

MAGAZINE PRODUCED & PUBLISHED BY  
BILL & JO SUNDERLAND



# THE COURIER

the monthly news publication of the  
Triumph Sports Six Club

**JULY 1983 No.37**

## ANGLIA AREA

### 6th T.S.S.C.

### BIRTHDAY

### BARBEQUE

### 16<sup>th</sup> JULY 1983

### CAMBRIDGE

**T.S.S.C. The Club that's going places....**

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PATRICK FALEUR 33 Llwyn Menlli RUTHIN CLWYD North Wales LL15 1RG Tel: Ruthin 4136	BILL&JO SUNDERLAND 19 Prince Rupert Ave DESBOROUGH Northants NN14 2PH Tel: 0536 760769	BILL&JO SUNDERLAND Address as for the Courier Editor's	MARTIN RADFORD 41 Wallis Close DARTFORD Kent												
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<u>COMPETITION COMMITTEE</u>															
KEVIN GINGER	DAVE BAYLISS	EDDIE EVANS													

# EDITORIAL

Yes, yet another bumper edition - not only the magazine but the events as well. Donington had to be seen to be believed; what a superb turnout and organisation that deserves the highest merit. And to follow this event, Arnhem: Circumstances had prevented my taking the car but Spitfires (UK) kindly took me along in their van - different but I got there! Once again the TSSC were by far the largest contributors and yet again took nearly all the prizes with John and Mary Thorpe's GT6 deservedly taking the top accolade. It is far from coincidence that nearly everything the TSSC touches seems to turn into pure success but we still need a more substantial interest in the Self Help Scheme. No white elephants please, just big, blue TSSC teddies!!

Eddie Evans, Technical Secretary, has promised a monthly Technical Help page, so send your problems to him (don't forget that S.A.E) and he will send your answers to me for publication and the benefit of everyone.

As work has increased, it has become necessary for my wife, Jo, to give up her job and concentrate on The Courier and other printing matters on a full-time basis, so she should be available in the day - by 'phone! (Phew, thanks Bill. Typist). This should mean that if anything urgent needs to be sorted, she can get sorting! The one thing she insisted on was a Club car - Club car supplied; one GT6 MK1, 1967 in very nice condition.

Lastly, the TSSC Membership Renewal Form appears in this copy one month earlier than usual. To help the Membership Secretary is most important as all records are now on computer and keying in for the first time takes time. So, start renewing NOW - here's the good news - NO INCREASE. TSSC Membership has had zero inflation @ £11.00. What value!

## BILL SUNDERLAND EDITOR



## INTRO

### TIME ON YOUR HANDS:

Mid summer is here and Club activities abound. Please check the 'What's On Next' page to ensure you don't miss out!

My wife is due to have our second child on July 1st but I hope to attend Barry Newitt's well organised Birthday Barbeque (16th/17th July) and the Newton Abbot World of Wheels event on 30/31st July (Stan Walters, Devon Area). See you there?

### S.T.I.R. VIII:

For the first time S.T.I.R. VIII was held in Holland at the Sportcentrum Papendal, Arnhem. A full report will appear elsewhere in The Courier but I would like to thank in particular John Cudmore for all his work in putting the TSSC entry together. Approximately 60 out of an entry of 109 UK cars originated from our Club. Well done all participants; I hope you enjoyed yourselves as much as Pam and I did.

I would also like to thank Guus van der Krogt and the organising team (made up of the following clubs: Club Triumph Holland, Triumph Dolomite Club Nederland and TR Club Holland), who welcomed and entertained us. The event was well supported and we in Britain appreciate the problems organising such an event. However, well done, many thanks and I wish Theo continued success with his recruitment campaign for new members. (Perhaps you can also persuade some of your members to join the TSSC!).

I have not had official results as yet but mention must be made of the Concours: Four out of eight final cars were Herald chassis vehicles. Furthermore, John and Mary Thorpe ensured that the S.T.I.R. trophy remained in the TSSC hands for another year, by winning the coveted overall award.

Those of you who want to return to Holland at the earliest possible date, please note that the TRIUMPH SPITFIRE CLUB (Holland) have invited us to an International Spitfire Weekend on 3/4th September in Arcen Holland. Full details can be obtained from Neil Williamson.

### EVENTSLINE 061-246-8066:

British Telecom have introduced a new service for Motor Sport. In particular the service will cover the Mintex, Welsh, Scottish, Manx and Lombard International Special Stage Rallies. Between rallies there will be a magazine programme giving information on future events and items of general motor sport interest.

### SUNDAY MAGAZINE COMPETITION:

Sunday Magazine and Audi are offering an Audi 80 Quattro as a prize to an outstanding British Motor Club member. The winner will be chosen partly because of success as a rally driver and partly because of his or her contribution as a club member.

To be eligible you must have competed and won at least one stage restricted rally in the five years up to and including 31st July, 1983. In addition, the member must have made some contribution to the club e.g. acting as a marshall and/or official on other events, by being particularly helpful to other competitors etc., etc. Nominations have to be submitted by 1st August and further information can be obtained from me if anyone wishes to have a go.

### IMPORTANT NOTICE TO ALL COMPETITORS:

Crash Helmet Labels: The BSI have introduced a new helmet label. This is white printed on a blue background and carries BS 2495-77Incl. Amend 5 certification. The previous oval labels ceased to be issued at the end of April, 1983 but remain valid until further notice from the RAC MSA.

### BYWAYS AND BRIDLEWAYS TRUST:

The Byways and Bridleways Trust is an independent body, operating as a charity, which represents the interests of all users of byways and bridleways. It does not necessarily subscribe to the view, sometimes heard, that only pedestrians should have access to rural rights of way. It does a great deal to counterbalance the demands of anti-motoring organisations which seek to restrict countryside access by vehicles.

It depends for financial support upon subscriptions from interested bodies. Subscription rate is 10p per month with a minimum of £5. The Trust's sub. year runs from May 1st to April 30th, so now is the time to join if you are interested. Please contact the Secretary for further details:-

BYWAYS & BRIDLEWAYS TRUST  
9 QUEEN ANNE'S GATE  
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SW1H 9BY

### RAC MSA COMMITTEE OPEN DAYS:

Would anyone wishing to attend the RAC British Motor Sports Council specialist Committee OPEN DAYS, please note that they will be held on the following dates:-

Autotests & Trials	21st June
Speed Events	22nd October
Rallies	11th August

### MEMBERS IN OLDHAM:

I am trying to contact Mr Mick Moore of MAS Ltd, Duchess Street, Shaw, Oldham. To date I have not had any success and I am wondering if any of you living in the Area can assist me by visiting his garage.

What I am looking for is first-hand accounts and information regarding the Works Triumph teams in the early 60's, when they were racing and rallying the Spitfire and Vitesse. Mick Moore was one of the team mechanics and I am sure he must have much valuable information. If you can help, please give me a ring on Exeter 61708.

### MEMBERS IN CORNWALL:

The whereabouts of a 1965 Vitesse Estate (original?) has still not been located. The last known owner was a Mrs JM Collins, 18 Carey Park, Redannick Lane, Truro. Can anyone help here? I am sure the Vitesse Register Secretary will be keen to register this car in the Club's records.

### TITBIT:

1964: Four new Triumph Herald 1200 Saloons were delivered to Exeter Diocesan Council for Moral Welfare by Motir Macs (Exeter). The registrations were: 992, 993, 994, 995 all prefixed by HFJ. Do any of these still exist I wonder?

Incidentally, Judith Chalmers and her husband Neil Durden-Smith, celebrated their honeymoon in a Triumph Herald 1200 Convertible (1964)!

JOHN M GRIFFITHS  
PRESIDENT

## MEMBERSHIP SECRETARY

All members not paying £13.00 in June, July or August, are due for renewal on 1st September, 1983.

As you will see, this year we are publishing the renewal form one month early, in order to give members plenty of time to complete the Membership Renewal Form before the end of September.

Please read carefully the following instructions, and observe the importance of filling in: **ALL DETAILS ON THE RENEWAL FORM.**

This year is the first time Membership Renewals are to be carried out on a computerised addressing system (should be good fun!). Each Member will have two records on the computer, the first consisting of name, address and postal code. The second will contain telephone number and details of cars. The beauty of this system, is that it enables me to select Members into postal code areas - you'll never have a magazine going astray (I'll wish I hadn't said that!). So please, when completing your form, ensure that you enter the correct postal code. Obviously, a lot of Members will fall into areas which overlap into other areas, some Members attending two or three local meetings, therefore, there is a space for you to state which area or areas that you fall under. This too is very important, as this information will be used by Richard Bruford in compiling a breakdown of Members into areas.

You will notice also that there is a space for you to signify if you have changed your address, imperative if you are to receive your subsequent magazines.

As always please give your Membership Number and **PRINT IN BLOCK CAPITALS** your full name and address.

Please don't say 'Not another I.V.R. to fill in, I've already given these details'. I know it must be tedious to submit the same information but as you must be aware, a lot of Members change their cars during the year and, therefore, I have to be sure that the records are up-dated. It is also a headache for the Marque Secretaries to keep track of the various vehicles on their register, as eventually the Renewal Form is passed on to the relevant Marque Secretary.

Well, there we are. I think I've mentioned everything except to say that I hope to be hearing from all of you (via Renewal Forms) - I know you won't want to miss the next Turning Circle published in October.

**THIS IS THE FIRST YEAR THE T.S.S.C. HAVE NOT INCREASED THE MEMBERSHIP FEE!**

TRUDI SQUIBBS  
MEMBERSHIP SECRETARY

# Open the door for '84

## RECRUITMENT COMPETITION

I am astonished at the response so far. I returned from S.T.I.R with only one week of the Competition gone, to find a huge pile of letters. I thought I was kept busy last year but the number of enquiries arriving daily are up by 2½ to 3 times and are getting very close to the peak of numbers arriving last years. I can only thank those Members who are already distributing windscreen leaflets and hope that the success so far will encourage others to start.

If you have run out of leaflets, you can obtain more from you Area Organiser, photocopying your own (if you have the facilities) or by contacting me as below:-

Jonty Wild  
33 Brookmead  
Meppershall  
Shefford  
Beds  
SG17 5SA

Or telephone me on Hitchin 813143 (between 6 and 7pm is best). **KEEP UP THE GOOD WORK!**

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# 10 COMMITTEE COUNCIL OF COM MANAGEMENT REPORT ..5.83

The following is a summary of the main points of the above meetings:-

1. It was decided that in line with our policy of centralising member services, the regalia would be transferred to Trudi Squibbs (Trudi now works for the Club, full time, on a self employed basis). She is investigating the possibility of offering the facility to pay for regalia by Access.
2. The club is accounting for the VAT on the spares account, effectively giving an extra £530 for the purchase of spares.
3. Jeff Baker has been co-opted onto the committee to enable him to sign cheques drawn on the spares account.
4. Matt Maudsley is putting together a 'Directory of Services' which will list all services available to members and will be issued when completed.
5. Roland Drew has 'volunteered' to set up and chair a Forward Planning Committee. This will consist of Roland plus 2 others, at least one of whom is to be female. The purpose of this sub-committee is produce a long term 'corporate plan' so that members and committee alike can see where the club is heading and what needs to be done to get there. They will be meeting at least twice a year and will produce an annual report which will be presented to the committee and the club at the AGM.
6. Mike Long will stand down from his position as GT6 Register Secretary on 1.8.83. One candidate has come forward for this position.
7. Bob Notley will be standing down from the position of General Secretary after the next AGM.
8. The decision to charge for member's adverts in The Courier was discussed again and the meeting confirmed it's decision. The decision will be reviewed in six months.
9. It was decided that the 'Oldest Herald', which has been rebuilt by Dennis Watson, should go to STIR in Arnhem and the ferry charges be paid from club funds. Dennis is to be presented with a chassis trophy in recognition of his efforts on this project. Chris Longhurst will, hopefully, be writing an article on this restoration and the Courier Van restoration for publication in The Courier.
10. On an annual basis, starting now, Jonty Wild is obtaining tenders for Courier publication.
11. Brian Waters reported that he had received 276 replies to the survey, pretty poor when one considers we have 3,500 members. The results of this survey will be used by the Forward Planning Committee and published in The Courier.
12. John Kipping has resigned from the position of Parts Secretary to enable him to set up his own company. The spares function will continue with Jeff Baker, who will be reporting on this aspect at the next committee meeting in September and John will continue as Spares Advisor to the club.
13. The committee discussed the club's finances as it does at every meeting with the help of a detailed financial report from Glyn Ridgewell.
14. £500 has been allocated for the purchase of club equipment with a further £500 to be included for this purpose in the next club year.

15. Quad Marketing, the company set up by Bill and Jo Sunderland for the production of The Courier, have purchased a word processor. The club is buying a computerised addressing machine to replace the one currently in use. These machines will enable us to produce The Courier in a better format (June was the first one), get the addressing of envelopes done quicker (and cleaner), provide lists of members for Area Organisers and obtain more information about membership. We will be selling the old addressing machine.

16. Patrick Faleur, the club's PRO, came to the May meeting and outlined what he has been doing to promote the club.

I hope some of you find the above interesting, there are many other topics of conversation at these meetings, many of them of a mundane administrative nature, which I feel would take up space in The Courier, which can be used for more interesting articles etc. Remember though, we are 'your' committee and we can only make decisions based on what you tell us: If you haven't already done it - fill in the survey questionnaire, if you want to raise something at a committee meeting, either tell a committee member or get your Area Organiser to get Richard Bruford (Areas Liaison Officer) to raise it.

**BOB NOTLEY**  
GENERAL SECRETARY

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# DONINGTON 1983

Well, another Concours is over and what a Concours it was! Pity about the weather, though. Still, I'M sure a good time was had by all.

The Club's Number One Event seems to increase in popularity every year and the total sell-out of the 450 programmes early in the day, plus the convoy of 17 cars from Holland, goes to prove it.

The Concours cars, as ever, were of a very high standard. I know a lot of blood, sweat and tears went into some right up until the morning of the event and, although only 45 cars entered, competition was fierce. Here are the results:-

Original Class:	1st	John Thorpe	GT6 MKIII
	2nd	Ken Archibald	GT6 MKIII
	3rd	M Taylor	Spitfire I500
Working Original:	1st	Jim Carter	Herald I3/60 Est.
	2nd	Carolyn Jackson	Spitfire I500
	3rd	Clive Spencer	GT6 MKIII
Modified:	1st	Tony Lambert	Vitesse MKII
	2nd	Brian & Sue Grant	Spartan Plus II
	3rd	Julian Freeman	Bond Equipe MKII
Working Modified:	1st	Gary Pickering	Spitfire MKIV
	2nd	S Walters	Vitesse MKII
	3rd	Paul Skitt	Vitesse MKII
Elite:	1st	Roger Rowley	Spitfire MKIII
	2nd	Bill Hewer	GT6 MKIII
Best Personal Choice		Roger Rowley	Spitfire MKIII
Best GT6		Bev Warren	GT6 MKIII
Best Vitesse		Tony Lambert	Vitesse MKII
Best Spitfire		Carolyn Jackson	Spitfire I500
Best Convertible		Alan Cooper	Vitesse MKII
Dinky Concours		Dave Webster (on a personal note her - thanks, Dave, for all your elbow grease!)	

