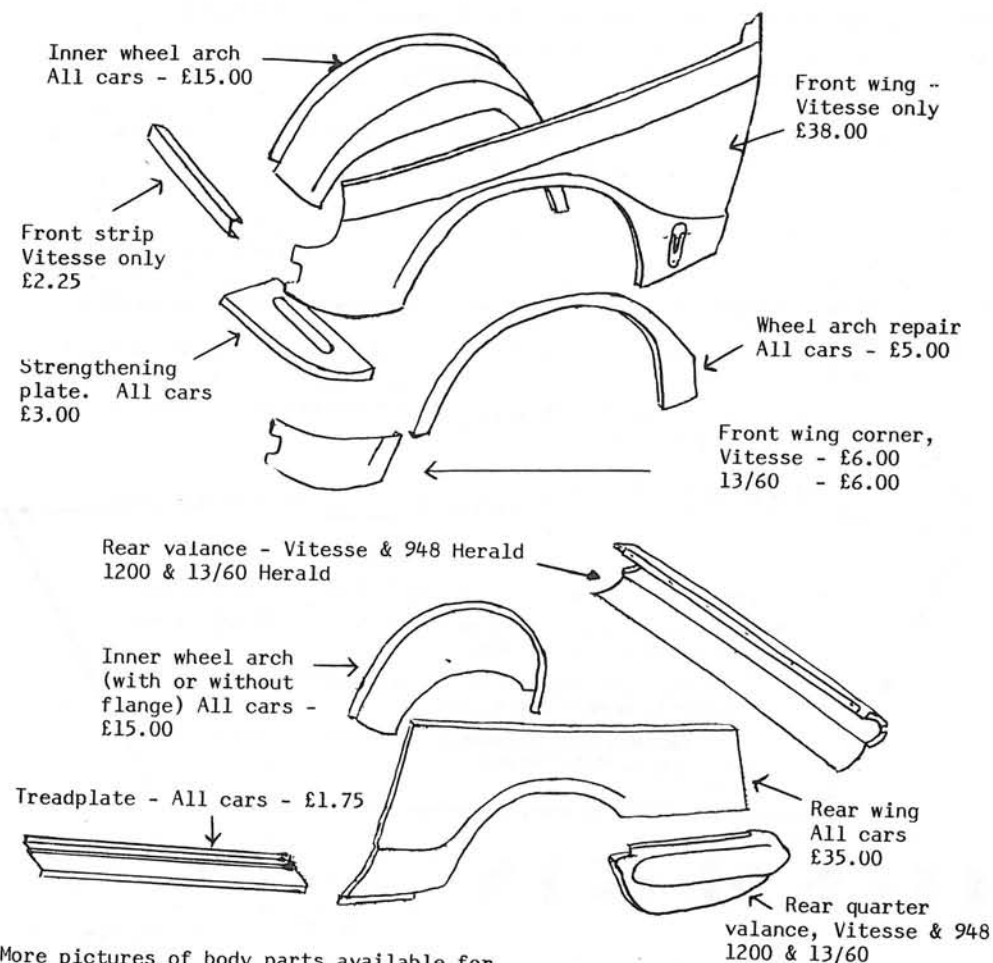
Spitfire 4 MK11 4th Ed. £1 off - £8.	Spitfire MK111 1st Ed. £2 off - £5.
Vitesse 6 2L MK1 3rd Ed. £1 off - £8.	Vitesse 2L MK11 1st Ed. £2 off - £8.
GT6 1 & 11 2nd Ed. £2 off - £8.	

All the above are subject to £2.20 postage and packing.

Workshop Manuals 948 Herald:-

Group one engine 2nd Ed. Aug. 1960 £1 each. Group five body and underframe, 2nd Ed. Aug. 1960 - £1 each. (Post and packing £1 the pair).

REMANUFACTURED HERALD & VITESSE BODY PANELS



More pictures of body parts available for Herald/Vitesse Spring rebuilds. I should have the prices of rear and rear quarter valances in steel and fibreglass by the time the magazine comes out.

Front outrigger - £2.75
Centre outrigger - £2.75
Rear outrigger - £3.00
Side rail - £3.00
Boot outrigger - £4.00
Sills - £4.00

MIKE REYNOLDS recommends spares shop

I am writing to recommend a very good spare parts shop. The owner Tony Venditti carries a very good counter stock, then he orders them which usually takes a couple of days. He is also a very helpfull man and has often given me advice with my Vitesse. Also his shop is open on Sundays from 10 - 12.30 am. His price being very competitive, I do hope this will be of use to those people living in Cambridgeshire area, as in the past I have myself had difficulty in getting some parts. Try Tony Venditti, Car Accessories, 5A Merryland, St Ives, Cambs. Tel: St Ives 64687.