The West Midlands Area Challenge Trophy saw a poor field this year but created a large audience - next year, what about some of you voyeurs joining? The Challenge Shield (due to a bit of confusion and a few crossed wires) was unable to attend but the Wessex Area - the winners - will be receiving it shortly. Apologies to you for not receiving it in your moment of Triumph! Thanks to all the volunteers who helped man the Autotest at the bottom of the loop. Congratulations to the winner.

With the Crusader Disco providing a tasteful blend of music all through the day and with the marquee there for liquid sustenance, one somehow forgot the rain and the day passed all too quickly.

The disco buffet in the marquee in the evening was a great success and with the straw bales in there, it created a wonderful atmosphere. The food was great and the Crusader's music event greater. The energetic carried on dancing till gone 2, when the last half dozen flopped onto a straw bail and decided enough was enough - besides, one of the generators got so excited it blew up!

On behalf of the West Midlands Area Committee, who organised the event, I'd like to say thank you to the trade stands, to all the helpers and the British Transport Museum but especially to you, the members for supporting the Concours so well.

Now down to organising the 7th National Concours and our stand at Stoneleigh, which we hope you will all attend.

## DAWN STORTON



## ARNHEM 1983

This was it, the day everybody had been waiting for, the dreaded trip to S.T.I.R. VIII at Papendal, Arnhem, Holland.

So, with monopoly money in hand, silly triangle in boot and car parcelled up like a christmas tree - off we set on the 250 mile trip to Dover. This was eventless but quite good, roof down posing weather, except for a lovely rush-hour snarl up in Guildford.

We didn't know how much time to leave for the journey but we arrived five hours early in spite of wasting an hour in folkstone! At the checkpoint Hotel, the chief Devon area Herald enthusiast could be seen in his natural habitat, propping up the bar! Anyway, having looked at the hotel prices, we retired to our trusty steed for 5 minutes kip. Only to be woken up with a bump as some 'Wally' backed his MKIII 'wally mobile' into us. Naturally, only the Escort was dented (thank goodness).

We duly left Dover at the crack of dawn with 13 S.T.I.R. cars on board and had quite a good crossing (well, nobody was actually sick) in the company of the Wessex area mob. There were some very efficient Belgians who met us at Oostende and sent us on our way, even though one Standard owner had decided that because he was British, he was in no danger standing on the tramlines.

The first stop was a Belgian petrol station, where I discovered when I came to pay that the pumps were marked in thousands of francs and not in the hundreds they displayed. Thankfully we were bailed out by the Standard owner, who luckily hadn't been run down by a tram! At the border the Dutch members were waiting to meet us: This turned out to be a motorway service station, as we discovered afterwards. We then decided to stop all 13 cars on the hard shoulder to find out where to go. Needless to say, we were moved on by a rather angry, gunslinging cop. The difference, we found between Dutch and Belgian patrol cars is one has Renault 4's and the other 911 Porsches!

We eventually arrived at the campsite, having rescued our Spitfire Secretary from the wrong side of a dual carriageway with only four cars left. Luckily the rest appeared during the evening. That drive and a couple of litres of Heineken, which had kindly been laid on, ensured that we all slept like logs.

Saturday was grey. We stayed dry for breakfast but the Concours was rather damp. Congratulations to John and Mary Thorpe for winning not only their class but the outright event with their excellent GT6. There was a really good turnout of cars ranging from a pre-war Gloria Vitesse to our 'oldest Herald' and the relatively modern Dolomites. The Dutch turnout was good too, predominantly Heralds and Dolomites, a handful of Vitesses and Spitfires and a couple of TR's. The British TR register was conspicuous by its absence, have they got a good weather forecaster?

Also conspicuous by its absence was rust in the foreign cars, something to do, they tell me, with the fact that the police cruise around and impound and crush rusty cars. I'm glad I left my Herald at home!

The Gymkhana was well planned, with some amusing sights to be seen of people 'swimming' over Herald rooves, as they whizzed through the cones to drop tennis balls into buckets! An 1800 Roadster was seen with 'junior' in the dicky seat, fishing for rings off an overhead pylon with a broom handle. But unfortunately, father had the roof up and couldn't see where to drive. I never did gather who won but it certainly wasn't me as I spent more time on the grass than on the tarmac where it was held!

The evening was spent, after having supper 'school canteen' style in the hotel restaurant, at the bar. Neil Williamson managed to persuade our President to part with the secret of his much cherished card trick. How many did you have John? We then went to the disco, which was rather wild. Thanks for the dance Carolyn! And then we retired to our tents.

Sunday morning was wet and drearily but cheered up in the afternoon. Many thanks to Hank, who led a convoy of 20 cars on an excellent tour of the area. Even the sun came out for a while, though rooves were hurriedly put up later on. Who said Holland was flat? He took us through forests and hills with hairpin bends worthy of any RAC rally, not to mention picturesque towns and villages. Certainly a line of elderly British cars turned a few heads in this land of modern tin cans!

That evening we ate at the restaurant down the road which apparently everybody else had discovered the night before. I must say, it was first class, especially after the school meals! We then retired to the Hotel bar again where some rather wild anecdotes were swapped. Including a certain 1200 Convertible from the Thames Area apparently averaging 97 mph at one point (admittably it did have twin carbs!).

Monday dawned bright and sunny. Marvellous how everybody was disappearing their separate ways. The Wessex Area set off for Cologne in Germany. Judging by the newspaper reports, I hope they didn't sink! We wended our way back to Oostende through the back roads, stopping to look at the traditional windmills and dykes. The sun certainly put a new light on things!

Three cars caught the 8 o'clock ferry, a rather nice custom Spitfire with 8" wheels and a very good Marlin. We finished the journey with our exhaust blowing merrily (after I hit a camouflaged drain cover at S.T.I.R. and had patched it at least 3 times) and taking it in turns to sleep and drive, trying not to do both at once. We arrived home at six in the morning.

All in all it was a good weekend, though we should have booked better weather! As for driving on the wrong side, it was easy if you thought about it, though I was grateful to have a passenger. Several Triumphs were noted passing each other on the left around the site!

Many thanks to Colin Roberts and the various Dutch clubs for organizing it. They obviously put in a lot of hard work.

RICHARD BRUFORD



JOHN THORPES  
WINNING GT6 MKIII  
STIR IIIV 1983

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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.

New 2.5 Crankshaft and bearing shells (Vandervell)			
Conrods with new little end bushes			
New 020 Hepolite Piston set			
New 2.5 Oil pump			£260.00
<i>(Leyland price for crank alone — £215.00)</i>			
N.B. Exchange rebored block available.			
Reground Crank 2.5 and bearing shells			
Conrods with new little end bushes			
New 020 Hepolite Piston set			
New 2.5 Oil pump			£185.00

**SPECIAL OFFERS**  
2.5 Conversions

## 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

Uprated mainshfts 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.	early	£ 6.50
Synchro mesh baulk rings	Late	£ 7.00

## ☆ 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:

We 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/she 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 us (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. in the Courier).
4. If a member gets stuck, he/she would 'phone the numbers for that area and explain his/her position to the member he/she 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 ALL the problems, but it could with quite a few, as most of the trouble comes in not so much 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 & JULIE GREEN: 19 HERDMAN CLOSE, GREENLEYS, WOLVERTON, MILTON KEYNES. THANK YOU.**

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 : .....



To make the Scheme work, we need more Members to join. Numbers received so far are as follows:-

Anglia	5	Nottingham	1
Avon	2	Oxford	3
Cornwall	1	Ribble	1
Cotswold	2	Rugby	1
Derbyshire	1	Salisbury	4
Devon	5	Scotland	5
East Berks	4	Scotland S. E.	3
Essex	9	Shetland	0
Gloucester	2	Somerset	0
Granada	5	Southern	1
Hants & Surrey	4	Sussex	1
Herefordshire	1	Swindon	0
Herts North	3	Thames	4
Herts South	3	Trent	1
Kent	1	Wales North	2
Kent West	0	Wales South	4
Leicester	6	Wessex	5
Manchester	1	West Midlands	10
Milton Keynes	7	Worcester	3
Norfolk	3	Yorkshire South	2
North East	0	Yorkshire North	2
North London	1	Yorkshire West	1
North Midlands	2	Warwickshire	1
Northern Ireland	3	Continental	8

## MOTOR INSURANCE. CUT THE COST!

### SPECIAL MOTOR INSURANCE SCHEME FOR TRIUMPH SPORTS SIX CLUB MEMBERS

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	Offence	Fines
Tel No	Present Insurer			
Date of Birth	Present Policy expires on:	Disabilities YES/NO		
Occupation	No. of years no claims bonus	If YES, details		
Are you a holder of a Provisional or Full British Licence?	Renewal premium this year: £			
For how long?	Drivers other than yourself who will drive your vehicle			
Make & Model of Vehicle	Name	Date of Birth	Type of Licence	
Year of manufacture	1			
Engine Capacity cc. Value £	2			
Approx. Annual Mileage	Occupation 1			
Is vehicle kept in locked garage? YES/NO	Occupation 2			
If NO: Parked on road/off road	Any accidents in last 3 years? YES/NO			
Comprehensive/TP,F&T/Third Party only	If YES, when? (Dates)			
Insured only/Insurer & Spouse/Named Driver	Circumstances			
Social, domestic & pleasure only <input type="checkbox"/>	Costs			
Social, domestic, pleasure & business <input type="checkbox"/>				
Details of business use				

  
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 Classic Car Specialists

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Specialists in:-  
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## WHAT'S ON NEXT

### THE CLASSIC CAR SPECTACULAR - KNEBWORTH HOUSE, SUNDAY 10TH JULY

Knebworth House is situated alongside the A1(M) just south of Stevenage. The TSSC attended last year for the first time and although our attendance was a last minute decision the day proved very successful for us with a large number of members turning up.

The event is run by Thoroughbred and Classic Car as their National Concours. However, the largest parts of the event are the club displays and the autojumble, but of course there are the family attractions of Knebworth House itself. I hope that this year even more TSSC members will attend.

We still need TSSC cars of all types, all vehicles must be in very good condition and we are particularly short of Spitfires and Viteses. As an incentive all vehicles appearing on club stands get free admission for two occupants. Camping spaces are available on Knebworth House ground. If your car is available for display please contact :- Jonty Wild, 33 Brookmead, Meppershall, Shefford, Beds. Tel: Hitchin 813143.

### ANGLIA AREA 6th ANNUAL BIRTHDAY BAR - B - QUE

Wells Farm, Whittlesford Cambridge. 16th JULY 1983

Events include:-

Driving Tests - Spare Parts - Evening Bar : B : Que - Live Band  
Real Ale Bar - Trade Stands - Club Reglia - Side Stands - Lucky Ticket Draw  
Grand Raffle - Inter Area Cometicitions - Distance award - Plus More !!  
On Site Camping.

**Please note Limited Numbers Force Entry To Be By Ticket ONLY !!**

Tickets from Barry Newitt Anglia Area Organiser: 89 Shelford Road, Trumpington Cambridge. CB2 2NB. SAE with order please - Cheques payable to TSSC.

Adults - £4.00 Children - £1.50 Caravan - Camping - £2.00 per pitch -on same site - fairly section. Hot and cold wash rooms - good toilets - book pitch when you send for B/Q tickets.

.....  
TICKET SALES CLOSE SAT. 9TH JULY.

The events will start at 2 pm, hope most of you will arrive *BETWEEN* 11 am and 2 pm - lunch bar snacks available.  
2 pm - 5.30 pm - Driving Test - Trade Stands - Inter Area Competitions - Side Stands - Pony Rides etc.

Barbeque served 5.30 pm approx.  
Prize Giving - 6.30 pm approx.  
7 pm - 11.30 pm - Dance the night away to LIVE music.

Camping on site from 10 am Saturday until 4 pm Sunday.  
.....

# THE 2ND NORTHERN CLASSIC CAR SHOW

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CLASSICS**



- Car clubs
- Trade stands
- 2 day Autojumble
- Auction at 1pm. Sat.
- Special MG feature

**24th & 25th Sept. 1983**  
**Saturday & Sunday**  
**Open 10a.m.~6p.m.**

**Adults £2 Children 50p**

**BELLE VUE EXHIBITION HALLS**  
**MANCHESTER**

**Tel: 0272 650465**

## SPITFIRE/VITESSE 21ST BIRTHDAY BONANZA

Here we go folks. The final details of what could prove to be the most comprehensive Club weekend this year, for ALL the family.

### TIMETABLE OF EVENTS

Friday 5th		Campsite open 5pm. Food available at local Inn (details available on arrival - see Royd Ely).
Saturday 6th	10.00	Open
	10.00	Driving Test/Gymkhana (Concours competitors priority)
	10.00	Concours: Original Class:- Spitfire, Vitesse, British Sportscar. CHECK IN.
	12.00-1.30	Hog Roast.
	12.00-1.30	Graham Robson Autograph Session with his book on Spitfire and GT6.
	12.30	Last entrance for Concours competitors.
	1.00	Concours Judging begins.
	1.30	Driving Gymkhana.
	5.00	Police Dog Display.
	8.00	Buffet and Disco.
		<u>FOOD AVAILABLE ALL DAY</u>
Sunday 7th	10.00	Treasure Hunt from campsite.
	10.00	Trip to Guilsborough Wild Life Park.
	12.30	Pub Lunch.
	2.30	Depart.

\*\*\*\*\*

**TROPHIES AND PRIZES:** Best Spitfire = Spitfires UK Trophy. Best Vitesse = Regent Autocar Trophy. Best British Sports Car = Leicester Area Trophy. Best Driver = Ambassador Auto's Trophy. Treasure Hunt Winner = Stereo Cassette Recorder. Triumph of the Day = Jarrod Car Guide. Runner Up Trophies for Concours. All Concours entrants will receive a commemorative medal.

\*\*\*\*\*

**CAMPING & EATING:** **URGENT** Camping facilities are available within the grounds of Stanford Hall on a purpose-built site (hence no worries for Saturday night). This will be available for Friday and Saturday night at a price of £5 per caravan and £3 per tent. A buffet has been set up for Saturday night along with a disco for which the price is £3 per person. Advance bookings and camping are required as we have to inform Stanford Hall of numbers. Closing date for booking is Friday 29th July. Please complete and return the form promptly. S.A.E. PLEASE.

NAME: ..... CARAVAN: .....  
 ADDRESS: ..... TENT: .....  
 ..... BUFFET/DISCO: .....  
 AMOUNT SENT £ ..... Pay TSSC Leics.

## MILTON KEYNES SUMMER MEETING

23

21st August 1983

12 noon to 9pm

This event is to be held in conjunction with the Northampton Area MGOC at The Fountain, Loughton, Milton Keynes (on Watling Street - old A5, between Bletchley and Stony Stratford).

Concours: Treasure Hunt: Working Car Condition Award: Surprise Prize: Driving Test: Side Shows: Spares.

### FOOD - MUSIC

Tickets - £3.00 with meal  
 £1.00 without meal  
 £1.50 children with meal

Cheques payable to TSSC Milton Keynes

Send to: **Geof King, 19 Herdman Close, Greenleys, Milton Keynes**

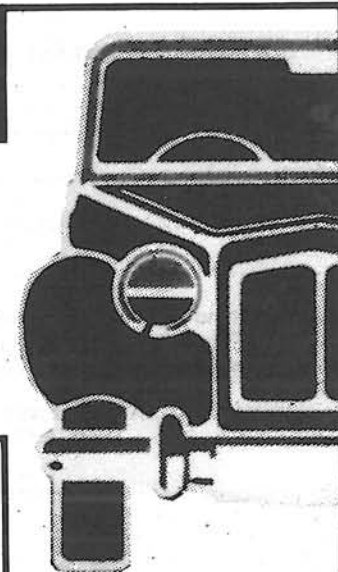
Please send me ..... Adult tickets @ £3.00  
 ..... Adult tickets @ £1.00  
 ..... Childrens tickets @ £1.50

Name .....  
 Address ..... Club .....  
 ..... Car .....  
 .....  
 .....

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DOUNE CLASSIC WEEKEND - SAT 27TH - SUN 28TH AUGUST 1983

DOUNE MOTOR MUSEUM - PERTSHIRE (5 Miles from Stirling)

This event is organised by the TR Register in conjunction with the following clubs; Aston Martin, Triumph Sports Six, Morgan, Austin Healey, TVR, Morris Minor, Jaguar, Sunbeam, Austin 7, Bristol Daimler & Lanchester.

It is hoped to attract 400 cars and the TSSC are requested approx, 30 cars in attendance. The events for the weekend are to include:-

Autojumble

Convoy runs, (up the "REST AND BE THANKFUL" and strathallen).

Gymkhana events - skill drives etc.

Barbeque3Disco/Ceilioh.

Doone hillclimb visit

Club Concours

Inter Club Elite Concours.

There will be trophies/prizes for club concours and inter club concours and also for the gymkhana events.

ACCOMODATION

1. Camping at Doune Musuem.
2. Bed and Breakfast in the area (book early)

The site wil open Friday 26th and close Monday 29th August, ALL TSSC members entrants and vistors etc. are encouraged and welcome, please contact either 031 334 0148 Or 0383 823980 for more details. Please fill in entry form to reach me by 20th July 1983

ENTRY FORM

DOUNE CLASSIC WEEKEND 27 - 28TH AUGUST 1983

Name ..... Car .....

Address .....

..... Tel: .....

Wish to attend the Doune Classic Weekend. I enclose cheque/PO for £2.50 to cover ALL fees for trophies, expenses etc. Made payable to TR Register and crossed. And completed entry forms to reach me by the 20th July 1983.

A L COOPER AREA ORGANISER FOR TSSC (SCOTLAND) 20 INCHMICKERY AVENUE, DALGETY BAY, FIFE. Tel: 0383 823980.

TOWN & COUNTRY FESTIVAL, STONELEIGH, WARWICKSHIRE  
AUGUST BANK HOLIDAY (27TH, 28TH, 29TH)

25

VISIT THE TSSC STAND - NO. 36

the Town & Country Festival is a great weekend for all the family with crafts, show jumping, armed forces demonstrations, tractor pulling, traction engines and many, many more attractions to mention.

IBCAM hold their major display of classic cars where TSSC will be in competition with all the other classic car clubs for the best stand. We were 8th last year and are going all out this year to win the large cash prize of £1,000, which goes to the club with the best stand.

Camping facilities available: £3.00 to cover the whole weekend (Fri., Sat., Sun.) or any part thereof. Crusader Disco (they did Donington) on Saturday night - £1.00. Buffet available - for detials contact Tony or Janis Spicer, 336 Clarence Road, Four Oaks, Sutton Coldfield, West Midlands. Tel: 021 353 9961.

NORTH YORKSHIRE AREA 2ND ANNUAL CONCOURS AND MOORS RUN

SUNDAY 4TH SEPTEMBER 1983

MEET AT THE ROYAL OAK, NORTON, MALTON - anytime after 10.00 a.m.

JUDGING 11.30 a.m.

PRESENTATION OF PRIZES 2.15 p.m.

MOORS RUN 2.30 p.m.

CLASSES - Saloon, Sports and Banger

It is hoped all entrants will join in the fun of things and make our 2nd light hearted Concours as successful as last year.

The Moors Run will finish on the Moors above Whitby about tea-time.

ENTRY FEE - £2.50 by 12th August please to :- Sally Hurd, 32 Hardrada Way, Stamford Bridge, York, YO4 1LT.

ALL ENTRIES WILL RECEIVE A COMMEMORATIVE PLAQUE

TRIUMPH SPORTS SIX CLUB

NORTH YORKSHIRE AREA CONCOURS - 4TH SEPTEMBER 1983

MODEL ..... YEAR .....

REG. NO ..... CLASS .....

NAME .....

ADDRESS ..... PLEASE RETURN TO SALLY HURD

..... BY 12TH AUGUST 1983

the spitfire vitesse 21 birthday bonanza

## STANFORD HALL

LUTTERWORTH, LEICESTERSHIRE

(1½ miles from Swinford, near Rugby)



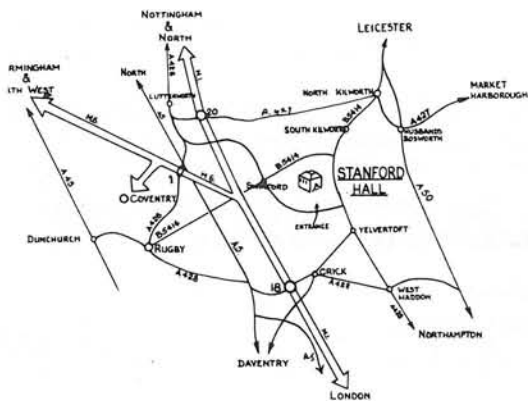
### A William and Mary House on the River Avon

Stanford, mentioned in the Domesday Book, has been the home of the Cave family, ancestors of Lord Braye, since 1430. The present Hall was built by the Smiths of Warwick in 1690 when the old Manor House was pulled down, and is still occupied by the family. It contains antique furniture, fine pictures, including the Stuart Collection, and family costumes.

The beautiful thirteenth century church still has its magnificent stained glass windows from the time of Edward III and Henry VII, and interesting family monuments and plaques.

Visit the walled Rose Garden, the Nature Trail, Souvenir Shop and Sunday Craft Centre; see a replica of Percy Pilcher's 1898 Flying Machine; (Pilcher was killed flying at Stanford in 1899).

**Open:** Easter until end of September — Thursdays, Saturdays, Sundays, Bank Holidays, Easter Tuesday and Spring Bank Holiday Tuesday, 2.30 to 6 p.m.; On Bank Holidays the Grounds, Cafeteria, Museum, Craft Centre and Souvenir Shop open 12 noon. Hall and Cafeteria open any day or evening during season by appointment with the Secretary: Rugby (0788) 860250.



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MAIL ORDER SERVICE AVAILABLE SEND SAE FOR PRICE LISTS

## GT6

MK1,2 Bonnet Tops	£29.50
Lower Trunnions	£12.50
MK3 Centre Exhaust	£7.50
Door Skins-All Models	£15.00 ea.
MK3 N/S Doors	£59.00
MK3 Roof-Complete	£39.50
Front Carpets-Black	£7.50 ea.

## SPITFIRE

MK1,2,3 Bonnet Tops	£29.50
Door Skins-All Models	£15.00 ea.
MK4 N/S Doors	£59.00
MK2 Hood Bags	£12.50
MK4 Wheels	£12.50 ea.
MK3 Bonnet-Complete	£199.00
Black Front Carpets (Top Quality)	£7.50 ea.
Lower Trunnions	£12.50

## HERALD/VIT.

Her. Rear Valance	£12.50
Her. Rear ¼ Valance	£10.50
Her. Outer Sills	CR £15.00 pr £6.50 ea
Her/Vit Lower Trunnions	OR £8.00 pr £12.50



## British Sports Car Centre

303 Goldhawk Road, London W12 Telephone 01-748 7823/4, 01-741 3997

*Economy for the enthusiast*

# COMPETITION SECRETARY

This years Championship is well under way and reports will be coming in as the events happen.

## ROUND 2 - GOODWOOD 24.4.83

Unfortunately for me, this was not a very good meeting as my car got rolled by my friend, Nick Halford, who was sharing my car at the time but who has since retired. Apart from that, the event was fairly uneventful trouble wise. Creditable times were put up by all members competing and it is good to see new faces competing regularly this year. I myself managed to knock my car into shape to compete in the afternoon and succeeded in coming second in class overall. Results as follows for Club Championship:-

Pos	Class	Driver	Car	Time	Points
1st	A	Dave Young	GT6 MK3	135.61	10
1st	B	Kevin Ginger	GT6 MK3	115.28	10
2nd	B	Ian Butterworth	Spit MK3	118.68	7
3rd	B	Bill Haseldine	Vit 2L MK2	130.79	5
4th	B	Simon Wheeler	Vit 2L MK2	134.41	3
5th	B	Julian Mendus	Vit 2L MK2	137.61	2

## ROUND 5 - LYDDEN HILL 14.5.83

Although this clashed with the Club's Concours Day, three of us felt this was more important than spit and polishing the cars, so we made the trip to get points for this years Championship. Those who entered were: Ian Butterworth - Spitfire MK3, Paul Lucas - Spitfire MK1 and myself, Kevin Ginger - GT6 MK3. These are three out of the four fastest cars and drivers ever to come out of the Club, the only person missing was John Griffiths in his incredible Vitesse MK2, who was understandably at Donington.

The weather was superb at what must be the most picturesque circuit we race at, which also gives spectators a complete view of the circuit. Racing was very close, as it normally is when us three get together. Both Paul Lucas and myself came off in practice but did no damage. Ian Butterworth, who never seems to make a mistake, put in a very creditable time in practice but had to be content with slotting in just behind Paul Lucas and myself coming in behind Ian. The afternoons racing saw things really hot up with myself having a real ding-dong battle with Paul - which, by the end of the day I had managed to beat him by 32/100ths of a second. I also managed to win the class overall by four seconds, which leaves me in a good position in the years B.A.R.C. British Championship. Paul Lucas came 3rd in what was the biggest class of the day with some 2 dozen entries and Ian came 6th.

Results for Club Championship are as follows:-

1st	B	Kevin Ginger	GT6 MK3	114.54	10
2nd	B	Paul Lucas	Spit MK1	114.86	7
3rd	B	Ian Butterworth	Spit MK3	116.06	5

## POSITIONS & POINTS IN THIS YEARS SPEED CHAMPIONSHIP UP TO ROUND 6

Pos	Driver	Car	Points
1	K Ginger	GT6 MK3	43
2	D Young	GT6 MK3	37
3	I Butterworth	I300 Spitfire	27
4	W Haseldine	Vitesse 2L	16
5	P Lucas	I300 Spitfire	14
6	P Unwin	Vitesse 2L	12
7	T Shakespeare	Vitesse 2L	11
8	J Griffiths	Vitesse 2L	10
9	S Wheeler	Vitesse 2L	9
10	N Halford	GT6 MK3	7
10	D Clements	Herald I200	7
12	L Clements	Herald I200	5
13	J Mendus	Vitesse 2L	3
13	A Ridgewell	Spitfire I300	3
15	R Bruford	Vitesse 2.5 PI	1

ALL OTHER COMPETITORS HAVE YET TO SCORE A POINT

### POINT OF INTEREST

Members might be interested to know that my GT6 has just been awarded the title of 1982 Speed Champion of the Combined-One-Make-Car Club. My car is also currently leading its class in the B.A.R.C. Sprint Championship and is lying 10th outright and Ian Butterworth is lying 2nd in class and 14th outright.

### B.A.R.C. ROUND 16TH APRIL - OULTON PARK

This was not a Club round but a round in the B.A.R.C. Pace Championship, in which 4 members from the Club competed: Nick Halford, Paul Lucas, Ian Butterworth and myself, Kevin Ginger. Practice went without any hitch for all of us. We turned in reasonable times in the process. The first runs of the day saw myself leave the track at Cascades, spinning at 95mph - fortunately sustaining no damage but losing 12 seconds against the clock. Ian, Paul and Nick completed their first run without any mishap, Paul getting a very fast time in the process. 2nd runs saw myself again leaving the track just past Cascades, this time knocking my head on the roll cage after mounting the kerbstons and often spinning again. Ian, Paul and Nick both had uneventful runs. Paul again turning in a very fast time.

### B.A.R.C. 4TH JUNE NEW BRIGHTON (NR. LIVERPOOL)

This was not a Club round but myself, Kevin Ginger, had to go as I am entering the this years B.A.R.C. Sprint Championship. The weather was glorious at this new circuit, which was a race round the public roads along the seafront. The track consisted of 3 roundabouts and a dash along the top of the sea wall. Having not completed this circuit before, I took most of the day learning it but, by the end of the meeting, I was quite happy with my times - just ½ a second behind a modified Ferrari Dino and beaten by 2 Lotus twin cams to finish 4th in class.

## FUTURE RACE DATES

## SPRINT &amp; HILLCLIMBS

7th August	Goodwood
4th September	Goodwood
18th September	North Weald
2nd October	Gurston
9th October	Llandow (Wales)
16th October	Goodwood
23rd October	North Weald

## RACING

21st August	Lydden
4th September	Donington
23rd October	Snetterton
30th October	Mallory Park

## CIRCUIT RACING

This year sees the first time a Club Member is competing regularly in circuit racing; he is Paul Lucas, who has been competing regularly in hillclimbs and sprints for 3 years. The championship he is entering is the (750 Motor Club) Championship for modified roadgoing cars. In his first round at Oulton Park (2.5.83), we saw Paul get the fastest lap in practice, even though he only completed 5 laps, breaking down due to his flywheel coming loose. Lots of work during the interval saw us get the car ready for racing in the afternoon. Unfortunately, trouble struck again in the shape of a plug lead coming off and a bolt coming out of the bellhousing. Still, the car showed great potential in that it can mix with the best and beat them. Paul also showed he has the ability and determination to beat the best around.

ROUND 2 - LYDDEN HILL  
15.5.83

After a Club Sprint we stayed overnight for Paul's racing the next day. Lydden hill is a tight circuit with not a lot of room for making mistakes. Practice saw Paul get 3rd fastest time but, unfortunately, during the race he spun and collected a Morgan during the process (see photo list). But again Paul and the car showed great potential.

## ROUND 3 - MALLORY PARK

On a fairly warm day at this picturesque Leicestershire circuit, we saw Paul again turn in a very fast practice time, leaving him in 7th position for the race. The afternoon's racing saw Paul again in determined form having a good dice with a V8 Morgan. Unfortunately, due to losing oil pressure, he had to be content with coming 5th - still, again great potential. WATCH THIS SPACE FOR MORE REPORTS.

## POINT OF INTEREST

Members might be interested to know the cars Paul is competing against:-

Car	Dry Race Times	Times
Clan Crusader		1 - 26.4
Ginetta		1 - 29.3
Ginetta		1 - 29.5
MG Midget		1 - 29.4
Paul Lucas *		* 1 - 29.3 on 3 cyl.

## Wet Practice Times

Clan Crusader	1 - 36.8
Ginetta	2 - 01.3
Ginetta	1 - 41.7
MG Midget	1 - 40.4
Paul Lucas *	* 1 - 34.3 *

## PHOTO INDEX

1. The fun we have loading cars onto trailers and transferring from one trailer to another.
2. After Kevin Ginger's car had been rolled at Goodwood by Nick Halford
3. Paul Lucas on the grid at Oulton Park. Note he has put up a faster practice time than an E-Type Jag.
4. Paul spinning at Lydden Hill and just about to collect a Morgan.