CLUB DIRECTORY 1983

AREA ORGANISERS, names, telephone numbers, meetings places of area group and meetings day[s]

AREA	AREA ORGANISER(S)	Tel. No.	VENUE	MEETING DAY(S)
ANGLIA	Barry Newitt	0223-841407	Coach & Horses Inn, Trumpington, Cambridge	1st Thursday
AVON	James Sturgeon	0272-568170	Wheatstheat, Winterbourne (Talbot, Keynsham)	1st Monday 3rd Wednesday
CORNWALL	Richard Cunningham	0872-78549	Various	Last Friday
COTSWOLD	Sue	0285-61137	White Horse Inn	3rd Tuesday
DERBYSHIRE Jct.29	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	Uncle Tom's Cabin, Cookham Dean, Nr. Maidenhead.	2nd Wednesday
ESSEX	Barry Thurgood	0279-812675	Dukes Head, Little Burstead	2nd Sunday
GLOUCESTER	Richard Flower	0242-510145	Golden Hart, Nr. Birdup	Last Tuesday
HANTS & SURREY	Tony Beale	048 62 68338	Royal Oak, Pirbright	2nd Wednesday
HEREFORDSHIRE	Jim Rickards		Green Dragon, Bishops Frome.	1st Wednesday
HERTS. North	Kevin Walker	0462-55949	The Red Lion, Offley	1st Tuesday
HERTS, South	Jeremy Hurst	0707-57156	[changing at the moment]	Last Wednesday
KENT	Martin Radford	0322-21056	Cock House Inn, Detling	2nd Monday
KENT (WEST)	Lynda Lee		The Grasshopper, Westerham	3rd Tuesday
LEICESTER	Ian McKeggie	0858-63934	The Cock Inn, Arnesby	LAST Thursday
MANCHESTER	Andrew Head	061-427 1378	The Bullshead, Halebarns	3rd Tuesday
MILTON KEYNES	Geoff King	0908- 315025	The Fountain, Loughton	3rd Wed./1st Sun.
NORFOLK	Phil Hudson	0953-604288	Kings Head, Hethersett	2nd Monday
NORTH EAST	Tony Lambert	0632-562577	The Holystone, Shiremoor	1st Monday
NORTH LONDON	Steve Willis	0707-51769	Old Hall Tavern, Chingford	Various
NORTH MIDLANDS	Don Halliday	0889-881566	The Three Crowns, Stone	3rd Thursday
NORTHERN IRELAND	Andy Scorgie	0265-822826	Various	1st Saturday
NOTTINGHAM	Geoff Fletcher	060 76 66147	Redgate Lodge, Castle Donington	2nd Wednesday
OXFORD	John Cudmore	099 389 555	The Grapes, Yarnton	2nd Wednesday
RIBBL & AREA	Chris Gardner	0772-54469	Anchor Hotel, Esprick	2nd Monday
RUGBY	Andy Jones	0203-452541	Fox & Hounds, Claycoton	2nd Monday
SALISBURY	Hugh Davies	0980-23517	Greyfisher, Salisbury	1st Thursday
SCOTLAND	Nigel Waddell	041-427-4340	Beech Tree Inn, Dumgoyne	2nd Wednesday
SCOTLAND, South East	Kenneth Archibald Alan Cooper	031-334-0148 0383-823980	Post House Hotel, Edinburgh	2nd Sunday 1 p.m.
SHETLAND	Michael Thomas	095 02 286	Lerwick Hotel.	1st Sunday
SOMERSET	Nick Bradbury	0278-662698	The Rising Sun, Knapp	LAST THURSDAY
SOUTHERN	Tony Farby	0329-232605	The Good Intent, Horndean	1st Tuesday
SUSSEX	Colin Harrison	0444-413607	The Five Bells, Chailey	3rd Sunday
SWINDON	R.E. Tanner/T. Steel		Peterborough Arms, Dauntsey	1st Monday
THAMES	Leon Guyot	01-947-7659	The Winning Post, Whitton	Alternate Thursdays [fortnightly]
TRENT	Mike Costigan	0636-814050	The Fox, Kelham	1st Thursday
WALES, North	Mike Stewart	0270-625322	Various	Various
WALES, South	Tim Davies	0656-863426	Castell Mynach Pub, Llantrisant	1st Wednesday
WARWICKSHIRE	Carolyn Tocker	0926-496398	Racehorse, Warwick	3rd Thursday
WESSEX	Kevin Minns	0202-602152	The Skittlers, Broadstone	2nd Tuesday
WEST MIDLANDS	Tony & Janis Spicer	021-353-9961	Various	1st week of month
WORCESTER	Trevor Brotherton	0386-6547	Coach & Horses, Harvington	Last Tuesday
YORKSHIRE, South	Chris Stabler	0302-743579	Oakville Hotel, South Milford.	1st Wednesday
YORKSHIRE, North	John Genders	075 92 4367	Oakville Hotel, South Milford	1st Wednesday
YORKSHIRE, West	Nigel Weedon	0484 844682	White Bear, Norwood Green.	1st Tuesday