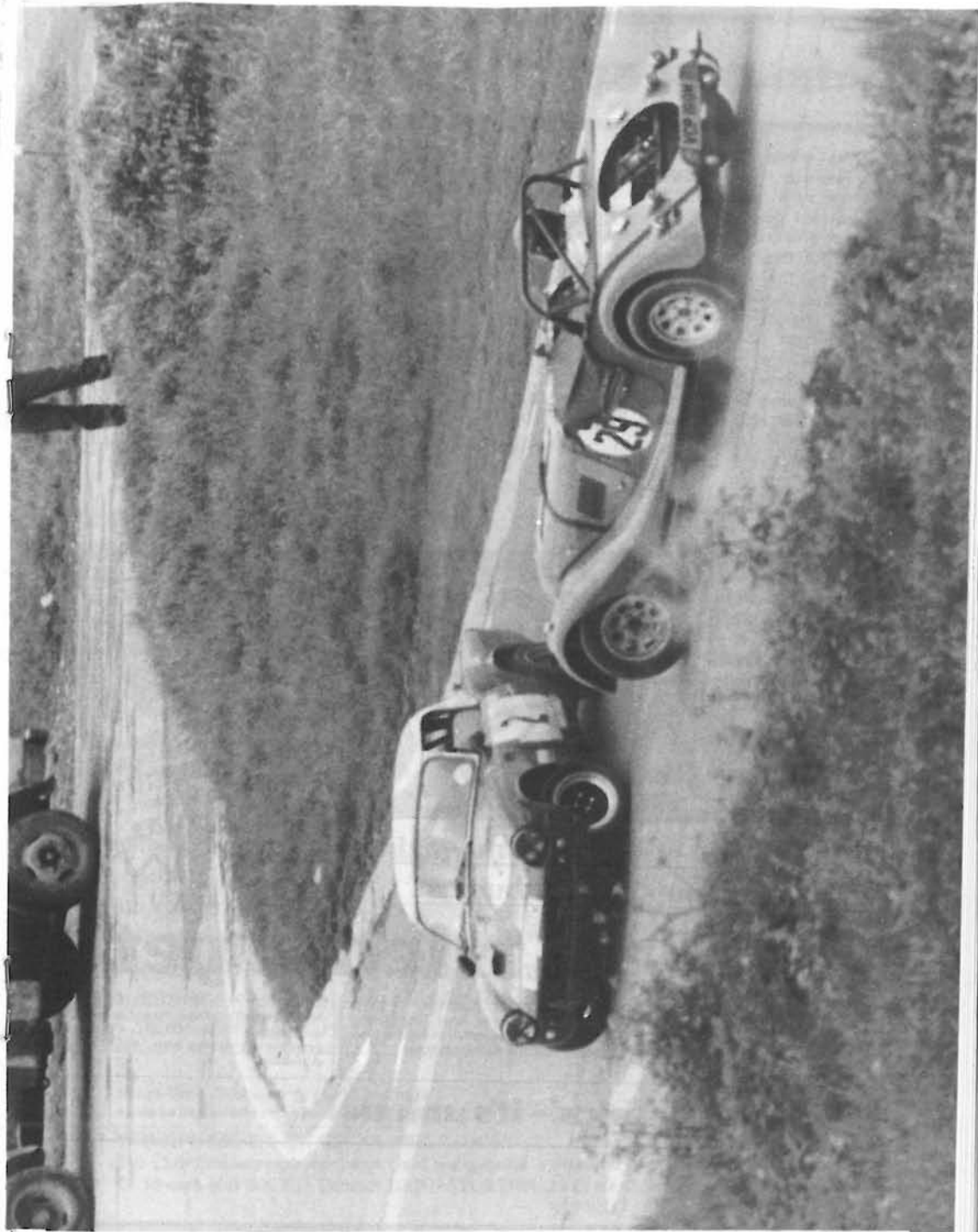
Photo 1



Photo 2



Photo 3





6 of us made the journey to Lichfield, Staffordshire to take part in this Sprint, organised by the Jaguar Driver's Club. The track was very greasy for the first practice runs but was drying out nicely when, you guessed it, it started to rain. At this point I discovered that my windscreen wipers were not working but a quick visit at lunchtime to the local breakers yard, yielded the necessary part to make them go again. Although there was a lot of sideways motoring in the afternoon, we all stayed on the track except Dave Young (GT6 - standard), who collected a lot of long grass during a spin and came down the finishing straight like an E-Type hay-stack! Thanks to some very consistent, fast runs, Paul Lucas (Spitfire - mod.) beat Kevin Ginger (GT6 - mod.) by 0.25 seconds. Then came Ian Butterworth (Spitfire - mod.), William Haseldine (Vitesse MKII - mod.), Trevor Shakespeare (Vitesse MKII - std.) and Dave Young (GT6 - std.). All in all, another very enjoyable, very damp day with some other interesting cars also competing, notably Kevin Donnelly's rally-prepared XK 120 and Robin Rew's Turbo AC 3000.

Coming Soon: Sunday July 10th - Curborough Sprint (non Championship)  
Saturday July 16th - Oulton Park Sprint

WILLIAM HASELDINE

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# 36 HERALD REGISTER

## 948 OWNERS - ADDRESS LIST:

I have prepared a list of 948 owners addresses. The list can be obtained from me; send a stamped, addressed envelope to: 24 The Lea, Fleet, Hants GU13 8AU. The aim of this list is to allow 948 owners to contact each other to exchange spares and/or ideas.

## REGISTER UPDATE:

We now (28 May) have 1070 cars on the register. 13/60 Convertibles still dominate with 31.3% of the register and 13/60's of all body types, account for nearly 60% of the register.

A wander around Donnington with my notebook 'bagged' two more vans and two 1200 Coupes for the register - there were probably a lot of other 13/60 and 1200's as well but I have not checked the registration numbers with my records. Don't forget to send details of your Heralds to me, either now or at renewal time.

## HERALD REGISTER

	Conv	Saloon	Estate	Coupe	Van	'S'	TOTAL
948	9	5	-	12	-	4	30
1200	136	168	36	19	8	-	367
12/50	-	56	-	-	-	-	56
13/60	335	197	85	-	-	-	617
TOTALS	480	426	121	31	8	4	1070

## STANDARD TRIUMPH REVIEW:

I have just been lent copies of the Standard Triumph Review for 1959 - 1968, (thanks to John Griffiths) they are full of fascinating facts for the Herald enthusiast. I hope to 'transfer' some of these snippets to you over the next few months. Did you know that in 1967 Monmouth police took delivery of a fleet of Herald 1200's to "increase police mobility". They were blue with white doors and roof; registration numbers prefixed GRV. There was also a useful "anti theft" tip from S A Hartley of Rochdale in the 1961 Review, to quote - "I have fitted a simple anti theft device to my Triumph Herald 1960 model. Simply tip the driver's seat forward and slip a ... (stout) ... padlock through the holes provided (at the front) for adjusting seat heights. The seat is now overlapping the steering wheel and the car cannot be driven, sat in or controlled". If you try this method, invest in a tough padlock (one that is immune to bolt croppers), otherwise the system is no better (or worse) than a Krooklock.

## T.S.S.C. KNITTED SCARVES:-

"T.S.S.C." machine knitted in white on a double thickness tasselled scarf. A useful addition to your wardrobe now winter's coming along. Most colours available. £5.00 each plus 50p. p.&p. Contact JULIE BAKER, 2 Mulberry Road, Wyken, Coventry, CV6 7HY

# 37 SPITFIRE REGISTER

## REGISTER NEWS, JULY 1983

Since last month we have added 112 Spitfires to the Register, giving us a total of 1,135 cars. This is made out of 48 MKI's  
80 MKII's  
257 MKIII's  
427 MKIV's  
323 1500's

At this rate it is possible that we shall have over 1500 Spitfires in the TSSC by the end of the summer. And I don't think there is any doubt that we will have over 500 MKIV's by then.

## COMING SOON

### Standard Triumph in India

Over the next eight months Simon James, a member of our Club will be making his way to India. When he arrives his first roll is to head for Madras, home of Standard-Triumph of India and also the home of the Standard Gazelle, the Indian version of the Triumph Herald, still being produced..... His full story will be told with pictures in future editions of the Courier.

On the Spitfire front - a new series of test reports on Club cars all over the country and abroad.

Also the International Spitfire Weekend in Arcen, Holland - reports and pictures.

## IMPROVE YOUR SPITFIRE

1. By fitting a viscous fan (pre 1976). All cars prior to 1976 used a conventional fan coupled to the water pump pulley and driven by the fan belt. The viscous fan reduces the fan speed and all associated noise and power at higher engine speeds. It is not necessary to buy a new water pump, just a new pulley which will bolt straight on to the existing pump housing.

Parts Required: UKC 774 Pulley UKC 759 Star Ring  
UKC 3532 Hoset Coupling HB 712 Bolt (4 off)  
RKC 92 Fan WP 7 Washer (4 off)  
HN 2007 Nut (4 off) I38701 Gasket

## SPITFIRE DECALS 1962 TO 1980

Over the years the badges on the Spitfire have changed very significantly. In 1962, the MKI Spitfire was supplied with the following badges: On the bonnet, there were the letters TRIUMPH as on all other cars of the period (Part nos. 703862-703868). Above these were the actual motif as in our Club badge (Part no. 608380). On the rear of the MKI, the letters TRIUMPH appeared again on the bootlid. On the bottom right was the SPITFIRE4 badge in script style. On the bottom left, if applicable, was another script style badge saying OVERDRIVE (Part nos. SPITFIRE4-613296. OVERDRIVE-603906). The MK2 was virtually the same as the MKI except for the addition of a script written MKII under the SPITFIRE4. Part no. for the MKII-618242. With the introduction of the MKIII, the bonnet badge motif was discarded and not replaced. The TRIUMPH letters, however, were retained at both front and rear. The SPITFIRE4 badge was replaced with a similar script badge. (Part nos. SPITFIRE-621468 MKIII-621467). These badges continued until commission number FD 75001. From this commission number, all badges were

changed. The front TRIUMPH letters were discarded in favour of an oblong badge 6" x ½" with the inscription SPITFIRE, which was fitted about a foot up from the bonnet lip on the nearside. At the rear the TRIUMPH letters were also removed and a badge the same as at the front but with TRIUMPH on it, was fitted on the bottom right of the bootlid. Part nos. SPITFIRE-627174 TRIUMPH-627563. The overdrive badge was also discarded at this point. The MKIV was much simplified in badging. Only one badge was used on this car: It was the same size as the later MKIII badges but with the words "Spitfire IV". It was fitted on the near-side of the bonnet and on both rear wings about a foot down from the raised seams. Part number for this badge is 624730. This badge was the only one used on the MKIV. When the 1500 was introduced in 1974, no badges were used, only transfers. One on the front nearside of the bonnet saying "Spitfire

1500" front

AND rear. Part numbers are "Spitfire  
1500" Black-YKC 1454  
Silver-YKC 1455  
"triumph  
Spitfire  
1500" Black-YKC 1456  
Silver-YKC 1457

These were also variations for the American market. On the 1969 model MKIIs, the bonnet was given an RAF-style badge which had the Spitfire motif circled with a target. Also, on 1974 American 1500's the rear wings were given a badge very similar to that of MKIV's but with the inscription 'Spitfire 1500'. The other point to note is that from the MKIV all types were given a 'British Leyland' square badge which was fitted near the bonnet catches on both sides. Part no. 725525 if B.L. badges appeal to you!

One badge of particular note was found inside 1500's in America. It is about 3" long and 1" wide with the letters SCCA and various dates when the Spitfire was National Circuit Racing Champion. This is still available from B.L., part number ZKC 1504.

NEIL WILLIAMSON

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Distributors	£35.00 each	NIL
Inertia Reel L+D Seat Belts	£14.50 each	£2.00

## VITESSE REGISTER

I passed a garage near Coventry the other Saturday and saw on the forecourt a Vitesse for sale. I always like to have a look at Club cars for sale for an idea of values for one thing. It was an E registered MKI, 2L Saloon with sunroof and no overdrive. It had rust in the door bottoms and was generally about average condition (it only had 38,000 miles on it). With bad painting here and there and muddy underside, I valued it at about £350 - the asking price was ..... £975. A nice car with some work but not at that price!

In the June Courier, I read David Harding's letter about his MKII Vitesse (or ex-Vitesse by now!). You may have (or had) the newest Saloon on the register (at the time of writing I've piles of forms to check through) but not the latest Vitesse as that will always be a Convertible - at present chassis number HC58106 CUO which is only 3 from the end. Whilst not minding some kit cars I can't see any point in destroying a perfectly good car just to rob the mechanical parts for a kit.

I have just had a letter from Martin Brown, who has just bought a well known Vitesse, WWK 664G, which was a road test car used by Motor Sport for a road test in March 1969. Nice to see it is still alive (and not been scrapped or turned into a kit car!).

I went to see my Vitesse Estate (a 2L MKI, i.e. no complicated MKII rear suspension thank goodness), which is kept near Coventry. It hadn't run for about 9 months and took some time starting. It still needs a lot of work before an MOT but my biggest problem is time at the moment, I'm busy on my 1952 Landrover which I want on the road at last as I've had it a year now! At the end of the month ADU 5B will come off the road (tax ran out), so I may tax my 948 Coupe Herald and run that for a while, as ADU 5B needs lots doing, so I don't know when the Vitesse will get done. Still, I have got down to 5 cars now.

ANDY JONES

## AREA LIAISON OFFICER

Firstly, I would like to apologise for the Northern Ireland Area, who are apparently alive and well and not fizzled out like I said last month.

Welcome to the Gatwick Area, who have just started and is organised by Kevin Finch, who can be contacted on Crawley 515413 and is looking for local support. Best of luck Kevin.

Incidentally, I would be grateful if people would write to me before starting new areas, both for the records and as I can supply lists of members in most areas and various dc's and don'ts.

I am thinking of starting an inter-area quiz next year; perhaps a written paper at Donington and a proper final later in the year. Please let me know what you think.

The number of technical enquiries I receive has risen considerably over the last 12 months and to give you some idea, I noted each one last month and was surprised when I totted up the total of 100 and 6 telephone and postal queries. I can handle the postal enquiries at my own convenience but please do not telephone unless it is urgent. And when writing, please enclose an S.A.E. for your reply.

#### OIL PRESSURE

I still receive many letters from worried Vitesse and GT6 owners who are concerned about the famous early morning bearing rattle when starting up. Although noting to worry about, it can be reduced by using a Unipart oil filter and avoiding the modern low 'cold' viscosity oils.

My own Vitesse has suffered this phenomenon for 5 years, yet has just covered 1600 miles in Europe after attending the S.T.I.R. VIII rally in Arnhem, without lubrication problems other than a slightly lower oil pressure during the trip. For those who like the figures, my Vitesse normally shows 45 p.s.i. oil pressure at 2000 rpm (B.L. recommend 40 to 60), yet the effects of driving at 75-80 mph for hours on end reduced this to 28 p.s.i., with a steady 41 p.s.i. when driving. Now back home on slower roads the pressure is back to normal.

#### SPITFIRE/MISSFIRE

A common problem with late Spitfires, particularly the 1500, is a miss-fire which develops during a long or fast run but disappears again after the engine has cooled down. There can, of course, be several reasons for this but in a majority of cases, the ignition coil has been found to be at fault. A coil which may be satisfactory when the engine is first started can, when warmed up, suffer a breakdown of the windings causing missfire, so it could be worthwhile checking the coil if your car has such symptoms. Unless you have the test equipment to test the coil, a new one can be substituted and it's not a bad idea to carry a spare one.

In any event the coil should always be kept clean and free from oil and grease to avoid 'tracking', especially the black cap on top.

#### SPARK PLUG TEST

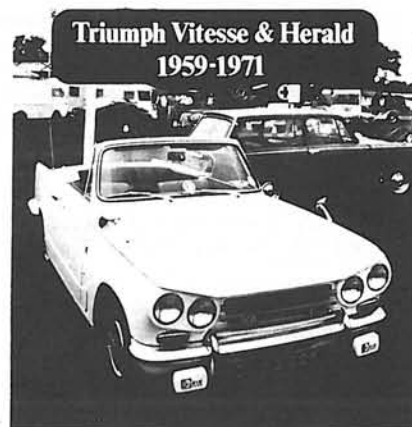
Talking of ignition systems reminds me of a Club member I helped recently when his Herald was only firing on 3 cylinders. The owner had made the usual checks of fuel supply, carburation, timing, points and plugs etc., and had confirmed the plugs were sparking by laying each plug on top of the engine and turning the engine over so the spark could actually be seen. This had convinced the owner that the problem was internal and he was all set to remove the head.

However, a closer inspection showed that one of the spark plugs had a hairline crack in its insulator. While this did not prevent the plug sparking when it was out of the engine in atmospheric pressure, it did prevent a spark forming inside the engine where the pressure of the cylinder is much higher, causing the current to 'track' along the crack in the insulator instead of travelling to the spark gap.

The moral of the story is that the above type of spark plug test should never be considered conclusive and in this particular case the fault could have been quickly diagnosed by using the only real test for spark plugs - that of substituting in turn with a known 'good' plug.



## TRIUMPH VITESSE & HERALD



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## PEN TO PAPER

### LETTER FROM MARIE O'BRIAN, BEWDLEY:

I was considerably heartened by Carolyn Willson's letter in the May Courier. I have only been a member for a few months but have been feeling very ineffective, incompetent and outclassed. First of all there was all the technical news in The Courier: Exposed body mountings, missing flanges, refits, remoulds, conversions and other wonderful sounding mysteries.

Then I thought I would engage the help of fellow members. Could they perhaps recommend any garages or mechanics that would be willing to aid me in the care and upkeep of my Herald Convertible? I dragged member after member in from their workshops, garages and ramps - making them Swarfega their greasy hands in order to answer my pathetic query (I should say that they were all very sympathetic). Of course, they were no use at all, being so self sufficient. This left me feeling guilty (on top of my other complexes) for having disturbed them.

Last but not least were those letters from exceedingly competent ladies: Refitting their Spitfires, Vitesse and Stags etc. I was seriously wondering if I should bother to renew my membership. Perhaps I should sell my beloved Herald Convertible 13/60, WAC 86IH and buy a Mini Metro!!!

If Carolyn's idea should come to something, then my Herald and I would be saved. GOOD LUCK TO CAROLYN AND PLEASE INCLUDE ME ON YOUR REGISTER.

### LETTER FROM BEV WARREN, NORTH HERTS:

Last October I met Angela, my girlfriend: A local garage put her in touch with me after enquiring about a Club car. She had just purchased a Spitfire 1500 but some years ago Angela had a GT6 MK1, VYK 52G. We are trying to trace this car so if any member has this GT6 or knows of it, please contact:

BEV WARREN  
BURY COTTAGE  
KINGS WALDEN  
HITCHIN  
HERTS SG48JU

**ALSO:** I wish to compliment the West Midlands Area for the Donington Weekend. I think it was the best yet: The Concours layout was very good, also the food and disco were very good value. This was the first weekend I have camped at Donington and it was well worth it. THANKS TO TONY, JANIS AND BILL.

It was nice to see members from my Area. I hope you all had a good time and a safe journey home.

### LETTER FROM 'ANGRY OF MAYFAIR':

I would like to commission a survey about the Donington Weekend. No, not about how many were there but about how many went to the other Donningtons littered around the country. I saw about 8 cars in Donnington beside Wolverhampton and when we asked a yokel where Donington Park was, we were directed to a nice little place with 2 tennis courts and a bowling green but a distinct absence of racing car circuit. We were half way to Donnington in East Anglia before we spotted Castle Donington on the map. I have it from a reliable source that quite a few cars were seen over there as well.

### LETTER FROM GRAHAM JOHNSON

Could any body advise me as to which differential to put into my 1966 Vitesse 6 Convertible, which is used for towing a caravan, I have fitted a 2000cc MK1 engine to the car, but have retained the 1600cc overdrive gearbox and differential. I have a spare differential from the 2000 MK1 Vitesse, will this fit are the 3 flanges the same size, and will this conversion alter the speedo reading. If you can help Graham lets have a reply in next month's Courier.

### LETTER FROM PETE JARVIS LEIESTER

Dear Aunite Jo, my stars last Saturday (14 May) VIRGO (August 22 - September 22): This is a good time for making improvements in your working surroundings. The romantic side of your life is liable to be a little rocky. You need to vary your routine a bit if you don't want to get into a rut. Contact with an old friend should be most interesting. You could buy a large item for the home. Some sort of triumph is apparent on the social scene. do the last few lines mean that a 5th Triumph will arrive at my home. I am worried that the wife will leave me if it does.

### LETTER FROM KEVIN ATKINSON, CHEADLE, CHESHIRE:

I would like to offer the following words of advice to the 13/60 owner who is being scorned by the undesirable minority of the Club: The best way to beat this element (which is in my experience, a very small one) is to let the car speak for itself. If the car is restored to a tidy or even concours condition, then those who scorn are in the inferior cars. The Club caters for all Heralds: Saloon; Convertible; Estate; Courier Van and Coupe. Let the car speak for itself. A nice condition car speaks much louder and more eloquently than a large mouth with no intelligence behind it. If any of these people are reading this (if they can read!), I would offer one word of advice to you - buy an MG, please.

### LETTER FROM IAN MCKEGGIE, MARKET HARBOROUGH, LEICS:

I cannot help but comment on the lack of support given the the Club by the vast majority of Club members. I refer in particular to the organisation of events both local and national and also to setting up schemes to aid members and make the Club more of 'what they want' i.e. Geoff King's superb Self Help Scheme and Brian Walter's Questionnaire. From talking to other Area Organisers, I find that they have the same problem. Not wishing to be too hard on this subject, can I just say to members - are you getting the maximum benefit from the Club? If not, then it's down to you to let Club Officials know what you are looking for. To my knowledge all events organised nationally and locally have been very well organised and those who have attended have had nothing less than a superb day of fun and jolification but it's the same old faces every time. Can I finish with this thought: You get what you put in, so over to you.

### COURIER AND TURNING CIRCLE BACK COPIES

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LETTER FROM R J HUSBAND:

In my travels I've seen many of our cars and would be interested to know how many cars were imparted to the following countries and how many members there are there.

CYPRUS had a lot of 'our cars', from Herald through Spitfire to the GT6.

SAUDI ARABIA I did see a single one. I did once see a TR8 - mind that has a 3.5 litre engine (small by Arabian standards).

NIGERIA A few Heralds, in fact in years gone by GEC staff used these for their modes of transport.

ZIMBABWE I've seen a few; about 30 Herald Saloons, about 10 Herald Estates but no Vitesses, a couple of Spitfires but nothing else. There are probably as many old Vanguard's on the road here. No rust so no chassis problems. Below is an advert from a local paper: One Zimbabwe dollar is about 60p. Cars hold their prices very well here even though petrol runs out at about £4 a gallon!!!

1961 Triumph Herald Sedan \$650.

LETTER FROM JONATHAN DEL MAR, LONDON SW1:

Letter writing is one of my most unfavourite occupations but as something of an expert on registration numbers and a member of Europlate (European Registration Plate Association) I am goaded into this by Neil Williamson's lists of 'registration suffixes' (they are registration marks, not suffixes!), which are full of errors. To pick all the holes would be tedious but, for a start, ER was never Isle of Ely, while FJ was only transferred to Devon between 1972 and 1974. It's really an Exeter mark. (Chris Povey, by the way - May Courier - is absolutely right in all he says).

I wonder whether members might find a list such as this interesting?

(Starting with) Counties of:

England and Wales (up to 31.9.74)	When year letters started	Last issue before year letter suffixes <sup>2</sup>
Anglesey	EY 4/64	PEY I12
Bedfordshire	BM NM TM MJ <sup>1</sup> 1/65	65 RBM
Berkshire (to 31.7.73) (1.8.73 on)	BL JB MO RX 2/64	344 GBL
Breconshire	EU 1/65	PEU 511
Bucks	BH KX PP 4/64	6200 PP
Caernarvonshire	CC JC 8/64	OJC 362
Cambridgeshire (to 31.3.65) (1.4.65 on)	CE ER VE 3/64 CE EB ER JE VE	838 EER (+17 odd ones up to 900 and 7 odd EVE's)

(etc. - to be continued if anybody's interested)

<sup>1</sup> order of issue i.e. 1 PMJ was issued after 999 PTM. <sup>2</sup> any later number than these 'lasts' were cherished transfers and give no indication of the age of the vehicle. These 'registrations' often go at quite a pace; for example, ... RBM is almost finished, while a ... GBL and ... GJB were completed, the latest report being 351 GMO. and when ... EER was finished, ... EVE became so popular that after 714 EVE Cambridge banned the mark and continued with ... FCE! But a few years ago the DVLC discovered that people were finding even these marks so attractive that they themselves were being kept as 'cherished' marks - so to stop the ever-increasing spiral they banned the issue of all non-year-suffix marks except to a very few special applications (e.g. vintage cars) and now give all pre-1965 registra-

cont'd letter from Jonathan Del Mar ...

tions a B suffix, just to make the number more boring. So a 1959 car which once sported VJ2 might now, upon transfer, sadly be re-registered HWC I21B. And it's even worse; authorities are even borrowing marks from each other and in fact HWV I01 - 200B (which should be Essex) have recently been issued by Newcastle!

I could go on and give you all sorts of information but let's see first how interested you all are. So I'll leave you with a titbit:- DID YOU KNOW that plates with a yellow border (or, since the last 10 years when reflective plates became compulsory for cars, a red border) denote an export vehicle? Coventry used to segregate Triumphs and Jaguars so that all the following are Triumphs: HDU 1-26, 75-324, 350-449, 475-524, 618-642C (or mostly C), 643-842, 849-858, 911-858, 911-999D (or mostly D).

If any Club member would like any information regarding the date or authenticity of a registration number (e.g. there is a Herald going about with the false number EBP 480J - it should be EPB!), do feel free to 'phone me (as I say, I hate writing letters!), any time between 11a.m. and midnight any day. Tel: 01 821 1905.

LETTER FROM THREE THAMES VITESSERS:

I would like to offer further clues to the mysterious identity of Mr X, the Brighton Nudist.

The lady and Mr X that we at the Thames Area have in mind, were seen together for most of the day at Goodwood. The weather closed and they both sat in her gold Spitfire, sheltering from the rain and steaming up. Mr X was trying to get a convoy to Brighton for reasons unknown. When the rest of us said 'You must be joking', he said 'We're going anyway'. It appears they did.

Could it be that Mr X drives a red thing, believed to be, originally, a Herald I200? Could his registration be RGT? Could he be a latent sex fiend? They say you have to watch the quiet ones, well he's quiet! We at Thames would like a repeat performance and are willing to rope off an area in the car park after dusk if necessary.

Oh, by the way Mr X, so far it has cost us £50 in photos from the anonymous female (perhaps C W from Kent) and silence costs! My film developer was most amused and is doing bulk developing at discount. Those who want photos know who's got some, so Mr X, you'll have to be quick.

LETTER FROM DAVE BRIDLE, SW12:

Would it not be a good idea to take a leaf out of certain large owners club books and produce a ringbound year book, available at a small fee to all members. This could consist of the Self Help local addresses, the coming years' Calendar of Events - if events could be finalised by 1st January; a list of all local areas and their meeting venues and dates. We could include local garages etc., of good repute and any technical tips submitted by members. Advertising space could be sold as in the Courier to re-coup some of the cost. Any thoughts?

A point on the Courier, although the content is good and interesting, it does appear to lack in register news, spares and repairs on the 13/60 Heralds. Is our Herald Secretary limited to 948's and 1200's? Please, more on 13/60's.

LETTER FROM C ZYLIEKER:

At last someone has spoken up about the prejudice loaded against all of us with names beginning with letters nearing the end of the alphabet (Courier no. 35, May 1983).

My name is Cray Zylieker and none of my letters have ever been printed. No doubt this is due to my second initial and yet another example of unfair press

Cont'd .../Letter from C Zylieker.

editing. My heart, therefore, goes out to your correspondent who so boldly speaks out concerning **BLATANT** censorship of the efforts sent in by we poor, suppressed latter alphabiles. It wouldn't be so bad, but I come from Zambia - little wonder that none of OUR Area News is published!

Anyone know where I can get a heavy duty Kenlowe?

(In reply to your P.S. Cray, I guess we will just HAVE to make this an exception to the none-existent rule! EDITOR).

**LETTER FROM JOHN GENDERS, NORTH YORKSHIRE AREA ORGANISER:**

Dear Members,

Firstly, thank you to everybody who contacted me when they read about our recent North Yorkshire Area Meeting. In particular could I say thanks to **DEREK STRINGMAN** (ex South Yorkshire AO) and **NIGEL WEEDON** (existing West Yorkshire AO). But it's not over, I have been re-elected, so sorry everybody, false alarm.

However, may I just say the North Yorkshire Area have some interesting events this coming Summer (if we have a Summer!), so all those interested - get yourself over to the meetings.

The Area also welcomes **STEVE BOYNE** as Area Organiser No 2 and **SALLY HURD** as our scribe.

A further point of interest to all those Club Members who have the misfortune to know or the relief to have know Mr **FRED BROWN**, you will all be dying to know he'll be on the road soon with a better GT6 than his last one. So 'Watch out **TONY SPICER**, he'll be back (with better paintwork). See you all at the next meeting.

**LETTER FROM ROYSTON HOGGARTH, RUGBY:**

As a new member and reading through the recent Turning Circle and Courier, I was very interested in one letter, in the May edition, by Marc Chaplin of Devon - a general enquiry about the history of his MK1 2 litre Vitesse, LKO 594F. This set me thinking, and I'm extremely keen to know more about my car.

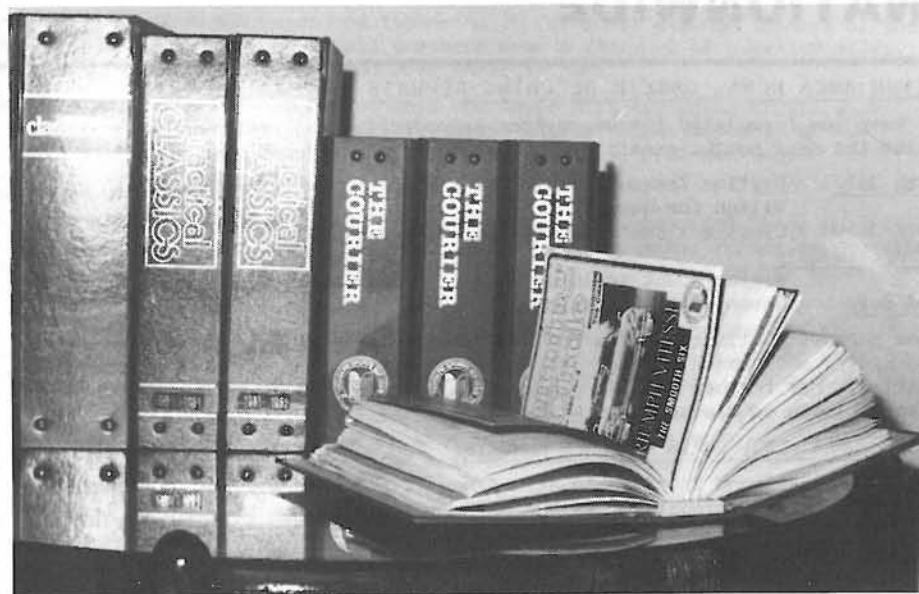
I would like to make a similar enquiry to members to see if any of them remember a MK1 2 litre Convertible Vitesse - registration number KNR 865E. Presently the milage reads 30,000 (of dubious origin and I believe the car was originally Royal Blue, though since I've had it rebuilt it is now White. Royston Hoggarth, 1 Hinde Close, Rugby. CV21 1NF

**LETTER FROM CAROLYN JACKSON, EVESHAM, WORCS:**

The engine in my Spitfire developed what appeared to be a loose tappet. Clearances were checked and found to be satisfactory. Upon further examination, one of the push rod cups appeared to be dry, the noise still persisted and gradually parts were removed until the head was lifted and the cam followers were found to be very badly scored, in fact two were stuck in the bores. Upon examination, it was obvious that they had not been rotating and the damage was such that I had to have a new engine fitted. The oil had been changed in Jan. '83 and Mobil 15W/40 oil used. The recorded mileage is only 17,400. I have had the car nearly 12 months and the mileage at purchase was 14,000.

I would be interested if anybody has had a similar experience and can shed any light on my catastrophe.

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



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## NATIONWIDE

### DEVON AREA NEWS, GARETH BEECHING REPORTS:

We have now formulated the Devon Area calendar for the year, and I have shown below the next months events:-

10th July Daytime Treasure Hunt from Slapton Sands (ring Steven Ash or Paul Wilton for date).

10th July Evening - Exeter meeting at Kennford.

23rd/24th July Newton Abbot World of Wheels including the Devon Area Concours.

3rd July Devon monthly meeting at the Dartmouth Inn at Totnes.

Good support continues with a regular attendance of 40 at the Totnes meetings. The Exeter sub-branch is also attracting support, there being 15 at the last meeting. For further details please ring Stan Walters on Plymouth 700555 or Mike Atkinson on Newton Abbot 4330.

### RIBBLE AREA NEWS, CHRIS GARDENER REPORTS:

There was a welcome increase in attendance at the last meeting, due possibly to the lighter evenings(?). We now have a chance to see the cars at last rather than just drink and talk about them!

We were visited by a new member from Blackburn with one of the most impressive 1200 Convertibles I've seen to date. Nice one Nick, hope it's available for the Woodvale Rally in August.

I'll be writing to TVR Engineering and Holker Hall admin. about the trips we discussed and hope to have some news before the next meeting.

We'll be sending out some scouts to check up on another possible venue in Kirkham at the next meeting. See you there (the Ship in Elswick).

### MANCHESTER AREA NEWS, ANDREW HEAD REPORTS:

Manchester Area events are good fun, one way or another. Come along, join in and enjoy yourselves! Here is the line up for the next month or so:

1st July Friday evening: Ten Pin bowling.

8th July Friday evening: Picnic outing to Chatsworth Hall and I hope it's warm and sunny.

To get the full details, telephone me on 061 427 1378 or 061 427 6937 - I might be at the end of one of these lines if you're lucky!

### NORFOLK AREA NEWS, PHIL HUDSON REPORTS:

Thanks to all who attended the last meeting. It was an excellent turnout of members and prospective members, with a car park literally full of club cars. Well done! I have obtained parts/services catalogues from a variety of companies to compile a file, available at each meeting and for info given by phone, details next meeting.

Unless otherwise stated, our marshalling point for weekend jaunts will be ZAKS (CATTLEMARKET), NORWICH. Time of departure will be announced at Monday meetings.

Next event is 'ASSOCIATION OF NORFOLK CAR CLUBS' (ANCC) Barbeque and Social evening at Sprowston Hall Hotel, 9th June.

Keith held the first raffle for 5L of GTX last meeting which raised £5 for

local Club funds. A raffle will be a regular feature of meetings in future.

I should like to thank Peter and Yvonne Autie for their staunch support of the local club. They turn out in all weathers over a distance of over 100 miles round trip almost every time. So does their Vitesse!

Thanks also to the Downham Market boys who never miss and again travel such long distances (70 miles +) especially Steve who takes our comments on his MGB (!) with such good humour. Further dates, details next meeting.

### WORCESTER AREA NEWS, TREVOR BROTHERTON REPORTS:

Well, we had a good convoy up to Donington with one Vitesse and three Spitfires taking part. We had enormous fun along the Warwick by-pass, infact mostly all the way to Donington. I was being chaffed driven by Carolyn in her Spitfire 1500, very nice too.

We arrived at Donington about mid-day, both Carolyn and my brother in his Vitesse took part in the Concours, later on one of the entries proved very worthwhile with Carolyn in Spitfire winning the best personal choice, also by coming second in the the working class.

We all had a good time and found by travelling together we enjoyed far better. We'll hope to arrange the same thing next year.

I hope all of you remember the Worcestershire Area Concours which will be held on 24th July at Bidford on Avon in the car parks by the side of the river. All entries will be warmly received. Prizes will be awarded to the best car, the worst car and the car which has travelled the longest distance to attend the Concours. Our last meeting was again very well attended with 12 people coming, mostly all in Club cars. Hope to see all at the next meeting, which is on the 1st Tuesday of the month at the Coach and Horses, Harvington, Nr Evesham.

### HANTS AND SURREY AREA NEWS, SIMON WARD REPORTS:

Since our last report the Area has taken part in two events, one at Syon Park, Brentford for the South of England Meet and the other at Sutton Lions Transport Spectacular, Chisam - unfortunately the weather wasn't very kind to us on either occasion but people seemed to enjoy themselves despite the weather. May 22nd saw our first organised Pub Run to the Queens Head at Clandon, a convoy of 6 cars left the Royal Oak and all enjoyed a good variety of beer and food at this excellent Pub. These Pub outings will be a regular fixture each month through the Summer - but please check with me either down at the meetings or by phone (Brookwood 80133 most evenings) for venues and times. By the way areas reading this are welcome to attend. See you all at the next meeting.

### SOUTH WALES AREA NEWS, TIM DAVIES REPORTS:

A fine evening saw a good turnout to the June meeting, with a few new faces arriving. As the Pub is undergoing alterations, the meeting was very brief and informal - we hope the work will be finished by the next meeting on July 6th. The parts wanted and for sale board is becoming very popular, and a few people have sold and purchased parts through this method.

Anyway, there's nothing of any relevance to say, except that the next meeting is our first anniversary of the South Wales Branch, so let's have a good turnout to mark the occasion. As for me I shall be pouring a pint of best over my GT6 to celebrate getting it back on the road, after a 10 month rebuild. See you all there! (and Dave Mansell's resprayed Vitesse).



OXFORD AREA NEWS, DEREK STRINGMAN REPORTS:

A surprisingly small turnout this month, but an interesting meeting. STIR (and rain!) was first on the agenda. Jim had been offered £3,000 for his 13/60 estate and John Kipping thought this would have gone a long way towards paying his oil bill.

Welcome to new member Andy Wright and his Herald, and welcome back to John Cudmore's Vitesse convertible which was tempted out by the fine weather to its first area meeting this year.

Paul Lucas produced photographic evidence of his Spitfire being brutally assaulted by a Morgan +8 at Lydden Hill and the evening ended with a couple of John Cudmore's anecdotes of life inside the motor trade.

Next event: Treasure Hunt in August - details next month. Next meeting: 13th July.

LEICESTER AREA NEWS, IAN McKEGGIE REPORTS:

My apologies for missing last Courier, so let's look at the last two months. April - Congratulations to Tony Mee for organising a truly first class Treasure Hunt, I must admit I did not realise he was such a devious son and so, with regard to an absolutely brilliant question paper which for the second time resulted in a tie on points between John and Mick and Val and I. What a pity more people did not turn up, still your loss. Meetings at our newish venue, the Cock Inn, Arnesby are getting bigger by the month, 24 cars and a full bar "brilliant". Initial response to the Pool Night with T.R. was to say the least disappointing with only 8 people coming, this will be a very good, fun night. Bookings for the Skid Pan course at Tempsford near St Neots are now open, we have only 8 places available, of which 5 have been booked so far, at £5.50 can you afford to miss it. Date July 30th (Sat.). The Leicester local Concours was held on Sun. June 5th, and what a brilliant day, with some very nicely turned out cars showing just how hard people are working to keep our magnificent beasts. The trophy for 1st original class was lost to the Trent area with David Webster's beautifully turned out Vitesse MK11, however, we did keep the modified trophy, closely contested by Mick Maidment with his much worked on GT6 11 and Tony Mee's Herald Convertible/Coupe/Vitesse, the eventual winner being Mick. Many thanks to Tony and Ken of Spitfires U.K. Leicester and Pete from Leicester Auto Trim for being excellent judges. And last but by no means least the Spitfire/Vitesse 21st Birthday Bonanza at Stanford Hall, with details all but finalised this be nothing short of a brilliant day/week-end. With:- Trade stands, driving gymkhana, Spit Concours, Vit. Concours and all comers British sports car Concours (with Jag's Aston's, Lotus, Reliant (four wheeled sorry Chris), M.G., T.R. etc. Autograph session by Graham Robson, spot prizes, raffles, Hog roast, (day time), Classis Car Conrner, Police dog display, plus all the benefits of a statley home, see 'What's on Next'. Buffet and disco, camping for Fri and Sat nights, so no highways to worry about. See you August 6th if not before.

ESSEX AREA NEWS, BARRY THURGOOD REPORTS:

We seem to have two factions at the moment - in the bar, \*\*\*\* the car and in the car park looking at each others bits that are normally covered up.

Recent newcomers have included a GT6 trimmed in leather (smells nice) and a GT6 avec turbo. We're following the pattern of the last few years with the most prolific car being the GT6 (almost as common as Cortina's in Little Chef's), let's see some other club cars as well, I'm sure there are some out there. If you've got some covered up bits you'd like looked at or just fancy a pint, see you at the Dukes Head.

GATWICK AREA NEWS, KEVIN FINCH REPORTS:

The attendance at the last meeting totalled 3, myself and an ex-member and his girlfriend, so if it is going to get off the ground then come and support it. To all those who went to STIR in Holland, thanks for a good time.

Meetings on the third MONDAY of the month in the BLACK HORSE Pub on the REIGATE ROAD (A217) at HOOKWOOD between Reigate and Gatwick.

SOUTH YORKSHIRE AREA NEW, CHRIS STABLER REPORTS:

The convoy run and barbeque on May 30th was a resounding success despite the weather trying to put a damper on the proceedings. Enormous quantities of sausages and 'burgers, dressed in buns, were consumed, thanks to an understanding Warden! We hope to repeat the event later in the year at a different venue, watch this space for details.

We are planning to advertise the Club at the forthcoming Rotherham Motoring Weekend on June 25th/26th 1983 (we'll be there on the 25th), report next month.

By general agreement our meeting will be held on the second Thursday of the month from July 14th onwards, still at the Lumley Arms in Maltby. This will give us more of an opportunity to get our report into the Courier whilst it is still current.

ANGLIA AREA NEWS, BARRY NEWITT REPORTS:

Well now that we are all back from STIR Holland, my I thank all those that have put a lot of hard work into this event which I am sure will be remembered for a long time to come.

With our own Birthday Barbeque only weeks away and knowing how much work goes into these National events, I would hope that all Anglia members coming to the event will lend a hand, so that we can all enjoy ourselves - please make yourself known on the day and perhaps again on the Sunday to help clear up - Thanks.

SOUTHERN AREA NEWS, TONY FARBY REPORTS:

Just a note to let members know about forthcoming events we have planned:-

Sunday JULY 17th - trip to Chailey to join the Sussex Area's meeting at the Five Bells. Hopefully we can get a convoy of cars together, setting off from the Good Intent, Horndean around 10.30 a.m.

Also planned is a Skittles evening - date to be decided. Treasure Hunt - date to be confirmed but probably August 28th.

MANCHESTER AREA NEWS, ANDREW HEAD REPORTS:

Manchester Area events are always good fun, one way or another. Come along, join us and enjoy yourselves. There are two dates to make a note of for July:-

8th July - Friday evening, picnic outing to Chatsworth Hall.

21st July - Thursday evening, get together at the Bulls Head, Hale Barns.

For further information, contact me on 061 427 1378.

SOUTH EAST MIDLAND AREA NEWS, JOHN ROBINS REPORTS:

Since the inception of the South East Midlands Area three months ago, things have gotten off to a fairly lively start, with members form Peterborough, Oundle, Corby, Kettering, Northampton etc. However, for those who have not visited us yet, come and join us at either The Shoulder of Mutton, Great Bowden, on the third Wednesday of each month or the Mulso Arms, Finedon, Northants. on the second Sunday or both even. As they say from little acorns big Oak trees do grow, so join us brake out of that rut.

SOUTH HERTFORDSHIRE AREA NEWS, JEREMY HURST REPORTS:

Well, there went another month and the heart has certainly been put back into Hertfordshire, with our events and club nights being well supported by area members.

Our next event is on 3rd July when we are having a trip to Whipsnade Zoo and picnic on Dunstable Downs, starting out from our club night venue at the Coach and Horses at 9am, or at 10am by the R.A.C. office in the lay-by on the A405 at the M.10 roundabout at St. Albans. This promises to be a great day out for all the family!

Arrangements are well under way now for the second Herts Area Barbeque which was a great success last time and, I'm sure will be again this year, with plenty of good food and drink, music and dancing for all to enjoy. It gets under way on 30th July at the Coach and Horses and tickets at £5 a head can be purchased from Dave Owen, 36 Windmore Ave., Potters Bar, Herts. EN6 3BG. Any cheques payable to T.S.S.C (Herts Area), please by 15th July.

By the time this gets to you another Herts Area Treasure Hunt will have been and gone, so I'll thank again those who took part to make it a success, and congratulate the winners and everyone who managed to survive another 'TOOTHACHE' from David (Bailey) Owen, without suffering bodily injury or divorce!!! Thanks also to Vicki for the marvelous food and also to Dave and the rest of the marshalls.

EAST BERKS AREA NEWS, JOHN REED REPORTS:

As I write this I will be praying for good weather for two significant forthcoming local events - 18 and 19th June (our skittles and beer weekend at Tisbury) and 3rd July (Autosunday at Easthampstead Park). Time will show if I have friends in Heaven!

RE. TREASURE HUNT ON SUNDAY 22ND MAY - Where were you all, or at least those who said they would come. Chris Lee and parents spent a great deal of time and effort in organising and I spent about £8 in prizes and copying clues to make it a success. Four cars arrived where ten were expected. If it's agreed to hold future Treasure Hunts, then there will have to be some commitment from members to make it viable.

A very pleasant surprise to see so many new faces, cars and members at our 8th June meeting. With so many club cars in the car park (I counted 23) the locals quickly got the message and moved out. Please keep it up. Next meetings are - 13th July and 10th August (I will be on holiday for that one).

JUNCTION 29 DERBYSHIRE AREA NEWS, KEN GREEN REPORTS:

After a low turnout in April things got back to normal with a bumper attendance of 33 for the May meeting, including four new members and representatives from the T.R. Register. Thanks to all who ate the sandwiches before I arrived.

A trip has been arranged to British Leyland on 1 December 1983, details later. Discount of approximately 12% has been arranged on production of the Club card at Kennings, Chesterfield. (Sheffield Road depot).

The June meeting was not as well attended probably due to the first Wednesday in the month falling on the 1st.

WEST MIDLANDS AREA NEWS, DAWN STORTON REPORTS:

Our meetings are still receiving a good turnout of 30 to 40, with new faces appearing each month and despite the atrocious Summer (?) weather the Sunday meetings at the Belfry are proving popular too. Not much more to mention - just to say that the next meetings are Sunday 10th July at the Belfry, 28th July at the Herald - Coventry, Sunday 14th August at the Belfry, Cheers!

NORTH YORKSHIRE AREA NEWS, SALLY HURD REPORTS:

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There were two visitors to June's meeting plus another new member. Ian McKeggie from Leicester told us about the National Bonanza they are holding on Aug. 6th and 7th which some of us hope to attend at least one day. The other was Steve Himsforth from Yorkshire Kit Cars, he and his wife are going to bring their Marlin to the North Yorks Concours on Sept. 4th.

Our next event is a Treasure Hunt organised by John Griss for Sunday 7th Aug. Meet 9.30 am at the Royal Oak, Norton, Malton, 10.00 start. It finishes at 12.00 at a Pub which serves Bar Meals. No map required, but please bring a pen. Small entry fee. Next meeting 6th July at Bay Horse, Murton, near York. See you there.

DEVON AREA NEWS, SUE WALTERS REPORTS:

Well, the Devon Area is still alive and keeping very busy. We still have a very good turnout at Totnes and for those who can't make that - a Sub meeting at Kennford. We have the occasional member from North Devon, who tells us that there are quite a few of you Triumph fans up there. How about getting together?

The Devon Area made themselves known this year at Donington - coming third in the Herald competition - well done Olli, Vince and Bill, also to Stan for coming second in the Working Modified Class with his Vitesse (and mine).

We hope to spread the clubs name well in our Area this year and put on a good show at the following events.

END JUNE - NO TOTNES MEETING

JULY 10th Exeter meet, Seven Stars, Kennford.

JULY 10th Treasure Hunt - Slapton Sands, Tel. Steve 43948 or Paul 44963.

JULY 23/24th World of Wheels - Newton Abbot, customs, classics and Hot Rod racing.

JULY 30/31st Moreal Rally, Widegates, Cornwall.

JULY 31st Totnes meeting.

AUGUST 14th Exeter meet, Kennford.

AUGUST 13/14th Yeovil Festival of Transport, w/end camping - Club Stand.

AUGUST 25th Totnes meeting.

SEPT 4th M.G. Owners Club Rally, Helston Aeropark.

SEPT ? Picnic if someone wants to organise one.

The photo album is NOT going too well - where are those photographs.

NEW AREA "IPSWICH" ANDY GIBBS AND BOB HAYWARD REPORTS:

Following Bill Yates letter in the April Courier, members in the Ipswich area may be pleased to know that we have been granted permission by the Landlord to hold informal meetings at the Rushmere 'Falcon'.

We will meet every Wednesday evening for the next few weeks. If we get a favourable response we shall set about forming a local area. We have been busy distributing our own recruitment leaflets and together with the publication of this letter, no Ipswich Sports Six owner should be ignorant of our meeting place.

Among his collection of six cars the Landlord of the 'Falcon' has a MK1 2 litre Vitesse Convertible. The Vitesse is in need of a little restoration and since we told him of the Club he has become more and more interested in restoring it.

**SALISBURY AREA NEWS, HUGH DAVIES REPORTS:**

My apologies to anybody who turned up on the 2nd of June at the Greyfisher, as a number of us were to be away in Holland, it was decided to move the meeting to the following Thursday, the July meeting will however be back to the first as usual.

Hopefully towards the end of July we will have a run over to another area's meeting, more details at the July meeting. If any local members have any spares they would like sold at the Beaulieu Autojumble in September, please contact me as I am arranging for a stall there.

**COTSWOLD AREA NEWS, SUE IND REPORTS:**

Not much to report this month as last months turnout was rather poor. Come on you Triumph owners we have been invited to take cars for a show stand at Swindon which should be fun. More details at our next meeting, 3rd Tuesday of month at White Horse Inn, Frampton Mansell, main Stroud/Ciren. Road. Remember the area meetings are for all our benefits so please support us.

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**BILL SUNDERLAND - EDITOR.**

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Vitesse MK11 Convertible, immaculate - £2,000 or nearest offer. Contact: Mr R C Moore, Tel: Leiston (Suffolk) 831 786. Full MOT and taxed for 6 months.

Vitesse 2 litre 1970 - Dark Green, MOT- April '84. Sound car, used daily. £375. Contact: Les Roper Tel: Ivybridge (07554) 4918 evenings only.

Vitesse 1600 1964. Excellent engine, new tyres, new battery, MOT August '83. Service record available, needs welding on rear frame. £100. Contact: Mr T W Jones, Tel: Carshalton (Surrey) 669 7783.

VITESSE CONVERTIBLE MK11 1970, 53,900 miles, MOT 1984. Grey coachwork and Blue upholstery, regularly maintained and truly immaculate. 2 lady owners only. £1,500. Tel: Ilminster (04605) 2961.

Bond Equipe GT4S, 1300, Yellow. Suitable for renovation or complete set of spares. Overdrive, sunroof, MK3 Spitfire engine, Dunlop 1144, 5.5 X 13 Wheels, 13" Sports steering wheel, spare gearbox. £65. Can be viewed by appointment. Tel: (0277) 221747.

Vitesse 6 1963 with overdrive, reg. 5506 PF. 76,000 miles in very good condition. One owner from new, many new body panels, door skins, aprons, sills, rear wings and chassis cradle sections. New brakes, battery and tuned professionally. £525. Contact: Mr J Fortuna, Tel: Worplesdon 234669.

VITESSE 2 litre MK11 Convertible, one owner 22,000 miles: Saffron Yellow, black trim, overdrive, brake servo, full tonneau cover, Ziebart and Waxoyl treatment, tape stereo etc. Attractive and exceptional car in regular use. £1,750. Contact: Peter, Tel: 04562 364.

VITESSE MK11 1968. Stage 11 Osselli engine. Uprated suspension, brakes. New O/D gearbox, competition clutch. Excellent diff, tyres, interior. Body very good, Black and Gold. 36,000 miles. (engine 7000) T & T family car since new. £1,250. Tel: Church Stretton 723331.

HERALD 1200 SALOON 1965. Immaculate condition. White. Genuines 13,800 miles only. New MOT and taxed till November. £1,000 o.n.o. Tel: Gosport (Hants) 07017 81555.

Vitesse MK1, 1964. Cactus Green with Red interior. About 5,000 miles each year since new. Mostly as second car. Used daily. MOT June, 1984. £575 o.n.o. Contact: Mrs M Hartley, tel: Kettering (0536) 760175. Sale due to retirement.

VITESSE 2 litre Estate Mark One. 1967. Long MOT, no tax. £160. Tel: 0733 243571. 57

Vitesse MK11 O/D Convertible. 1971/HC 58073 32nd. Last MOT April 1984. Mechanics good, 60,000 miles, doors rear wing need love, hence £495 or substantial discount for cash. Located Huntingdon, Tel: 01 229 7527, weekdays or 0480 810494 weekends.

GT6 MK11, 'J' Reg., overdrive, 3.27 diff. rebuilt engine, gearbox. Sunroof, servo, alloy wheels with good 165 tyres, new wings front and rear, new sills and doors, SAH exhaust and much more £995 o.n.o. Contact: Phil Tel: 0270 67055 (Crewe).

Vitesse 1967 2 litre Saloon. Good exhaust, 4 new tyres, good interior, seats, dashboard etc. Bodywork presentable. Some door rust. Needs outriggers and side sills for MOT. Contact: Phil Elliott, 35 Kings Road, West End, Woking, Surrey. GU24 9LW.

BOND GT4S, sunroof, radio, H.R.W., R/wiper, clock, ampmeter, oil, R/belt. 50 P.S.I. hot. Good synchromesh. Original unruled floors, new M/cylinder T/chain, clutch, sulls, S/rails, D/skin. Radials 5½J Dunlop wheels. Years MOT. Worth £450, yours for £225. Tel: 09592 4896 (Kent).

GT6 MK 111, 1973. Chassis No. KE218750, Sapphire Blue, O/drive, H/rests, tints. Hardt Spicer half shafts, suspension rebuilt, new brake pipes, well maintained and in excellent condition. MOT. £1,685 o.n.o. Tel Bedford, (0234) 750578.

Vitesse 1971 MK2. Good engine, gearbox, but diff. noisy. Body needs tidying (back end has been done and new sills fitted). I need the space so it must go. £275 o.n.o. Tel: Great Eccleston 70514 (Preston).

VITESSE 'J' Reg. Sunroof, taxed, MOT, one previous owner. Excellent condition should be seen. £900 o.n.o. Tel: Bookham, Surrey, 52345.

GT6 MK11 1969, Valencia Blue with Tan trim. Overdrive, body, interior, mechanics good. MOT - November. £785 o.n.o. Tel: Haworth (0535) 45579 after 6pm or at weekends.

Vitesse Convertible, Leyland reconditioned engine, 20,000 miles. Total renovation, chassis, braking system, mechanical parts, body excellent condition. Dry storage for past 2 years while renovating. Current MOT. Must sell quickly thus £550 o.n.o. Tel: Rochdale 343607.

TRIUMPH HERALD ESTATE 1965. Good runner, requires chassis welding repair to pass test. Recent new radiator, water pump, clutch. £125. Contact: Leslie Harman, Tel: Newmarket (0638) 661559 anytime.

GT6 MK111, 1972. Excellent condition, 12 months MOT, taxed till November, genuine 60,000 miles, overdrive +3.27 diff., 5½J's, 185/70's, many new parts fitted, you son't get better for £1,750, might consider MK4 Spitfire P/exch. Contact: Bob Notley, Tel: Redditch 65142.

VITESSE 2 LITRE Saloon. SUNROOF 1967. Excellent chassis and underbody, but doors beginning to need attention. Mostly one lady owner. New exhaust. Failed MOT on several minor points, but simply have no time now. Hence £350. Tel: 0908 562458.

Spitfire 1973, Mimosa Yellow/Chestnut trim, Brown hood. 'Best Spitfire', Doune Concours, April '83. Extensive professional rebuild, bills for over £2,000 in last year include new bonnet, sills, quarter valances, front suspension/steering, (all new Leyland parts), SAH exhaust, top quality respray. Immaculate condition, £1,395. Contact: Richard Barber, Tel: Warrington 64475. Vitesse 1968 Saloon 2L MK111. Off the road for 12 months. No MOT or tax. Good bonnet. Recon. O/D gearbox and recon. diff. New rear spring - all fitted by previous owner. £180 o.n.o. Contact: Nick, tel: 0278 662698.

SPITFIRE MK111 1970, MOT until end of September. Runner but not very pretty. £100. Tel: 0279 (Bishops Stortford) 812675.

HERALD 13/60 Saloon. 'G' reg. Valncia Blue. 68,000 miles. Engine rebuilt 52,000 miles. Recent recon. gearbox. MOT till Feb. 1984. Present owners since Fe. 1974. £450. Contact David Cook, 262 Wennington Road, Rainham, Essex. RML3 9UU.

Vitesse 1600, 1965. Gunmetal with White hardtop. Sunroof. 18,500 miles. MOT. Perfect condition and original throughout. Offers around £1,850 invited. Tel: Haselmere (Surrey) 3705.

Triumph 2.5 P.I. 'K' reg. Reconditioned engine, MOT - Aug. tax - Nov. Must sell as I bought John Griffiths 2500S - £250. Contact Ray Lye, Tel: Weymouth 784456.

HERALD 13/60 CONVERTIBLE 1970. Vitesse engine, brakes, suspension. Completely rebuilt using all new components, panels, bonnet, carpet, hood and tyres. Very smart Maroon body, tan hood, excellent example, waxoyled. £850. Contact: R Hand, Tel: Astwood Bank (Redditch) 2913.

Herald 1200 Saloon 1964. NO RUST, new chassis, panels etc. Light/dark green. New radial tyres. MOT taxed, light green interior. New carpets. Car looks new even underneath it. £400. Harlech, Gwynedd, Tel: 0766 780593.

GT6 MK111 1972 'L' reg. Original condition, Sapphire Blue with black interior. Used only as second car. Contact: Allan, Tel: 05542 70310 (office hours) or 54066 (evenings). £1,300 o.n.o. Llanelli, Dyfed.

SPITFIRE 1500 1976, White. S/top, O/D, 58,200 miles. Twin silencer exhaust. Extractor manifold. K + N filters. Kenlowe fan, roll bar, stereo rad/cass, equaliser. Excellent condition, hence £1,400 o.n.o. Tel: 01 943 1031 Teddington

Vitesse MK11 Saloon 1970. 3 months tax, 11 months MOT. Many new parts. Full sunroof, resprayed. £500 o.n.o. Also Vitesse reconditioned overdrive box and electrics £90 o.n.o. Tel: Telford 590859.

Bond Equipe 1197cc, twin carbs, radio, 1966 RECENTLY RENOVATED. MOT, good condition, offers around £450. Tel: Rock 266585 (Kidderminster).

GT6 MK111, 1972, Lower wishbone model, 'R' registered, 12 months MOT, much money recently spent on engine, gear box and body. Requires little work to make perfect. £1,180 o.n.o. Car in Manchester, Tel: initially - Keith Redhead, on Bishop Auckland 745059 (work).

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Too many projects! Vitesse project sale. MK11 bonnet - £80, MK11 engine - £50, cylinder head, ground valves, etc. £25. New radiator £30. Coupe roof section £30. Drive shafts £10 each. 13/60 bulkhead with dash, screen etc. - £20. Vitesse O/D propshaft £10. Vitesse 3.63 diff. unit £75. Set 5 alloy wheels with tyres £100. Pair good doors £30. S.V. carbs on Vitesse manifolding, ram pipes, etc. £30. Good hood and frame £30. Panels to convert saloon shell into tourer £10. Pair black Vitesse seats £20. Vitesse MK11 chassis with front suspension, valance new outriggers, etc. £50. Many, many other parts, bits and pieces. Contact: Mike Tebbett, Tel: Ledbury (0531) 3677.

ENGINE 1600 straight six. 40,000 miles only. Complete with carbs and manifold. Must go hence £20. Tel: Church Stretton 723331.

MK3 SPITFIRE chassis V.G.C. 1297cc engine - needs new gaskets. Gearbox, diff. and propshaft all good. Some other MK3 spares, tatty but sound bonnet. Contact: Dougal Black, Tel: 0752 553740 estension Manadon 370 (also some Midget spares available)!!

Breaking Vitesse MK11 2 litre, MK1 2 litre Vitesse, Vitesse 1600, Herald 1200, Herald Estate, Herald 13/60 Saloon. Thousands of bits at reasonable prices. I can deliver locally, Tel: Chertsey 62517, evenings Weybridge 53577.

GT6 3.89 diff. excellent order, swap for 3.27 diff. or sell £50. Speedo geared for 3.89 £8. MG Midget MK111 hardtop £60. Contact: Gavin, Tel: 0733 237111 ext. 333 (Peterborough).

Vitesse MK11 gearbox, 4 speed, reverse gone but case O.K. hence £10. Tel: Winscombe (Avon) 3421, Contact: Richard Deane.

2000 Gearbox all new bearings, seals, balls, springs etc. with overdrive - £65 o.n.o. Tel: Thanet (0843) 65979 or Dover(0304) 820789.

BLACK HONEYBOURNE HARDTOP Spitfire MK4 fully trimmed, used for one Winter as new. Cost £165 accept £100 o.n.o. - As seen in John Hills catalogue. Contact: Allan Thompson, 2 Eden Close, Chapel House Estate, Newcastle. NE5 1JF.

New, genuine Stanpart/BL parts for all models. Parts catalogues for Spit. 111/1V '73 on/1500. Workshop manuals for Vitesse 2L 1/11, GT6 1/11/111, Spit. 1500. Handbooks for Vitesse 2L 1/11, GT6 1/11, Spit. 1V/1500, Herald 13/60. Virtually all engine/gearbox/axle parts available. All brake parts, suspension bushes, wishbones, trunnions, trunion overhaul kits front and rear, vertical links, shock absorbers, hubs, drive shafts, rototflex couplings etc., Most electrical items. Many body panels for all models, door seals, weatherstrips etc. tons of stuff available, far too much to detail in a small ad. Send S.A.E. for list, stating model and specific requirements. Items not in stock can usually be supplied within a matter of a few days. My BL supplier is one of the best, so if you have problems, give me a call. All my prices guaranteed to be no more than BL list, in many cases less. John Mann, 5 Nevis Close, Loundsley Green, Chesterfield, Derbys. S40 4NS. Tel: Chesterfield 71036.

SPITFIRE MK1V BODYSHELL C/W doors, bootlid bonnet and chassis all brand new. £650 o.n.o. Tel: Evesham (0386) 6547.

Herald 13/60 Convertible 'F' Reg. Completely dismantled - abandoned rebuild due to money and space. All parts for sale. Chassis completely renovated - £40, bulkhead likewise - £40. All other parts - offers. Contact: Dan Morrison, 11 Newbold Street, Leamington Spa, Warks.

HERALD/VITESSE HOOD AND FRAME. Black hood in perfect condition (unused). Frame has no fixing bolts otherwise complete. Clearview panels are the only requirement. Bargain at £100 o.n.o. Tel: (Business only) 060544 291.

Bonnet for Vitesse 6, reasonable condition £25. Overdrive unit from Vitesse 6 £20. 4 X 5½J stell wheels £10. Vitesse MK11 roof complete with side and rear glass £15. Vitesse MK11 Convertible interior trim and seats, black. Herald rear quarter valance offside £4. Contact: Mike English, Tel: 01 546 2335.

Set of wire wheels complete with adaptors, spinners etc. £60. Pair of bucket seats, ex Bond GT4S £30. Vitesse MK1 bonnet £20. Set of Vitesse rostyle wheel trims £12. Herald/Vitesse front side/flasher light units £6. Contact: David Apps, Tel: 061 439 7618. (Manchester).

EXCHANGE GT6 MK111 steel bonnet in good condition, for Daffron coloured Spitfire MK1V bonnet and drivers door in good condition or bonnet and cash. Tel: Paul(Brentford) 74130.

Breaking 'K' reg. Herald Estate 1296 and 1147 engine, also spare chassis. Contact: Kim Rixon, Tel: Yeovil (0935) 27250.

Herald doors £8 each. Good condition, six 13/60 wheels with good/new cross-plies £20. Some other spares. Tel: Sheffield 87094.

USED SPARES. VITESSE 2000 MK1, complete cylinder head, fuel tank. HERALD 13/60 propshaft, fuel tank, radiator, coil springs, stering wheels, diff., hub caps. SPITFIRE MK3 propshaft, dash with instruments. Tel: 051 228 7405.

Breaking 2 litre Vitesse (some MK1, some MK2 parts), almost new MK1 exhaust. GT6 MK111 parts; engine and ancillaries, nearly new non-overdrive prop, tow-bar, heater, suspensions (late type) rear springs only one year old. Good carpets, front ¼ valances, various interior trim, steering rack. 13/60 parts, front and rear suspensions, good seals, dash and instruments. Herald 12/50 bonnet (very good). Spitfire MK3 engine (recent recon) and gearbox. Contact: Dave Jones, Tel: 01 952 0815.

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GT6 MkIII Spitfire IV bonnet . . . . .	111.75
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GT6 MK11 SPARES including NEW head gasket set, brake pads and shoes, universal joints and valve springs. Also numerous used engine parts including pistons and carburettors £22 the lot. Buyer collects, Contact: Mike, Tel: Biggin Hill 71148.

1971 HERALD 13/60 Breaking for spares. Good engine (50,000). Complete set black trim. All parts available except body. No reasonable offers refused. Tel: Glasgow (041) 881 4669.

Bonnet locks suit all club cars £7.00 inc. P+P. Spring lifting tools £11.10 inc. P+P. Dinky models, Herald Coupe, Spitfire, Vitesse P.O.A. Vitesse 2 litre MK11 models build yourself 1/43rd scale £8.50. Contact: Mark, Tel: Penn (Bucks) 5388.

13/60 new parts for sale. Cylinder head gasket sets £4 each. Sump sets £3 ea. Sills £10 pair. Exhaust pipe £6. Front valance £50. Offside quarter valance £9. S/hand rear body section, good condition £20 o.n.o. Also complete car convertible £150 o.n.o. VITESSE rebuilt radiator £55. Tel: 021 358 7448.

VITESSE parts for sale; (1600cc) speedo, dashboard, rear seat (only) (back of seat too) Rear demister (original)? Petrol tank, bootlid, wiper motor. All excellent condition except dashboard with cracked varnish. Some Herald bits too. Tel: Bob, Ipswich 40911.

BOND EQUIPE 2000 MK1 1969. Complete car with accident damage to rear, also requires gearbox, MOT till December. For sale complete or would break. Contact: Hugh Davies, Tel: Amesbury 23517 between 6.30pm and 7.30pm.

CLEAROUT TRIUMPH VITESSE PARTS. 1600cc engine and gearbox £40. Boot lid - £10. Roof £10. 2 doors (re-skinned) £20 each. Fibreglass MK1 bonnet including headlamps and grille £40. 4 good Vitesse wheels and tyres (XZX's) £60. Contact: Mark, Tel: Huntingdon 51833 after 5.30pm.

Vitesse 6 radiator with header tank £10. Set front and rear seat belts £10. 5 wheels with tyres £12. Other bits and pieces. Contact: Ted Morley, Tel: Oakley (Beds) 3906.

GT6 MK 111 SPARES. 3.89 diff. £40. 4, 4½ X 13 oval hole wheels good condition plus four chrome centre spinners and nuts £15. Plain rear screen M.R.W. not working £5. Rotten but repairable door shell £5. Not very leaky rad. £10. Contact: R Johnson, Tel: Tamworth 69238.

SPFT TOP for Mark 4 Spitfire, Leyland hood. As new. £100 o.n.o. Tel: Northampton 890550.

TRIUMPH HERALD/VITESSE BODY PARTS. Windows, overriders, rear light lenses. HERALD 1200 gearbox £10. Doors £10. Stub axles £10 each. Door handles £2 each. Steering rack £10. Rear axle £10. Propshaft £5. Many others. Contact: Carl Belfield, Tel: Hassocks 2932.

Vitesse 2 litre MK1 Saloon parts; engine, including ancillaries £50. Gearbox £30. Propshaft £10. 3.89 diff. £50. Many other parts available. Also breaking Herald 13/60 Saloon; most bits, but no engine or gearbox. Tel: 0780 (Stamford) 740656.

Complete Vitesse 2 litre breaking for spares. Excellent engine, overdrive gearbox, prop mounting plate, relay, diff. good. Bodywork rough, but bonnet fair. Also two Vitesse heads, gearbox for 13/60, many other bits and pieces. Tel: Dave, 0327 41840.

Abandoned rebuild, GT6 Mk111, 1971. Zinc plated chassis, renewed all suspension, rubbers, cosmic alloy wheels 4 almost brand new 175 S.R. tyres. No bonnet, rusted door sills, what offers, might consider slitting. Tel: New Milton, Hants, 615601 after 7p.m.

# WANTED

WANTED URGENTLY for Vitesse MK2 Convertible by unemployed enthusiast! HOOD (good one please), front nearside sidelight/indicator unit complete, and two rear light glasses. HELP PLEASE! Tel: PETER 01 854 2605 ANYTIME.

Vitesse MK1 front grille, must be V.G.C. also Convertible rear seat (lower part) Tel: 01 654 0853 after 6pm.

Weber inlet manifolds wanted (40 D.C.O.E.), must be for MK1 6 cylinder engine. Contact: Trevor, Tel: Coventry 595036.

VITESSE/GT6 Servo (Girling powerstop), set Dunlop Formula 'D' 5½J wheels (wide offset type), oil cooler, VITESSE roof (with sunroof). Bumper centre sections. Must be good condition. Tel: 021 706 4623 (Birmingham) evenings/weekends.

Wanted passenger door for Spitfire MK1V. Must be in good condition. Tel: Elizabeth Harvey, Maidstone (0622) 26792 after 2p.m.

GT6 MK1 body panels, must be factory original. Contact: Mr K Haynes, Tel: North Trowbridge (0225) 782655 evenings.

Wanted Wood & Jeffries electric fan for Vitesse MK2 and 2 GT6 MK3 wheels. Contact: Dave Jones, Tel: 01 952 0815.

GT6 MK1 'E' reg. Dark (Royal) Blue any condition considered. £1,000 cash waiting. Contact Mr K Haynes, Tel: North Trowbridge (0225) 782655 (evenings):

VITESSE CONVERTIBLE WANTED. Must have sound chassis/good body. Will travel to view, instant cash for right car. Good price paid. Tel: South Shields (0632) 560542.

HERALD CONVERTIBLE preferably with O/D. In sound condition with MOT. Also GT6 in similar state. Contact: Mr Astbury, Tel: Stocksfield (Northumberland)842043.

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## CLUB DIRECTORY ... 1983

AREA	AREA ORGANISER(S)	TEL No.	VENUE	MEETING DAY
ANGLIA	Barry Newitt	0223-841407	Coach & Horses	1st Thursday
AVON	James Sturgeon	0272-568170	Wheatsheaf,	1st Mon/3rd Wed
CORNWALL	Richard Cunningham	0872-78549	Various	Last Friday
COTSWOLD	Sue Ind	0285-61137	White Horse Inn	3rd Tuesday
DERBYSHIRE	K. Singleton/K. Green	0246-68941	Elm Tree,	1st Wednesday
DEVON	Stan Walters	0752-700555	Dartmouth Inn	Last Sunday
EAST BERKS.	John Reed	0628-33365	Uncle Toms Cabin,	2nd Wednesday
ESSEX	Barry Thurgood	0279-812675	Dukes Head	2nd Sunday
GLOUCESTER	Richard Flower	0242-510145	Golden Hart,	Last Tuesday
HANTS & SURRY	Tony Beale	04862-68338	Royal Oak	2nd Wednesday
HEREFORDSHIRE	Jim Rickards		Green Dragon	1st Wednesday
HERTS NORTH	Bev Warren		The Red Lion,	1st Monday
HERTS SOUTH	Jeremy Hurst	0707-57156	Coach & Horses	Last Wed.
KENT	Martin Radford	0322-21056	Cock House Inn,	2nd Monday
KENT WEST	Lynda Lee		The Grasshopper	3rd Tuesday
LEICESTER	Ian McKeggie	0858-63934	The Cock Inn	Last Thursday
MANCHESTER	Andrew Head	061-427-1378	The Bulls Head	3rd Thursday
MILTON KEYNES	Geoff King	0908-315025	The Fountain	3rd Wed/1st Sun
NORFOLK	Phil Hudson	0953-60488	Kings Head,	1st Monday
NORTH EAST	Tony Lambert	0632-562577	The Holystone,	Various
NORTH LONDON	Steve Willis	0707-51769	Old Hall Tavern	3rd Thursday
NORTH MIDLANDS	Don Halliday	0889-881566	The Three Crowns	1st Saturday
NTH IRELAND	Andy Scorgie	0265-822826	Pig & Chicken	2nd Wednesday
NOTTINGHAM	Geoff Fletcher	060 76 68147	Redgate Lodge	2nd Wednesday
OXFORD	John Cudmore	0772-54469	The Grapes	2nd Monday
RIBBLE AREA	Chris Gardner	0203-452541	The Anchor Hotel	1st Thursday
RUGBY	Andy Jones	0908-23517	Fox & Hounds	2nd Sunday
SALISBURY	Hugh Davies	041-427-4340	Greyfisher	1pm
SCOTLAND	Nigel Waddell	031-334-0148	Beech Tree Inn	1st Sunday
SCOTLAND	Kenneth Archibald	0383-823980	Post House	last Thursday
SOUTH EAST	Alan Cooper	095-02-286	Lerwick Hotel	3rd Sunday
SHETLAND	Michael Thomas	0278-662698	The Rising Sun	Alternat/Thurs
SOMERSET	Nick Bradbury	0329-232605	The Good Intent	1st Thursday
SOUTHERN	Tony Farby	0444-413607	The Five Bells	1st Wednesday
SUSSEX	Colin Harrison	01-947-7659	The Winning Post	2nd Tuesday
THAMES	Leon Guyot	0636-814050	The Fox	Last week of month
TRENT	Mike Costigan	02/0-625322	Various	Last Tuesday
WALES NORTH	Mike Stewart	0656-863426	Castell Mynach Pub	1st Monday
WALES SOUTH	Tim Davies	0202-602152	The Skittlers	Last Wednesday
WESSEX	Kevin Minns	021-353-9961	Various	1st Tuesday
WEST MIDLANDS	Tony & Janis Spicer	0386-6547	Coach & Horses	
WORCESTER	Trevor Brotherton	0302-743579	White Bear	
YORKSHIRE STH	Chris Stabler	075 92 4367		
YORKSHIRE NTH	John Genders	0484-844682		
YORKSHIRE WEST	Nigel Weedon			